

February 2023 | Draft Environmental Impact Report
State Clearinghouse No. 2021100098

NEW FONTANA CAMPUS MASTER PLAN

for Chaffey Community College District

Prepared for:

Chaffey Community College District

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Abbreviations and Acronyms

ABBREVIATIONS AND ACRONYMS

AAQS	ambient air quality standards
AB	Assembly Bill
ADT	average daily traffic
AQMD	air quality management district
AQMP	air quality management plan
AR4	<i>Fourth Assessment Report: Climate Change 2007</i> (by the IPCC)
bgs	below ground surface
BMP	best management practices
CAA	Clean Air Act
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCCD	Chaffey Community College District
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGF	California Fish and Game Code
cfs	cubic feet per second
CGP	Construction General Permit
CMP	congestion management program
CNDDDB	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
cy	cubic yards

Abbreviations and Acronyms

dB	decibel
dBA	A-weighted decibel
DEIR	draft environmental impact report
DIF	development impact fee
DPM	diesel particulate matter
DSF	Delhi Sands Flower-loving Fly
EPA	United States Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FFPD	Fontana Fire Protection District
FHSZ	fire hazard severity zone
FIRM	flood insurance rate map
FPD	Fontana Police Department
FTA	Federal Transit Administration
FTES	full-time equivalent students
FWC	Fontana Water Company
GHG	greenhouse gases
gpd	gallons per day
GSF	gross square feet
GWh	gigawatt-hour
GWP	global warming potential
HRA	health risk assessment
IEUA	Inland Empire Utilities Agency
IPCC	Intergovernmental Panel on Climate Change
kBTU	thousand British thermal units
kWh	kilowatt-hour
L _{dn}	day-night noise level
L _{eq}	equivalent continuous noise level
LCFS	low-carbon fuel standard
LEED	Leadership in Energy and Environmental Design (U.S. Green Building Council)
LOS	level of service
LRA	local responsibility area
LRTP	Long-Range Transit Plan

Abbreviations and Acronyms

LST	localized significance thresholds
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MMT	million metric tons
MPO	metropolitan planning organization
MT	metric ton
MWEL	Model Water Efficient Landscape Ordinance
N ₂ O	nitrous oxide
NAHC	Native American Heritage Commission
NO ₂	nitrogen dioxide
NO _x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
O ₃	ozone
O&M	Operations and Maintenance
PM	particulate matter
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PRD	permit registration documents
REC	recognized environmental condition
RPS	renewable portfolio standard
RTP/SCS	regional transportation plan / sustainable communities strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBCFCD	San Bernardino County Flood Control District
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SoCAB	South Coast Air Basin

Abbreviations and Acronyms

SRA	state responsibility area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TAZ	traffic analysis zone
TCR	tribal cultural resource
TMDL	total maximum daily load
tpd	tons per day
TTCP	traditional tribal cultural places
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
VdB	velocity decibels
VMT	vehicle miles traveled
VOC	volatile organic compound
ZE/NZE	zero emissions / near-zero emissions

1. Executive Summary

1.1 INTRODUCTION

This Draft Environmental Impact Report (EIR) addresses the environmental effects associated with the implementation of the New Fontana Campus Master Plan. The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An Environmental Impact Report (EIR) is a full disclosure document which analyzes potential environmental impacts in order to inform the public and local and state agencies of the environmental consequences of proposed projects.

This Draft EIR has been prepared pursuant to the requirements of CEQA and the Chaffey Community College District's (District) CEQA procedures. The District, as the CEQA lead agency, has independently reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment.

The contents of this Draft EIR is derived from onsite field observations, discussions with affected resource agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (air quality, biological resources, cultural resources, geotechnical report, Phase I Environmental Site Assessment, noise, and transportation).

1.2 ENVIRONMENTAL PROCEDURES

This Draft EIR is consistent with CEQA's six main objectives, which are:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental impacts.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning and approval process.

An EIR is the most comprehensive form of environmental documentation required under CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

1. Executive Summary

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information contained in the EIR; consider public comments, determine if the EIR was prepared in accordance with CEQA and the CEQA Guidelines; determine if it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and project alternatives; and adopt a statement of overriding considerations if significant impacts cannot otherwise be avoided or reduced by mitigation measures to a level of insignificance.

1.2.1 EIR Structure

Chapter 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Chapter 2. Introduction: Describes the purpose of this EIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final EIR certification.

Chapter 3. Project Description: A detailed description of the project, including its objectives, its area and location, approvals anticipated to be required as part of the project, and the intended uses of this EIR.

Chapter 4. Environmental Setting: A description of the physical environmental conditions on the project site and in the vicinity of the project as they existed at the time the Notice of Preparation was published. This information and data will provide the baseline physical conditions that exist prior to the construction of the project and serve to determine which impacts may be considered significant.

Chapter 5. Environmental Analysis: Each environmental topic is analyzed in a separate section that discusses: the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact before mitigation measures are applied; the mitigation measures for the proposed project; the level of significance after mitigation is incorporated; the potential for cumulative impacts from other existing, approved, or proposed development in the area; and the references used to prepare the section.

Chapter 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the proposed project.

Chapter 7. Alternatives to the Proposed Project: Describes the alternatives and compares their impacts to the impacts of the proposed project and if the alternative meets the objectives of the project. Alternatives include the "no project alternative" and two development alternatives based on whether the Delta Sand Loving Fly is present on the campus site.

Chapter 8. Impacts Found Not to Be Significant: Describes the potential impacts of the project that were determined not to be significant and how those determinations were made.

1. Executive Summary

Chapter 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Chapter 10. Growth-Inducing Impacts of the Project: Describes how the proposed project may cause increases in employment, infrastructure, or population that could result in new significant environmental impacts.

Chapter 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this EIR.

Chapter 12. Qualifications of Persons Preparing EIR: Provides a list of the individuals that prepared the EIR.

Appendices: The appendices for this document (in PDF format on a USB attached to the front cover) comprise these supporting documents:

- Appendix A: NOP and NOP Comments
- Appendix B: Air Quality and GHG Emissions Data
- Appendix C: Construction Health Risk Assessment
- Appendix D: Biological Resources Technical Report
- Appendix E: Delhi Sands Flower-Loving Fly Habitat Report
- Appendix F: Delhi Sands Flower-Loving Fly Focused Survey
- Appendix G: Cultural Resources Assessment
- Appendix H: Geotechnical Feasibility Investigation
- Appendix I: Preliminary Hydrology Study
- Appendix J: Preliminary Water Quality Management Plan
- Appendix K: Noise Data
- Appendix L: Traffic Study
- Appendix M: VMT Screening Evaluation
- Appendix N: Phase I Environmental Site Assessment
- Appendix O: Limited Pesticide Assessment
- Appendix P: Wastewater Generation Data

1.2.2 Type and Purpose of This Draft EIR

Because the campus project will proceed in two phases over a ten-year projection a Program EIR has been prepared in order to address present and future project demands and their associated environmental impacts. Although the legally required contents of a Program EIR are the same as for a Project EIR, Program EIRs are typically more conceptual than Project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures. According to Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a Program EIR gives the lead agency an opportunity to consider broad policy alternatives and program-wide mitigation measures, as well as greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.

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Agencies prepare Program EIRs for programs or a series of related actions that are linked geographically; logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document is necessary. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities may be within the Program EIR's scope, and additional environmental documents may not be required (Guidelines Section 15168[c]). When a lead agency relies on a Program EIR for a subsequent activity, it must incorporate feasible mitigation measures and alternatives from the Program EIR into the subsequent activities (Guidelines Section 15168[c][3]). If a subsequent activity would have effects outside the scope of the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. Even in this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis.

1.3 PROJECT LOCATION

The New Fontana Campus Project is located on an unimproved 14.3-acre site at 11070 Sierra Avenue at the "T" intersection of Sierra Avenue and Underwood Drive in the City of Fontana, San Bernardino County, California. And legally known as Assessor's Parcel Numbers 0255-101-05 through 09. The project site is bordered by Sierra Avenue to the east, vacant lots and residential uses to the west,¹ commercial uses to the north (animal hospital, beauty salon, The Home Depot, and a restaurant), and a detention basin to the south.² Uses east across Sierra Avenue are residential and commercial (Walgreens and Bank of America).

1.4 PROJECT SUMMARY

Under the Vision 2025 Facilities Master Plan addendum approved by the Governing Board, the District proposes to relocate and expand its existing Fontana Campus to the project site. The new campus would be developed in two phases over approximately a 10-year period. The full buildout of the campus would comprise approximately 209,000 Gross Square Feet (GSF). Phase 1 would consist of a 137,000 GSF campus with a welcome center, library, instructional building, automotive technology building, and operations and maintenance building. Phase 2 would include approximately 72,000 GSF of additional campus development and includes a CTE and training building, additional instructional building, and a new student and community center. See Figure 3-4, *Proposed Master Plan*. At buildout, the proposed project would accommodate 4,495 unduplicated students and 192 employees.

Both phases of the project would be developed with energy-efficient strategies and include sustainable building practices (e.g., materials, infrastructure, and landscaping) throughout all construction phases. Solar panels would be installed on the rooftops of carports and other campus buildings where feasible. And all buildings would be

¹ Adjacent properties to the west have been developed as a warehouse as of January 2023.

² The detention basin property has been entitled to be developed as an affordable housing project by the City of Fontana (State Clearinghouse No. 2022100111) in November 2022.

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designed with energy-efficient systems to achieve the goal of net-zero-energy use. The buildings would be designed in a manner to reduce surface heating and create shaded areas along campus pathways and open spaces.

Phase 1 development is projected to accommodate 4,295 unduplicated students which is the equivalent of 934 full-time students (FTES). Compared to the existing Fontana campus with a baseline enrollment of 3,641 unduplicated students (pre-COVID-19 enrollment in 2019), this is an increase of 654 unduplicated students. The tentative construction time frame for Phase 1 development is from 2024 to 2026.

Phase 2 development would accommodate additional 200 unduplicated students, which is the equivalent of 77 FTES. Therefore, at buildout, the proposed project would accommodate a total of 4,495 unduplicated students (or 1,101 FTES), which is an increase of 854 unduplicated students compared to the existing Fontana campus. The tentative construction time frame for Phase 2 development is from 2027 to 2030.

Table 1-1, *Fontana Campus Master Plan Summary*, lists the planned size, number of stories, and estimated construction timing of each building. Both phases would include site and infrastructure improvements—two driveways on Sierra Avenue for access and approximately 718 surface parking spaces.

Table 1-1 Fontana Campus Master Plan Summary

Phase	Building	Details
Phase 1: Short Term, approximately 2024–2026	Welcome Center and Library	Size: 51,000 GSF Levels: 4 Stories Midpoint of Construction: 2025
	Instructional Building I	Size: 28,000 GSF Levels: 3 Stories Midpoint of Construction: 2025
	Automotive Technology Building	Size: 50,000 GSF Levels: 2 and 3 Stories Midpoint of Construction: 2025
	Operations and Maintenance Building	Size: 8,000 GSF Levels: 1 to 2 Stories Midpoint of Construction: 2025
	Site and Infrastructure	Driveways, entry points, parking lots, utilities, green space
Phase 1: Short Term Building Area Subtotal		137,000 GSF
Phase 2: Long Term, approximately 2027–2030	CTE and Training Building	Size: 32,000 GSF Levels: 3 Stories Midpoint of Construction: 2028
	Instructional Building II	Size: 20,000 GSF Levels: 3 Stories Midpoint of Construction: 2027
	Student and Community Center	Size: 20,000 GSF Levels: 3 Stories Midpoint of Construction: 2029
Phase 2: Long Term Building Area Subtotal		72,000 GSF
Project Buildout Total		209,000 GSF
Note: GSF = gross square feet		

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1.4.1 Access and Parking

The new campus would be accessed by two access driveways off of Sierra Avenue: The main entry would be the signalized intersection of Sierra Avenue and Underwood Drive, and a secondary access would be approximately 380 feet north of the main entrance. See Figure 3-8, *Campus Circulation Plan*. The access plan illustrates internal circulation for the parking lot, drop-off, delivery trucks, and limited access for emergency vehicles. The main entry would be lined by trees, with a roundabout drop-off area that would also lead into the main parking lot. The secondary access on the north edge of the campus would be restricted to right-in and right-out only. Approximately 718 surface parking spaces would be provided. The parking needs were based on the Institute of Transportation Engineers' metrics for community colleges. The north, west, and south parking lots would wrap around the campus. All parking lots and access improvements would be constructed in Phase 1. Bicycle parking would be provided with secure and visible bike racks. The bike parking locations are shown on Figure 3-9, *Campus Pedestrian Circulation Plan*.

Three limited access and emergency fire-lane accessways would be provided along the east, central, and west corridors of the campus. These accessways would be designed to operate as pedestrian promenades but also to withstand heavy-duty vehicles and provide emergency access.

Access to the Operations and Maintenance building would be from the secondary access point, and a sufficient area would be provided for large vehicles and semi-trucks for accessing the loading dock area. The Master Plan also includes relocation of the Omnitrans bus stop, currently along southbound Sierra Avenue north of Underwood Drive, to the south of the Underwood Drive intersection with a shelter and turnout lane. The new location of the bus stop and shelter is shown on Figure 3-7.

1.4.2 Landscape and Outdoor Spaces

The new Fontana Campus would include well-lit outdoor spaces that connect campus areas and a variety of open spaces that accommodate large and small gatherings. On Figure 3-10, *Open Space Plan*, it shows the proposed outdoor gathering spaces and landscaped areas. Native and drought-tolerant plantings would be provided with smart irrigation controls. A “wellness walk” would consist of an approximately eight- to ten-foot-wide trail along the four property edges that could accommodate pedestrians and cyclists with sufficient landscape buffer with shade. The wellness walk would be accessible to the public and is shown on Figure 3-9.

1.4.3 Academic Programs

The existing Fontana Campus provides approximately 56,000 square feet of facilities on eight acres and provides arts and sciences, business and math, information tech, and humanities and social sciences programs. All academic programs and services from the existing Fontana campus would be relocated to the project site. After relocation, the existing Fontana Campus would be closed and likely sold.

Programs would shift from other District campuses as well—the automotive technology program from the Rancho Cucamonga campus; advanced manufacturing and economic development programs from the In-Tech Center; and the industrial electricity program from the Chino Tech Center.

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The new campus will also provide new cloud computing, physical/occupational therapy, and assistant welding programs. Figure 3-11, *Shifting Academic Programs*, summarizes how academic programs will shift between campuses.

1.4.4 Utility Improvements

- **Water:** Fontana Water Company provides water service to the project site. The proposed project would connect to the existing 8-inch water-main line along Sierra Avenue.
- **Wastewater:** The City of Fontana provides sewer service to the project site. The proposed project would be serviced from a 10-inch stub out in Sierra Avenue to be provided by the proposed housing development to the south of the project site (Courtplace at Fontana Project, State Clearinghouse No. 2022100111). The City of Fontana Public Works Department has determined that a new 10-inch vitrified clay pipeline extension in Sierra Avenue would provide adequate sewer capacity for the buildout of the proposed project and the Courtplace at Fontana project. Courtplace at Fontana was approved by the City on November 1, 2022, and the new 10-inch line is anticipated to be completed prior to the first quarter of 2025. The campus sewer system would also include sewer lift station and a backup generator in case of a power outage.
- **Stormwater:** The new campus would construct an on-site storm drainage system, including but not limited to drywells, underground chamber system, and a bioretention basin with underdrains to treat and detain stormwater. The stormwater overflow from the on-site underground chamber system would be conveyed directly to the City of Fontana's new 108-inch reinforced concrete pipeline (RCP). This new 108-inch RCP, to be constructed by the housing development to the south, would convey overflow westerly to the resized detention basin adjacent to the housing development.
- **Electricity:** Southern California Edison (SCE) will be the provider of electricity to the project site. The proposed project may require undergrounding of electricity lines. If it is determined by the City and SCE that underground lines are required, a street improvement plan would be prepared, in compliance with the City and SCE.
- **Natural Gas:** Southern California Gas Company provides natural gas service to the project site. The proposed project would require connection to the existing distribution line along Sierra Avenue.

1.4.5 Site Preparation and Grading

The proposed project would incorporate all or equivalent recommendations pertaining to site preparation, grading, and construction in the site-specific geotechnical investigation, or any updates to the geotechnical investigation to be approved by the Division of the State Architect. The proposed project would require approximately 12,000 cubic yards of soil import to balance the site. All excavation and soil import activities would be observed and approved in writing by a qualified geotechnical engineer.

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1.4.6 Green and Sustainable Design Features

The District proposes to incorporate the following green and sustainable features to reduce greenhouse gas (GHG) emissions and energy consumption, conserve water, and minimize urban runoff:

- Solar carports to produce clean energy.
- Electric vehicle charging stations.
- Incentives for students to use public transportation by providing Omnitrans passes to students.
- Incentives for low emission vehicles (e.g., parking discounts).
- Promotion of carpooling throughout the College community.
- Incorporate a public bus stop into the campus design for convenience and create pathways to the public transportation location point.
- Landscaping that uses native plants and well-placed landscaping trees that provide shades to create study and rest areas for the students.
- Design open spaces to be flexible and serve multiple college functions and events.
- Incorporate green design:
 - Cool roofs on all main campus structures.
 - Natural shading and ventilation where possible to each of the main campus building structures.
 - Campus courtyards, where the placement of buildings serves as windbreakers for the courtyards.
 - East-west building orientation to minimize sun exposure
- Use drought-tolerant native plants and watering systems that incorporate smart meters to conserve water.
- The District to partner with the Fontana Water District in reducing its reliance on water resources.
- Capture storm water run-off in retention basins that are lined with native plants. These retention basins would be designed to help prevent urban pollution impact on the adjoining community.
- Provide separate power submeters for each of the main campus buildings to monitor usage and proactively manage and conserve energy use.
- Design main campus buildings to exceed local and state code requirements and reduce the use of fossil fuels and water.
- Buildings to be designed to LEED Silver or better with a focus on reducing energy use.
- Explore and incorporate other innovative sustainable design features.

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1.5 SUMMARY OF PROJECT ALTERNATIVES

CEQA requires that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives” (CEQA Guidelines Section 15126.6[a]). Because no significant and unavoidable impacts were identified (see Table 1-2, *Summary of Environmental Impacts, Mitigation, and Levels of Significance After Mitigation*), the alternatives in this Draft EIR were based, in part, on their potential to reduce impacts from the development of the New Fontana Campus Master Plan on the Delhi Sands Flower-loving fly. The project alternatives were not reviewed for financial feasibility. See Chapter 7, *Alternatives to the Proposed Project*, for additional discussion.

1.5.1 No Project/No Development Alternative

CEQA Guidelines require the analysis of a “no project” alternative. This analysis must discuss the existing site conditions as well as what would be reasonably expected in the foreseeable future based on any current plans if the project were not approved. Under the “No Project” alternative, the project site would not be developed. Conditions on-site would remain unimproved. The project site is designated WMXU-1 (Walkable Mixed-Use Downtown and Corridors) by the City’s General Plan Land Use Plan and zoned FBC (Form Based Code) district. Uses envisioned in this designation include a variety of medium-to high-density residential types, retail and services, office, entertainment, education, civic, and open space development. Determining reasonable future use for the project site would be speculative given the mix of uses surrounding the project site. Thus, the No Project alternative assumes that the project site would remain undeveloped.

1.5.1.1 ABILITY TO REDUCE ENVIRONMENTAL IMPACTS

The No Project/No Development Alternative would lessen the proposed project’s environmental impacts in all natural resource areas, however, the proposed project would not result in any significant and unavoidable impact, and this alternative would not meet any of the project objectives, as discussed in Chapter 7, *Alternatives to the Proposed Project*, Section 7.4.9.

1.5.2 Delhi Sands Flower-Loving Fly Habitat Conservation Alternative With Structured Parking Facility

Under this alternative, approximately 33 percent (4.7 acres) of the project site along the western boundary would be preserved for habitat conservation should it be determined that the Delhi Sands flower-loving fly (“DSF”) is present on the site upon the completion of a two consecutive season protocol survey, in such a case the new campus would be constructed on the remaining 67 percent (9.6 acres) of the project site. Figure 7-1, *Alternative Site Plan with Structured Parking Facility*, illustrates the conceptual site plan for this alternative. The protocol survey for 2022 found no DSF within the project site.

Under this alternative, the eastern 9.6 acres of the 14.3-acre site would be developed into the new Fontana Campus and the western 4.7 acres would remain undeveloped and would be preserved in cooperation with the US Fish and Wildlife Service for habitat conservation and education. The 4.7 acres of habitat conservation area

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would be fenced for security purposes, and no access would be allowed, unless the access was related to approved biological educational programs, maintenance, or habitat monitoring. This alternative assumes the same total new building area of 209,000 GSF with the uses and programs as the proposed project to implement the vision for the Master Plan. In Phase 1 under this alternative, approximately 137,000 square feet of building area and 512 surface parking spaces would be constructed. In Phase 2, 72,000 square feet of building area and a multilevel, 108,000-square-foot parking structure would be constructed, providing a combined total of 707 spaces consisting of 306 parking structure spaces and 401 surface parking spaces. Therefore, the total building square footage would increase from 209,000 GSF to 317,000 GSF, an approximately 52 percent increase driven by parking demands and the land set aside for conservation if needed. This alternative is subject to an economic feasibility analysis to determine if the campus development can reasonably sustain the significant increases in costs associated with constructing a structured parking facility vs. a surface parking lot. The smaller development area with increased building area would result in a more clustered site layout and less landscaped area. As with the proposed project, the new campus would be developed with energy-efficient strategies and sustainable building materials, infrastructure, and landscaping. And as with the proposed project, this alternative would be constructed to accommodate a total of 4,495 unduplicated students (or 1,101 FTES) and 192 unduplicated employees (53 FTE).

1.5.2.1 ABILITY TO REDUCE ENVIRONMENTAL IMPACTS

The Delhi Sands Flower-Loving Fly Habitat Conservation Alternative With Structured Parking Facility would worsen the proposed project's environmental impacts in all areas for construction and result in the same impacts for operation. This alternative would meet all of the project objectives as discussed in Chapter 7, *Alternatives to the Proposed Project*, Section 7.5.9.

1.5.3 Delhi Sands Flower-Loving Fly Habitat Conservation Alternative Without Structured Parking Facility

Under this alternative, approximately 33 percent of the project site may be preserved for DSF habitat conservation should the protocol surveys determine its presence on the site, and the new campus would be constructed on the remaining 67 percent of the project site. Under this alternative, the development configuration may involve the northern portion of the site which is approximately 10 acres of the 14.3-acre site. Under this alternative the site would be developed into the new Fontana Campus, and the western 4.7 acres would remain undeveloped. The 4.7-acre would be fenced for security purposes and no access would be allowed, unless it was for the purpose of educational training, maintenance, and monitoring. This alternative would eliminate the western parking lot, removing approximately 47 percent (334 spaces) of the total 718 surface parking spaces. Therefore, without construction of a parking structure, the long-term student enrollment capacity may be reduced, unless additional public transportation and/or parking options are provided for the students. Here, it is assumed that the long-term student enrollment capacity would be reduced by approximately 30 percent to 3,100 unduplicated students and 53 unduplicated employees. And the total building area would also be reduced by 30 percent to 146,300 GSF. Due to the smaller project site, more clustered buildings and less landscaped areas would be provided. As with the proposed project, the new campus would be developed with energy-efficient strategies and sustainable building materials, infrastructure, and landscaping. And to offset any student enrollment losses and to reduce any associated traffic impacts the

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District will work cooperatively with the transportation agencies to provide expanded public transportation to the site should this alternative be required.

1.5.3.1 ABILITY TO REDUCE ENVIRONMENTAL IMPACTS

The DSF Habitat Conservation Alternative Without Parking Structure would lessen the proposed project's environmental impacts in all areas for construction and operation. This alternative would meet some of the project objectives, as discussed in Chapter 7, *Alternatives to the Proposed Project*, Section 7.6.9.

1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this Draft EIR adequately describes the environmental impacts of the project.
2. Whether the proposed land use changes are compatible with the character of the existing area.
3. Whether the identified mitigation measures should be adopted or modified.
4. Whether there are other mitigation measures that should be applied to the project besides the mitigation measures identified in the Draft EIR.

1.7 AREAS OF CONTROVERSY

There are no known areas of controversy related to the proposed project.

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-2 summarizes the conclusions of the environmental analysis contained in this Draft EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AIR QUALITY			
Impact 5.1-1: The proposed project is consistent with the applicable air quality management plan.	Less than significant	No mitigation measures are required.	Not applicable.
Impact 5.1-2: Construction activities associated with the proposed project would not generate short-term emissions in exceedance of South Coast AQMD's threshold criteria.	Less than significant	No mitigation measures are required.	Not applicable.
Impact 5.1-3: Long-term operation of the project would not generate additional vehicle trips and associated emissions in exceedance of South Coast AQMD's threshold criteria.	Less than significant	No mitigation measures are required.	Not applicable.
Impact 5.1-4: The proposed project could expose sensitive receptors to substantial pollutant concentrations during construction activities.	Potentially significant	<p>AQ-1 Construction bids for Phase 1 and Phase 2 activities at the project site shall specify use of off-road equipment that meets the United States Environmental Protection Agency (EPA) Tier 4 interim emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated that such equipment is not available. In the event the equipment is not available, any emissions-control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Tier 4 interim emissions standard for a similarly sized engine, as defined by California Air Resources Board (CARB) regulations. Construction contractors shall use Tier 4 interim equipment for engines of more than 50 horsepower during construction activities. The following shall be specified in the construction bid:</p> <ul style="list-style-type: none"> Construction contractors shall use engines that meet EPA Tier 4 Interim emission standards. Construction contractors shall maintain a list of all operating equipment in use on the project site in use for more than 20 hours for verification by the District. The construction equipment list shall state the makes, models, and number of construction equipment on-site. 	Less than significant.

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> Construction contractors shall ensure that all equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall communicate with all subcontractors in contracts and construction documents that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with CARB Rule 2449. Construction contractors shall be responsible for ensuring that this requirement is met. 	
Impact 5.1-5: The proposed project would not expose sensitive receptors to substantial pollutant concentrations during operation.	Less than significant	No mitigation measures are required.	Not applicable.
Impact 5.1-6: The proposed project would not result in other emissions that would adversely affect a substantial number of people.	Less than significant	No mitigation measures are required.	Not applicable.
5.2 BIOLOGICAL RESOURCES			
Impact 5.2-1: The proposed project would have a substantial 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	<p>BIO-1 Southern California Black Walnut Trees. The Chaffey Community College District shall replace or replant the on-site mature and healthy Southern California black walnut trees that have a California Rare Plant Rank (CRPR) ranking of 4.2 with a minimum box size of 36-inch within the project site.</p> <p>BIO-2 Prior to initial grading, a qualified biologist shall conduct a two-consecutive-years protocol survey for the Delhi sands flower-loving fly (DSF) from July 1 to September 20 to determine presence/absence. If the species is positively detected onsite, a formal consultation with the U.S. Fish and Wildlife Service (USFWS) is required and the Chaffey Community College District (District) shall initiate one of the following mitigation options:</p> <p>Option 1: Should the DSF be confirmed to be within the project site by the two-year consecutive protocol survey a habitat conservation plan (HCP) shall be prepared and implemented pursuant to the Federal Endangered Species Act. The HCP shall be reviewed and approved by the USFWS. At a minimum, the HCP shall specify the following: 1) the level of impact that will result from the project; 2) steps that will minimize and mitigate the impacts, 3) funding</p>	Less than significant.

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>necessary to implement the plan, 4) alternative mitigation measures or actions considered by the District and the reasons why such alternatives were not chosen, and 5) other measures that the USFWS may require as being necessary or appropriate for the HCP.</p> <p>OR</p> <p>Option 2: Prior to initial grading, the District shall continue to consult with the USFWS to delineate the acreage considered suitable conditions for potential habitat of the DSF for the purposes of assuming presence without the protocol presence/absence survey and calculating fees to purchase mitigation bank credits from the existing Delhi Sands flower-loving fly conservation bank (Vulcan Materials Company or other approved mitigation sites). The impacted acreage and mitigation ratio shall be determined by the USFWS..</p> <p>BIO-3 If any phase of construction is proposed between February 1st and August 31st, a qualified biologist shall conduct a nesting bird survey(s) no more than three days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the area of disturbance.</p> <p>The survey(s) shall focus on identifying any raptors and/or bird nests that are directly or indirectly affected by construction activities. If active nests are documented, species-specific measures will be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be postponed until the young birds have fledged. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area.</p> <p>A qualified biologist shall serve as a construction monitor when construction activities occur near active nest areas to ensure no inadvertent impacts on these nests.</p> <p>BIO-4 Burrowing Owl Preconstruction Surveys. Prior to initial grading or clearing, a qualified biologist shall conduct a preconstruction survey, in accordance with the California Department of Fish and Wildlife (CDFW) Staff Report on Burrowing Owl Mitigation (2012), to determine the presence or absence of</p>	

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		burrowing owl within the proposed area of impact. Specifically, two preconstruction clearance surveys shall be conducted 14 to 30 days and 24 hours prior to any vegetation removal or ground-disturbing activities. If no burrowing owls or occupied burrows are detected, construction may begin. If an occupied burrow is found within the development footprint during preconstruction clearance surveys, a burrowing owl exclusion and mitigation plan would need to be prepared and submitted to CDFW for approval prior to initiating project activities.	
Impact 5.2-2: The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	No impact	No mitigation measures are required.	Not applicable.
Impact 5.2-3: The proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	Less than significant	No mitigation measures are required.	Not applicable.
Impact 5.2-4: The proposed project would not 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. However, the proposed project could adversely impact nesting habitat for common and sensitive birds and raptors.	Potentially significant	See MM BIO-3.	Less than significant.

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.2-5: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	No impact.	No mitigation measures are required.	Not applicable.
Impact 5.2-6: The proposed project could conflict with the provisions of an adopted Habitat Conservation Plan, Native Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	Potentially significant	See MM BIO-2.	Less than significant.
5.3 CULTURAL RESOURCES			
Impact 5.5-1: The proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.	Less than significant	No mitigation measures are required.	Not applicable.
Impact 5.3-2: The proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	Potentially significant	<p>CUL-1 During grading and site preparation activities, the construction contractor retained by the Chaffey Community College District (District) shall monitor all construction activities. In the event that cultural resources (i.e., prehistoric sites, historic sites, and/or isolated artifacts) and/or tribal cultural resources are discovered, work shall be halted immediately within 60 feet of the discovery and the construction contractor shall inform the project manager of the District. Construction activities may continue in other areas during the assessment period. The District shall retain a qualified archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in Archaeology to analyze the significance of the discovery. Additionally, the San Manuel Band of Missions Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in Mitigation Measure TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes the initial assessment of the nature of the find, so as to provide tribal input with regards to significance and treatment. If, in consultation with the District, the discovery is determined not to be important pursuant to State law described below, work will be permitted to continue in the area.</p>	Less than significant.

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>If the qualified archaeologist determines a resource to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to Public Resources Code Section 21083.2(g), the qualified archaeologist shall coordinate with the District to develop a monitoring and treatment plan (the plan). The plan should serve to reduce impacts to the resources and allow construction to proceed. The plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Section 21083.2(b) for unique archaeological resources. The draft of the plan shall be provided to SMBMI for review and comment, as detailed in Mitigation Measure TCR-1. The qualified archaeologist shall monitor the remainder of the project site and implement the plan accordingly. Preservation in place (i.e., avoidance) is the preferred manner of treatment.</p> <p>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.</p> <p>The District shall offer any historic archaeological material that is not Native American in origin for curation at a public, nonprofit institution with a research interest in the materials. If no institution accepts the archaeological material, the District shall keep the archaeological material within the campus library or other District campus library for educational purposes.</p>	
Impact 5.3-3: The proposed project would not disturb any human remains, including those interred outside of dedicated cemeteries.	Less than significant	No mitigation measures are required.	Not applicable.
5.4 GREENHOUSE GAS EMISSIONS			
Impact 5.4-1: Implementation of the proposed project would not generate a net increase in GHG emissions, either directly or indirectly, that would have a significant impact on the environment.	Less than significant	No mitigation measures are required.	Not applicable.

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.4-2: Implementation of the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	Less than significant	No mitigation measures are required.	Not applicable.
5.5 HYDROLOGY AND WATER QUALITY			
Impact 5.5-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less than significant	No mitigation measures are required.	Not applicable.
Impact 5.5-2: The proposed project would not 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	No mitigation measures are required.	Not applicable.
Impact 5.5-3: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site.	Less than significant	No mitigation measures are required.	Not applicable.
Impact 5.5-4: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	Less than significant	No mitigation measures are required.	Not applicable.

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.5-5: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site 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	No mitigation measures are required.	Not applicable.
Impact 5.5-6: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would impede or redirect flood flows.	No impact.	No mitigation measures are required.	Not applicable.
Impact 5.5-7: The proposed project would not risk release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zone.	No impact	No mitigation measures are required.	Not applicable.
Impact 5.5-8: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less than significant	No mitigation measures are required.	Not applicable.

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.6 NOISE			
Impact 5.6-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project.	Less than significant	No mitigation measures are required.	Not applicable.
Impact 5.6-2 Project implementation would result in long-term operation-related noise that would not exceed standards.	Less than significant	No mitigation measures are required.	Not applicable.
Impact 5.6-3: The project would not create short-term nor long-term operational groundborne vibration and groundborne noise that would exceed standards.	Less than significant	No mitigation measures are required.	Not applicable.
Impact 5.6-4: The proximity of the project site to an airport or airstrip would not result in exposure of future workers to excessive airport-related noise.	No impact.	No mitigation measures are required.	Not applicable.
5.7 TRANSPORTATION			
Impact 5.7-1: The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less than significant	No mitigation measures are required.	Not applicable.
Impact 5.7-2: The proposed project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).	Less than significant	No mitigation measures are required.	Not applicable.
Impact 5.7-3: The proposed project could 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	No mitigation measures are required.	Not applicable.

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.7-4: The proposed would not result in inadequate emergency access.	Less than significant	No mitigation measures are required.	Not applicable.
5.8 TRIBAL CULTURAL RESOURCES			
Impact 5.8-1: The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	No impact.	No mitigation measures are required.	Not applicable.
Impact 5.8-2: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency to be significant pursuant to criteria in Public Resources Code section 5024.1(c).	Potentially significant	TCR-1 During grading and site preparation activities, the construction contractor retained by the Chaffey Community College District (District) shall monitor all construction activities. In the event that any pre-contact and/or historic-era cultural resources are inadvertently unearthed, work shall be halted immediately within 60 feet of the discovery and the construction contractor shall inform the project manager of the District. Construction activities may continue in other areas. As detailed in Mitigation Measure CUL-1, the District shall retain a qualified archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in Archaeology to analyze the significance of the discovery. Additionally, the San Manuel Band of Missions Indians Cultural Resources Department (SMBMI) shall be contacted, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. If the resources are Native American in origin and deemed significant as defined by CEQA Guidelines, a cultural resources monitoring and treatment plan shall be prepared by a qualified archaeologist in coordination with SMBMI and all subsequent finds shall be subject to the plan. The plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project development, should SMBMI elect to place a monitor on-site. The plan will outline the treatment plan for the find to retain it/them in the form and/or	Less than significant.

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>manner the Tribe deems appropriate for educational, cultural and/or historic purposes.</p> <p>The District shall disseminate any and all archaeological/cultural documents created as part of the proposed project (isolated records, site records, survey reports, testing reports, etc.) to SMBMI and the District shall, in good faith, consult with SMBMI through the project development. Preservation in place (i.e., avoidance) is the preferred manner of treatment.</p>	

1. Executive Summary

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2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This draft environmental impact report (EIR) has been prepared to satisfy CEQA and the CEQA Guidelines. The environmental impact report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

The lead agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment” (Public Resources Code Section 21067). The Chaffey Community College District (District) has the principal responsibility for approval of the New Fontana Campus Master Plan project. For this reason, the District is the CEQA lead agency for this project.

The intent of the Draft EIR is to provide sufficient information on the potential environmental impacts of the proposed New Fontana Campus Master Plan to allow the District to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the District are described in Section 3.4, *Intended Uses of the EIR*.

This Draft EIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, §§ 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, §§ 15000 et seq.)

The overall purpose of this Draft EIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the proposed project. This Draft EIR addresses effects that may be significant and adverse; evaluates alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects.

2. Introduction

2.2 NOTICE OF PREPARATION

The District determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) without an Initial Study on October 7, 2021 (see Appendix A). Comments received during this public review period, from October 7, 2021, to November 5, 2021, are in Appendix A.

The NOP process helps determine the scope of the environmental issues to be addressed in the Draft EIR. Based on this process, certain environmental categories were identified as having the potential to result in significant impacts. Table 2-1, *NOP Comment Summary*, summarizes the issues identified by the commenters during the NOP comment period. The table provides a brief summary of the comment and a reference to the section(s) of this Draft EIR where the environmental issue is addressed. Four government agencies responded to the NOP during the scoping period. This Draft EIR has taken those responses into consideration when addressing the environmental issues in the Draft EIR. Issues that were considered potentially significant are addressed in Chapter 5 of this Draft EIR, and issues identified as less than significant or no impact are discussed in Chapter 8, *Impacts Found Not to Be Significant*. Refer to Chapter 8 for a discussion of how these initial determinations were made.

Table 2-1 NOP Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed in Chapter/Section:
South Coast Air Quality Management District	11/2 2021	Air Quality	<ul style="list-style-type: none"> • Recommends that the Draft EIR use South Coast AQMD's CEQA Air Quality Handbook and website as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the CalEEMod is used. • Recommends that the Draft EIR quantifies criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds and localized significance thresholds. • Requests that the Draft EIR identifies any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. • Recommends that the lead agency perform a mobile source health risk assessment if the project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips. • Requests that in the event that the project results in significant adverse air quality impacts, all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts, and any impacts resulting from mitigation measures. 	Section 5.1, <i>Air Quality</i>
Department of Fish and Wildlife	11/1/21	Biological Resources	<ul style="list-style-type: none"> • Requests that the Draft EIR include complete assessment of the flora and fauna within and adjacent to the project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats. 	Section 5.2, <i>Biological Resources</i>

2. Introduction

Table 2-1 NOP Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed in Chapter/Section:
			<ul style="list-style-type: none"> • Recommends the Draft EIR to include: <ul style="list-style-type: none"> o An assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. o A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the project. o A complete, recent inventory of rare, threatened, endangered, and other sensitive species located within the project footprint and within offsite areas with the potential to be affected. CDFW indicates that the inventory should address seasonal variations in use of the project area and should not be limited to resident species. Focused species specific/ surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. CDFW recommends that the lead agency follow the recommendations and guidelines provided in the Staff Report on Burrowing Owl Mitigation (Department of Fish and Game, March 2012). o A thorough, recent, floristic-based assessment of special status plants and natural communities. o Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region. o A full accounting of all open space and mitigation/conservation lands within and adjacent to the project. • Recommends the Draft EIR to provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project, including the plan's land use designations, policies and programs • CDFW recommends the Draft EIR describe and analyze a range of reasonable alternatives to the Project that are potentially feasible, would "feasibly attain most of the basic objectives of the Project," and would avoid or substantially lessen any of the Project's significant effects. 	

2. Introduction

Table 2-1 NOP Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed in Chapter/Section:
			<ul style="list-style-type: none"> Recommend the Draft EIR to identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. To ameliorate the water demands of this Project, CDFW recommends incorporation of water-wise concepts in project landscape design plans. 	
Southern California Association of Governments	11/1/2021	Land Use and Planning	<ul style="list-style-type: none"> Requests that the lead agency to determine consistency with Connect SoCal. 	Chapter 8, <i>Impacts Found Not to Be Significant</i> , Section 8.6, Land Use and Planning.
Native American Heritage Commission	10/6/2021	Tribal Cultural Resources	<ul style="list-style-type: none"> Protocol for evaluation of cultural and historic resources. Tribal consultation requirements under Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18). 	Section 5.8, <i>Tribal Cultural Resources</i>

2.3 SCOPE OF THIS DRAFT EIR

The scope of the Draft EIR was determined based partially on the comments received in response to the NOP. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the Draft EIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance. The information in Chapter 3, *Project Description*, establishes the basis for analyzing project-related environmental impacts.

2.3.1 Impacts Considered Less Than Significant

During preparation of the Draft EIR, the District determined that 12 environmental impact topics (shown below) would not be significantly affected by the proposed project. The less than significant findings are substantiated in Chapter 8, *Impacts Found Not to Be Significant*, in this Draft EIR.

- | | | |
|------------------------------------|---------------------------------|-------------------------------|
| ■ Aesthetics | ■ Hazards & Hazardous Materials | ■ Public Services |
| ■ Agriculture & Forestry Resources | ■ Land Use & Planning | ■ Recreation |
| ■ Energy | ■ Mineral Resources | ■ Utilities & Service Systems |
| ■ Geology & Soils | ■ Population & Housing | ■ Wildfire |

2. Introduction

2.3.2 Potentially Significant Adverse Impacts

The Draft EIR determined that eight environmental factors would have potentially significant impacts if the proposed project is implemented.

- Air Quality
- Biological Resources
- Cultural and Paleontological Resources
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Noise
- Transportation
- Tribal Cultural Resources

2.3.3 Unavoidable Significant Adverse Impacts

This Draft EIR identifies no significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Therefore, preparation of a “statement of overriding considerations” is not necessary.

2.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this Draft EIR, consistent with Section 15150 of the CEQA Guidelines.

- *Fontana Forward General Plan Update 2015-2035*, prepared by City of Fontana, 2018, November 13 (approved and adopted). Available for review from the City’s webpage at: <https://www.fontana.org/2632/General-Plan-Update-2015---2035>. The Fontana Forward updated the City’s General Plan adopted in 2003 and guides physical and economic development over the 20 years. It provides a strategic framework for decision making based both on the community’s vision and goals and on the state’s goals for California’s long-term development. The Fontana Forward includes 11 General Plan Elements: Community and Neighborhoods; Housing; Building a Healthier Fontana; Conservation, Open Space, Parks and Trails; Public and Community Services; Community Mobility Circulation; Infrastructure and Green Systems; Noise and Safety; Sustainability and Resilience; Economy, Education, and Workforce Development; and Land Use, Zoning, and Urban Development.
- *Fontana Forward General Plan Update 2015-2035 Draft Environmental Impact Report (State Clearinghouse No. 2016021099)*, prepared by City of Fontana, 2018, June 8. Available for review from the City’s webpage at: <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>. This document addresses the environmental effects associated with the implementation of the Fontana Forward General Plan Update. The environmental topics included in the Draft EIR are aesthetics; air quality; biological resources; cultural resources; geology, soils, and seismicity;

2. Introduction

greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use; noise; population & housing; public services, utilities, & recreation; and transportation.

- *City of Fontana Municipal Code*. City of Fontana (Version: September 13, 2021), https://library.municode.com/ca/fontana/codes/code_of_ordinances. The municipal code identifies land use categories, development standards, and other general provisions that ensure consistency between the General Plan and development projects in the City.

2.5 FINAL EIR CERTIFICATION

This Draft EIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the Draft EIR to the District office address shown on the title page of this document. Upon completion of the 45-day review period, the District will review all written comments received and prepare written responses for each. A Final EIR will incorporate the received comments, responses to the comments, and any changes to the Draft EIR that result from comments. The Final EIR will be presented to the Chaffey College Governing Board for potential certification as the environmental document for the project. All persons who comment on the Draft EIR will be notified of the availability of the Final EIR and the date of the public hearing before the Governing Board.

The Draft EIR is available to the general public for review at various locations:

- <https://www.chaffey.edu/facilitiesdevelopment/CEQA-Compliance.php>
- Chaffey Community College District Office: 5885 Haven Avenue, Rancho Cucamonga, CA 91737-3002

2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081. Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR.

The Mitigation Monitoring Program for the proposed project will be completed as part of the FEIR, prior to consideration of the project by the Governing Board.

3. Project Description

3.1 PROJECT LOCATION

The New Fontana Campus Project is located on an unimproved 14.3-acre site at 11070 Sierra Avenue at the “T” intersection of Sierra Avenue and Underwood Drive in the City of Fontana, San Bernardino County, California. And legally known as Assessor’s Parcel Numbers 0255-101-05 through 09. Fontana is surrounded by the cities of Rancho Cucamonga, Ontario, Rialto, and Jurupa Valley and by unincorporated San Bernardino County (see Figure 3-1, *Regional Location*). The project site is bordered by Sierra Avenue to the east; vacant lots and residential uses to the west;¹ commercial uses to the north (animal hospital, beauty salon, The Home Depot, and a restaurant); and a detention basin to the south.² Uses east across Sierra Avenue are residential and commercial (Walgreens and Bank of America). Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial Photograph*, show the project site in the local context.

3.2 PROJECT BACKGROUND

In November 2018, the approval of Measure P provided the Chaffey Community College District with up to \$700 million for significant upgrades to vocational, science, and computer classrooms and labs; student safety; and facilities supporting veterans and other student services. The projects that will be funded by Measure P are described in the District’s Vision 2025 Facilities Master Plan addendum, approved by the District’s governing board in June of 2018. The District purchased the 14.3-acre project site for the new Fontana Campus to implement the Vision 2025 Facilities Master Plan addendum and prepared the Chaffey College Fontana Master Plan. The project site is about three miles south of the existing Fontana Campus, which is at 16855 Merrill Avenue, Fontana, CA 92335.

3.3 STATEMENT OF OBJECTIVES

Objectives for the new Fontana Campus Master Plan will aid decision makers in their review of the project and associated environmental impacts:

1. Implement the vision created for the new campus that aligns with the strategic direction of the eastern area of the Chaffey Community College District.
2. Provide facilities that support existing and planned academic programs with room to expand and add new programs as envisioned by the Vision 2025 Facilities Master Plan.

¹ Adjacent properties to the west have been developed as a warehouse as of January 2023.

² The detention basin property has been entitled to be developed as an affordable housing project by the City of Fontana (State Clearinghouse No. 2022100111) in November 2022.

3. Project Description

3. Provide a safe, accessible, and sustainable learning environment.
4. Build facilities, utilities infrastructure, and site improvements that will enable the new Fontana Campus to implement its strategies for environmental sustainability and energy resilience through energy reduction and clean energy sources.
5. Development of college facilities that provide modern maintenance and operations.
6. Develop a campus that accommodates the long-term enrollment needs for the population in southwestern San Bernardino County.

3.4 PROJECT CHARACTERISTICS

“Project,” as defined by the CEQA Guidelines, means:

... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. § 15378[a])

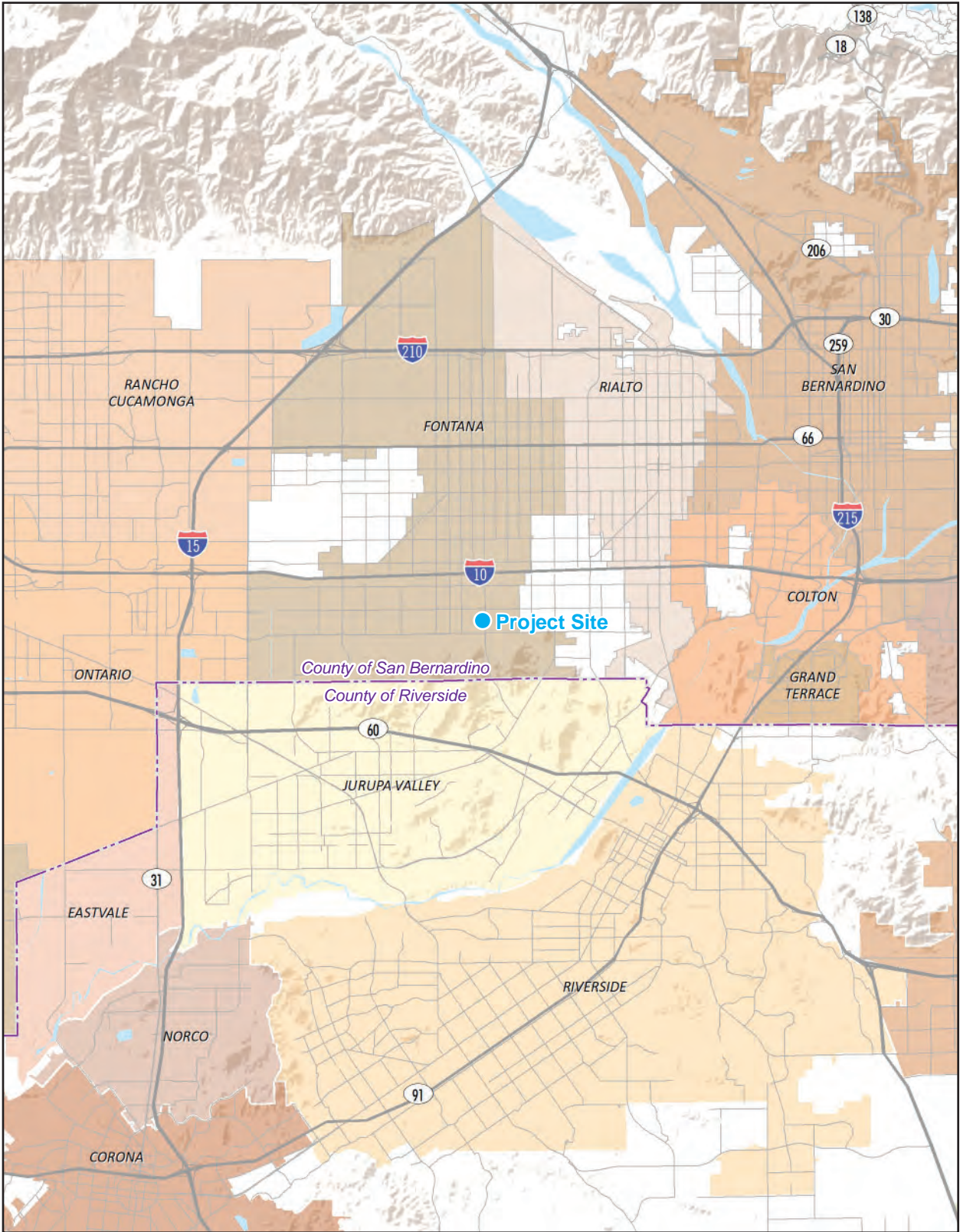
3.4.1 Description of the Project

Under the Vision 2025 Facilities Master Plan addendum approved by the Governing Board, the District proposes to relocate and expand its existing Fontana Campus to the project site. The new campus would be developed in two phases over approximately a 10-year period. The full buildout of the campus would comprise approximately 209,000 Gross Square Feet (GSF). Phase 1 would consist of a 137,000 GSF campus with a welcome center, library, instructional building, automotive technology building, and operations and maintenance building. Phase 2 would include approximately 72,000 GSF of additional campus development and includes a CTE and training building, additional instructional building, and a new student and community center. See Figure 3-4, *Proposed Master Plan*. At buildout, the proposed project would accommodate 4,495 unduplicated students and 192 employees.

Both phases of the project would be developed with energy-efficient strategies and include sustainable building practices (e.g., materials, infrastructure, and landscaping) throughout all construction phases. Solar panels would be installed on the rooftops of carports and other campus buildings where feasible. And all buildings would be designed with energy-efficient systems to achieve the goal of net-zero-energy use. The buildings would be designed in a manner to reduce surface heating and create shaded areas along campus pathways and open spaces.

Table 3-1, *Fontana Campus Master Plan Summary*, lists the planned size, number of stories, and estimated construction timing of each building. Both phases would include site and infrastructure improvements—two driveways on Sierra Avenue for access and approximately 718 surface parking spaces.

Figure 3-1 - Regional Location
3. Project Description



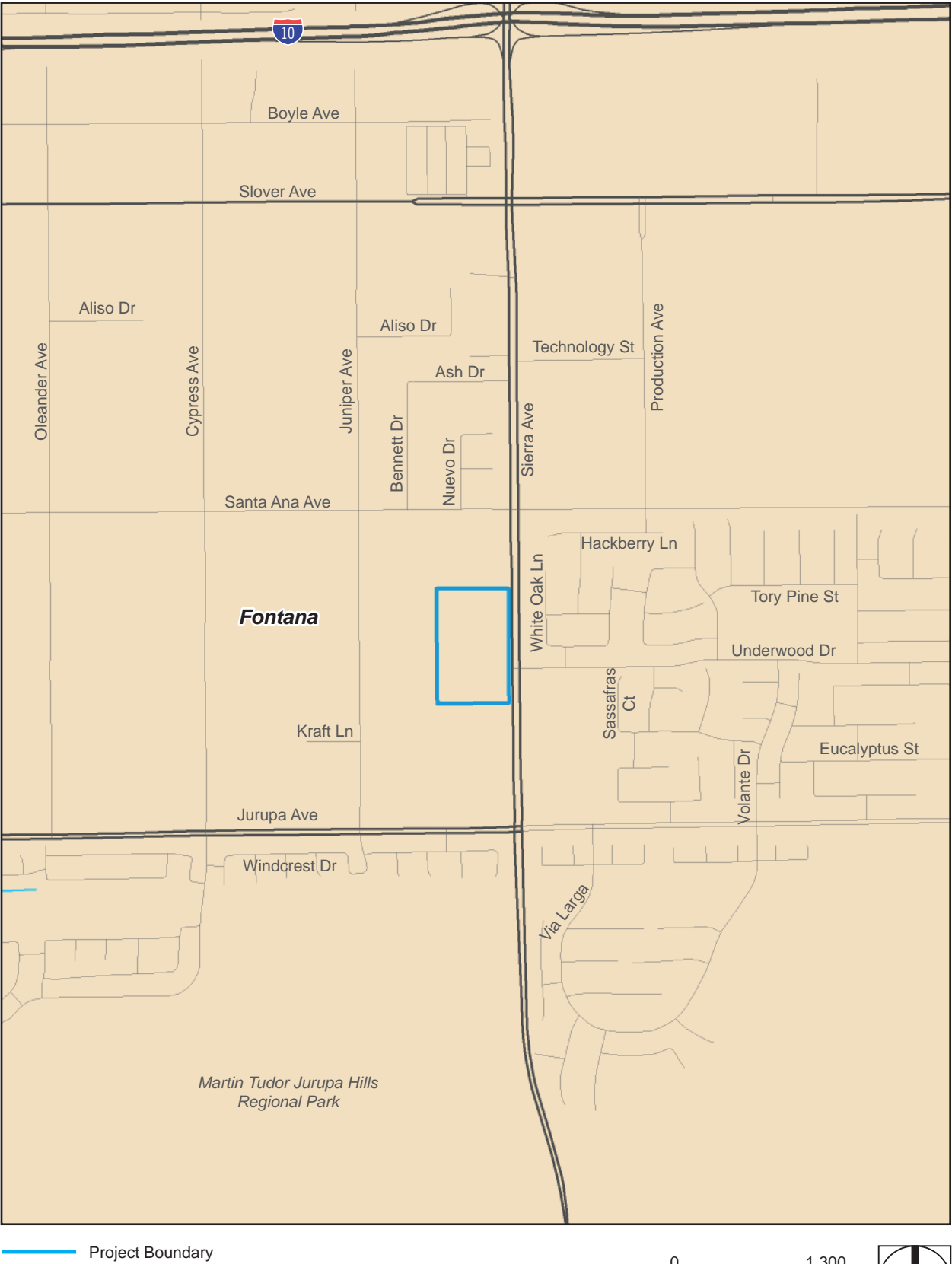
Note: Unincorporated county areas are shown in white.
Source: ESRI, 2021



3. Project Description

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Figure 3-2 - Local Vicinity
3. Project Description



Source: ESRI, 2021

3. Project Description

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Figure 3-3 - Aerial Photograph
3. Project Description



Project Boundary

0 275
Scale (Feet)



Source: Nearmap, 2021

3. Project Description

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Figure 3-4 - Proposed Master Plan
3. Project Description



Phase 1

- (A)** Welcome Center
- (B)** Instruction Building I
- (C)** Automotive
- (E)** Operations and Maintenance

Phase 2

- (D)** CTE Building
- (F)** Instructional Building
- (G)** Student and Community Center

0 150
Scale (Feet)



Source: DLR Group, Chaffey Community College District

3. Project Description

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3. Project Description

Table 3-1 Fontana Campus Master Plan Summary

Phase	Building	Details
Phase 1: Short Term, approximately 2024–2026	Welcome Center and Library	Size: 51,000 GSF Levels: 4 Stories Midpoint of Construction: 2025
	Instructional Building I	Size: 28,000 GSF Levels: 3 Stories Midpoint of Construction: 2025
	Automotive Technology Building	Size: 50,000 GSF Levels: 2 and 3 Stories Midpoint of Construction: 2025
	Operations and Maintenance Building	Size: 8,000 GSF Levels: 1 to 2 Stories Midpoint of Construction: 2025
	Site and Infrastructure	Driveways, entry points, parking lots, utilities, green space
Phase 1: Short Term Building Area Subtotal		137,000 GSF
Phase 2: Long Term, approximately 2027–2030	CTE and Training Building	Size: 32,000 GSF Levels: 3 Stories Midpoint of Construction: 2028
	Instructional Building II	Size: 20,000 GSF Levels: 3 Stories Midpoint of Construction: 2027
	Student and Community Center	Size: 20,000 GSF Levels: 3 Stories Midpoint of Construction: 2029
Phase 2: Long Term Building Area Subtotal		72,000 GSF
Note: GSF = gross square feet		

3.4.1.1 PHASE 1

As shown on Figure 3-5, *Phase 1, Short-Term Plan*, and described below, four buildings totaling 137,000 GSF would be constructed to accommodate 4,295 unduplicated students, which is the equivalent of 934 full-time equivalent students (FTES). Compared to the existing Fontana campus with a baseline enrollment of 3,641 unduplicated students (pre-COVID-19 enrollment in 2019), this is an increase of 654 unduplicated students. The tentative construction time frame for Phase 1 development is from 2024 to 2026.

- **Welcome Center and Library** building would be centrally placed in the front of the campus with an iconic design. This four-level, 51,000 GSF building would be the tallest building on campus and would include programming spaces for the library and media, student services, health services, campus police satellite, administrative offices, meeting spaces, temporary dining, and a bookstore.
- **Instructional Building I** would be a three-story building totaling 28,000 GSF that could include programming spaces for science labs, cloud computing, information technology, physical therapy assistant, occupational therapy assistant, business, accounting, math, psychology, social sciences, open labs, and faculty offices.

3. Project Description

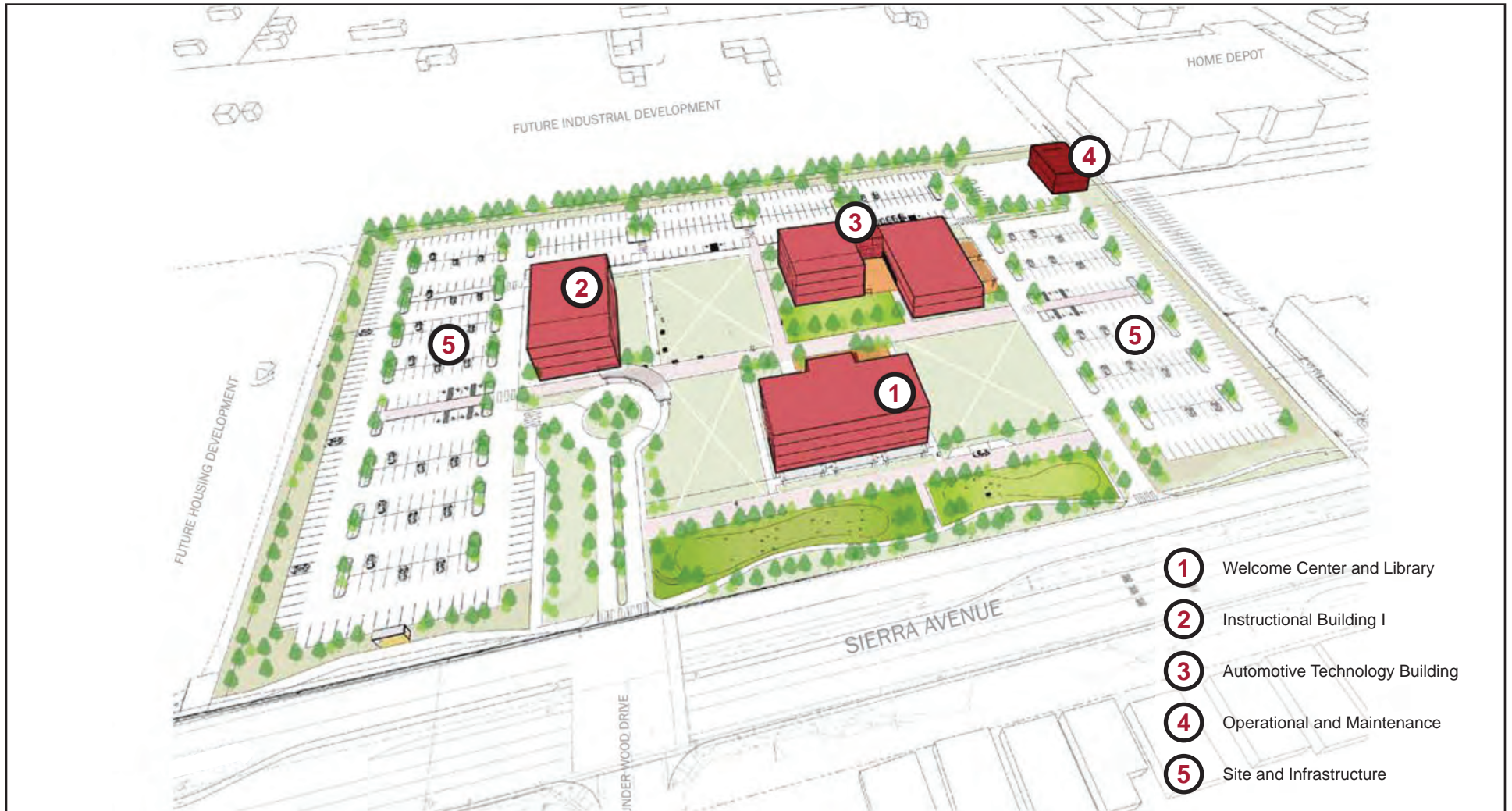
- **Automotive Technology** building would be a two-building facility totaling 50,000 GSF: a two-story structure and a three-story structure adjoined by a corridor. This building would include programming spaces for automotive technology, welding, and faculty offices. An outdoor workspace would be provided to the north of the building.
- **Operations and Maintenance (O&M)** building would be one or two stories and would include operations and maintenance and their fleet space, campus police, and central deliveries. This building would be in the northwest corner of the campus, away from the main campus.
- **Site and Infrastructure.** During the first phase of the site and infrastructure improvements, all drives and campus entry points, parking lots with solar panels, utilities, and green spaces for most of the site would be completed.

3.4.1.2 PHASE 2

As shown on Figure 3-6, *Phase 2, Long-Term Plan*, and described below, three buildings totaling 72,000 GSF would be constructed to accommodate additional 200 unduplicated students, which is the equivalent of 77 FTES. Therefore, at buildout, the Fontana Campus Master Plan would accommodate a total of 4,495 unduplicated students (or 1,101 FTES), which is an increase of 854 unduplicated students compared to the existing Fontana campus. The tentative construction time frame for Phase 2 development is from 2027 to 2030. Figure 3-7, *Perspective Views*, shows perspective views of the campus entry and the welcome center/library at buildout.

- **CTE and Training** building would be three stories and constructed adjacent to the Instructional Building I (Phase 1) with a two-story connector. This building would include programming spaces for industrial electricity, advanced manufacturing, and faculty offices.
- **Instructional Building II** would be three stories and constructed adjacent to the Welcome Center and Library building (Phase 1), with a corridor connecting the two buildings. This building would include programming spaces for education, family and consumer sciences, arts, languages, humanities, media and communications, public service, interdisciplinary, open labs, and faculty offices.
- **Student and Community Center** would be three stories and constructed adjacent to the Welcome Center and Library building to the north, with a corridor connecting the two buildings.

Figure 3-5 - Phase 1, Short-Term Plan
3. Project Description



3. Project Description

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Figure 3-6 - Phase 2, Long-Term Plan
3. Project Description



3. Project Description

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Figure 3-7 - Perspective Views
3. Project Description



Campus Entry



Welcome Center / Library

3. Project Description

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3. Project Description

3.4.2 Access and Parking

The new campus would be accessed by two access driveways off of Sierra Avenue: The main entry would be the signalized intersection of Sierra Avenue and Underwood Drive, and a secondary access would be approximately 380 feet north of the main entrance. See Figure 3-8, *Campus Circulation Plan*. The access plan illustrates internal circulation for the parking lot, drop-off, delivery trucks, and limited access for emergency vehicles. The main entry would be lined by trees, with a roundabout drop-off area that would also lead into the main parking lot. The secondary access on the north edge of the campus would be restricted to right-in and right-out only. Approximately 718 surface parking spaces would be provided. The parking needs were based on the Institute of Transportation Engineers' metrics for community colleges. The north, west, and south parking lots would wrap around the campus. All parking lots and access improvements would be constructed in Phase 1. Bicycle parking would be provided with secure and visible bike racks. The bike parking locations are shown on Figure 3-9, *Campus Pedestrian Circulation Plan*.

Three limited access and emergency fire-lane accessways would be provided along the east, central, and west corridors of the campus. These accessways would be designed to operate as pedestrian promenades but also to withstand heavy-duty vehicles and provide emergency access.

Access to the Operations and Maintenance building would be from the secondary access point, and a sufficient area would be provided for large vehicles and semi-trucks for accessing the loading dock area. The Master Plan also includes relocation of the Omnitrans bus stop, currently along southbound Sierra Avenue north of Underwood Drive, to the south of the Underwood Drive intersection with a shelter and turnout lane. The new location of the bus stop and shelter is shown on Figure 3-7.

3.4.3 Landscape and Outdoor Spaces

The new Fontana Campus would include well-lit outdoor spaces that connect campus areas and a variety of open spaces that accommodate large and small gatherings. On Figure 3-10, *Open Space Plan*, it shows the proposed outdoor gathering spaces and landscaped areas. Native and drought-tolerant plantings would be provided with smart irrigation controls. A “wellness walk” would consist of an approximately eight- to ten-foot-wide trail along the four property edges that could accommodate pedestrians and cyclists with sufficient landscape buffer with shade. The wellness walk would be accessible to the public and is shown on Figure 3-9.

3.4.4 Academic Programs

The existing Fontana Campus provides approximately 56,000 square feet of facilities on eight acres and provides arts and sciences, business and math, information tech, and humanities and social sciences programs. All academic programs and services from the existing Fontana campus would be relocated to the project site. After relocation, the existing Fontana Campus would be closed and likely sold.

Programs would shift from other District campuses as well—the automotive technology program from the Rancho Cucamonga campus, advanced manufacturing and economic development programs from the In-Tech Center, and the industrial electricity program from the Chino Tech Center.

3. Project Description

The new campus will also provide new cloud computing, physical/occupational therapy, and assistant welding programs. Figure 3-11, *Shifting Academic Programs*, summarizes how academic programs will shift between campuses.

3.4.5 Utility Improvements

- **Water.** Fontana Water Company provides water service to the project site. The proposed project would connect to the existing 8-inch water-main line along Sierra Avenue.
- **Wastewater.** The City of Fontana provides sewer service to the project site. The proposed project would be serviced from a 10-inch stub out in Sierra Avenue to be provided by the proposed housing development to the south of the project site (Courtplace at Fontana Project, State Clearinghouse No. 2022100111). The City of Fontana Public Works Department has determined that a new 10-inch VCP line extension in Sierra Avenue would provide adequate sewer capacity for the buildout of the proposed project and the Courtplace at Fontana project. Courtplace at Fontana was approved by the City on November 1, 2022, and the new 10-inch line is anticipated to be completed prior to the first quarter of 2025. The campus sewer system would also include sewer lift station and a backup generator in case of a power outage.
- **Stormwater.** The new campus would construct an on-site storm drainage system, including but not limited to drywells, underground chamber system, and a bioretention basin with underdrain to treat and detain stormwater. The stormwater overflow from the on-site underground chamber system would be conveyed directly to the City of Fontana's new 108-inch reinforced concrete pipeline (RCP). This new 108-inch RCP, to be constructed by the housing development to the south, would convey overflow westerly to the resized detention basin adjacent to the housing development.
- **Electricity.** Southern California Edison (SCE) will be the provider of electricity to the project site. The proposed project may require undergrounding of electricity lines. If it is determined by the City and SCE that underground lines are required, a street improvement plan would be prepared, in compliance with the City and SCE.
- **Natural Gas.** Southern California Gas Company provides natural gas service to the project site. The proposed project would require a connection to the existing distribution line along Sierra Avenue.

3.4.6 Site Preparation and Grading

The proposed project would incorporate all or equivalent recommendations pertaining to site preparation, grading, and construction contained in the site-specific geotechnical investigation, or any updates to the geotechnical investigation to be approved by the Division of the State Architect. The proposed project would require approximately 12,000 cubic yards of soil import to balance the site. All excavation and soil import activities would be observed and approved in writing by a qualified geotechnical engineer.

Figure 3-8 - Campus Circulation Plan
3. Project Description



3. Project Description

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Figure 3-9 - Campus Pedestrian Circulation Plan
3. Project Description



3. Project Description

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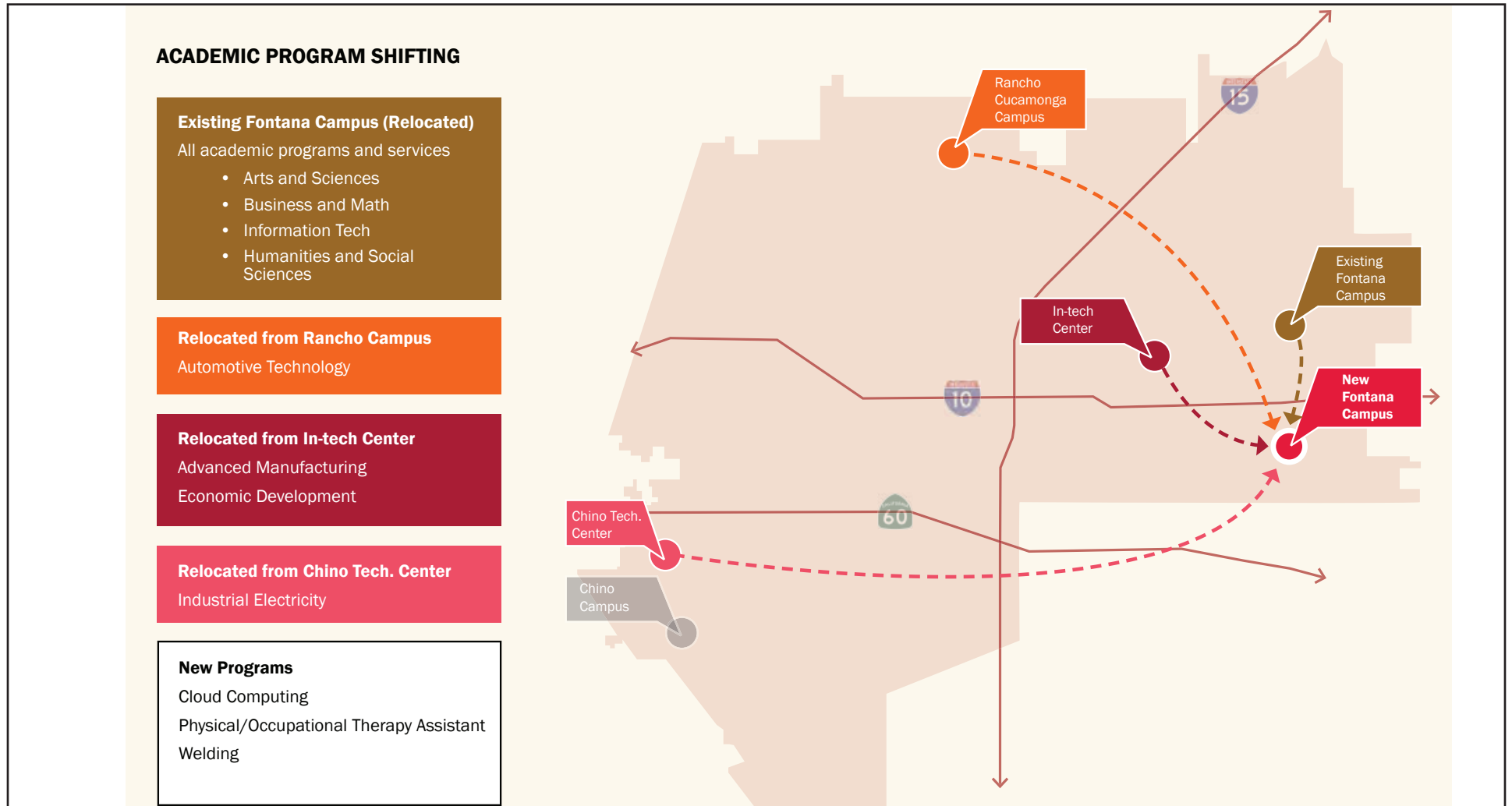
Figure 3-10 - Open Space Plan
3. Project Description



3. Project Description

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Figure 3-11 - Shifting Academic Programs
3. Project Description



3. Project Description

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3. Project Description

3.4.7 Green and Sustainable Design Features

The District proposes to incorporate the following green and sustainable features to reduce greenhouse gas (GHG) emissions and energy consumption, conserve water, and minimize urban runoff:

- Solar carports to produce clean energy.
- Electric vehicle charging stations.
- Incentives for students to use public transportation by providing Omnitrans passes to students.
- Incentives for low emission vehicles (e.g., parking discounts).
- Promotion of carpooling throughout the College community.
- Incorporate a public bus stop into the campus design for convenience and create pathways to the public transportation location point.
- Landscaping that uses native plants and well-placed landscaping trees that provide shades to create study and rest areas for the students.
- Design open spaces to be flexible and serve multiple college functions and events.
- Incorporate green design:
 - Cool roofs on all main campus structures.
 - Natural shading and ventilation where possible to each of the main campus building structures.
 - Campus courtyards, where the placement of buildings serves as windbreakers for the courtyards.
 - East-west building orientation to minimize sun exposure
- Use drought-tolerant native plants and watering systems that incorporate smart meters to conserve water.
- The District to partner with the Fontana Water Company in reducing its reliance on water resources.
- Capture storm water run-off in retention basins that are lined with native plants. These retention basins would be designed to help prevent urban pollution impact on the adjoining community.
- Provide separate power submeters for each of the main campus buildings to monitor usage and proactively manage and conserve energy use.
- Design main campus buildings to exceed local and state code requirements and reduce the use of fossil fuels and water.
- Buildings to be designed to LEED Silver or better with a focus on reducing energy use.
- Explore and incorporate other innovative sustainable design features.

3. Project Description

3.5 INTENDED USES OF THE EIR

This is a program EIR that examines the potential environmental impacts of the proposed Master Plan. This Draft EIR also addresses various actions by the District and others to implement the Master Plan. It is the intent of the Draft EIR to evaluate the environmental impacts of the proposed project, thereby enabling the District, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are listed here.

Lead Agency	Action
Chaffey Community College District	<ul style="list-style-type: none">• Certification of the Final EIR and associated documentation• Project approval• Exempt the project site from local zoning pursuant to Government Code Section 53094.
Responsible Agencies	Action
Division of the State Architect	<ul style="list-style-type: none">• Approval of Construction Plans
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none">• Approval of National Pollutant Discharge Elimination System permits
City of Fontana	<ul style="list-style-type: none">• Approval for sewer, stormwater, and electricity improvement plans.• Approval for street improvement plans and encroachment permit.
Fontana Fire Protection District	<ul style="list-style-type: none">• Approval for emergency access and fire flow plans.
Fontana Water Company	<ul style="list-style-type: none">• Approval for water improvement plans
South Coast Air Quality Management District	<ul style="list-style-type: none">• Approval to operate boilers in compliance with Rule 1146.2
Omnitrans	<ul style="list-style-type: none">• Relocation of a bus stop.

4. Environmental Setting

4.1 INTRODUCTION

This section provides a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective” (CEQA Guidelines Section 15125[a]), pursuant to provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project. The baseline physical conditions for the analyses in the Draft Environmental Impact Report (EIR) are October 7, 2021, when the Notice of Preparation (NOP) was issued.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The project site is in the City of Fontana, San Bernardino County. Fontana is in the southwest corner of San Bernardino County and is surrounded by the cities of Rancho Cucamonga, Ontario, Rialto, and Jurupa Valley and unincorporated San Bernardino County (see Figure 3-1, *Regional Location*). Regional access to the project site is provided via Interstate 10 (I-10, San Bernardino Freeway) approximately one mile north of the project site.

4.2.2 Regional Planning Considerations

4.2.2.1 SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the region’s metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents.

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods. On September 3, 2020, SCAG’s Regional Council adopted Connect SoCal (2020–2045 RTP/SCS). Connect SoCal is a long-range

4. Environmental Setting

visioning plan that builds on and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The 2020–2045 RTP/SCS includes a “Core Vision” that centers on maintaining and better managing the transportation network for moving people and goods; expanding mobility choices by locating housing, jobs, and transit closer together; and increasing investments in transit and complete streets (SCAG 2020).

4.2.2.2 SOUTH COAST AIR BASIN AIR QUALITY MANAGEMENT PLAN

The project site is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District. The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law, and standards detailed in the SoCAB Air Quality Management Plan. These regulated air pollutants are known as criteria air pollutants—carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide SO₂, coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as ozone (O₃), through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet ambient air quality standards (AAQS) for that pollutant. The SoCAB is designated nonattainment for O₃ and PM_{2.5}, (San Bernardino County only) under the California and National AAQS and nonattainment for PM₁₀ under the California AAQS (CARB 2021; USEPA 2021).

4.2.2.3 GREENHOUSE GAS EMISSIONS REDUCTION LEGISLATION

Current State of California guidance and goals for reductions in greenhouse gas (GHG) emissions are generally embodied in Executive Order S-03-05; Executive Order B-30-15; Executive Order B-55-18; Assembly Bill 32 (AB 32), Senate Bill 32 (SB 32); AB 1279, and SB 375.

- **Executive Order S-03-05**, signed June 1, 2005, set the following GHG reduction targets for the State of California:
 - 2000 levels by 2010
 - 1990 levels by 2020
 - 80 percent below 1990 levels by 2050
- **Assembly Bill 32** was passed by the state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the emissions reduction targets established in Executive Order S-03-05. Based on the GHG emissions inventory conducted for its 2008 Scoping Plan, the California Air Resources Board (CARB) approved a 2020 emissions limit of 427 million metric tons of carbon dioxide-equivalent emissions (MMTCO_{2e}) for the state (CARB 2008). CARB is required to update the Scoping Plan every five years. In 2015, Governor Brown signed Executive Order B-30-15 into law, establishing a GHG reduction target for year 2030, which was later codified under Senate Bill 32.
- **Senate Bill 32** made the Executive Order B-30-15 goal for year 2030 of a 40 percent reduction below 1990 levels by 2030 into a statewide-mandated legislative target. CARB issued an update to its Scoping Plan in 2017 that lays out programs for meeting the SB 32 reduction target (CARB 2017).

4. Environmental Setting

- **Senate Bill 375** was adopted in 2008 to connect GHG emissions reductions targets for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled and vehicle trips.
- **Executive Order B-55-18** sets a goal for the state to achieve carbon neutrality no later than 2045 and to achieve and maintain net negative emissions thereafter. CARB adopted the 2022 Scoping Plan in December 2022 to address the carbon neutrality goals of the Executive Order B-55-18. The measures in the 2022 Scoping Plan would achieve 80 percent below 1990 levels by 2050.
- **Assembly Bill 1279** was passed on August 31, 2022, which required California to achieve net-zero GHG emissions no later than 2045 and to achieve and maintain negative GHG emissions thereafter. Additionally, AB 1279 established a GHG emissions reduction goal of 85 percent below 1990 levels by 2045.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

The project site is located at the “I” intersection of Sierra Avenue and Underwood Drive in the City of Fontana, San Bernardino County. The project site includes five vacant parcels, Assessor’s Parcel Numbers (APNs) 0255-101-05 through 09, totaling 14.3 acres. The project site is bordered by Sierra Avenue to the east, vacant lots and residential uses to the west,¹ commercial uses to the north (animal hospital, beauty salon, The Home Depot, and a restaurant), and a detention basin to the south.² Uses east across Sierra Avenue are residential and commercial (Walgreens and Bank of America).

4.3.2 Existing Conditions

The project site is currently vacant and is surrounded by a four-foot chain-link fence. The project site contains several trees, grasses, and other plants typical of an unmaintained vacant lot. The project site is relatively level without noticeable slopes or grade differences. Although the project site is vacant, there are several curb cuts along Sierra Avenue from previous development.

4.3.3 Surrounding Land Uses

The new Fontana campus is surrounded by commercial uses (The Home Depot, animal hospital, beauty salon, and restaurant) to the north, residential and commercial uses (Sierra Crossroads Shopping Center with stores such as Walgreens, Bank of America, Little Caesars, Waba Grill, Stater Bros, etc.) to the east, and vacant lots and residential uses to the west,³ and a detention basin to the south.⁴ There is a development plan to develop

¹ Adjacent properties to the west have been developed as a warehouse as of January 2023.

² The detention basin property has been entitled to be developed as an affordable housing project by the City of Fontana (State Clearinghouse No. 2022100111) in November 2022.

³ Adjacent properties to the west have been developed as a warehouse as of January 2023.

⁴ The detention basin property has been entitled to be developed as an affordable housing project by the City of Fontana (State Clearinghouse No. 2022100111) in November 2022

4. Environmental Setting

the vacant lot to the west as a large industrial warehouse development and a plan to develop the vacant lot to the south as a 155-unit multifamily housing development (see Figure 3-3, *Aerial Photograph*).

4.3.4 General Plan and Zoning

The project site is designated WMXU-1 (Walkable Mixed-Use Corridor & Downtown) by the City's General Plan Land Use Plan and zoned FBC (Form Based Code) in the City's Zoning District Map. See Figure 4-1, *General Plan Land Use Designations*, and Figure 4-2, *Zoning District Map*. Within the FBC zoning district, the project site is designated Transitional District. See Figure 4-3, *Form-Based Code Districts*.

4.3.5 Public Service and Utilities

The project site is currently vacant but is surrounded by urban development with existing public services and utilities. The project site is within the service boundaries of the following utilities and public services providers:

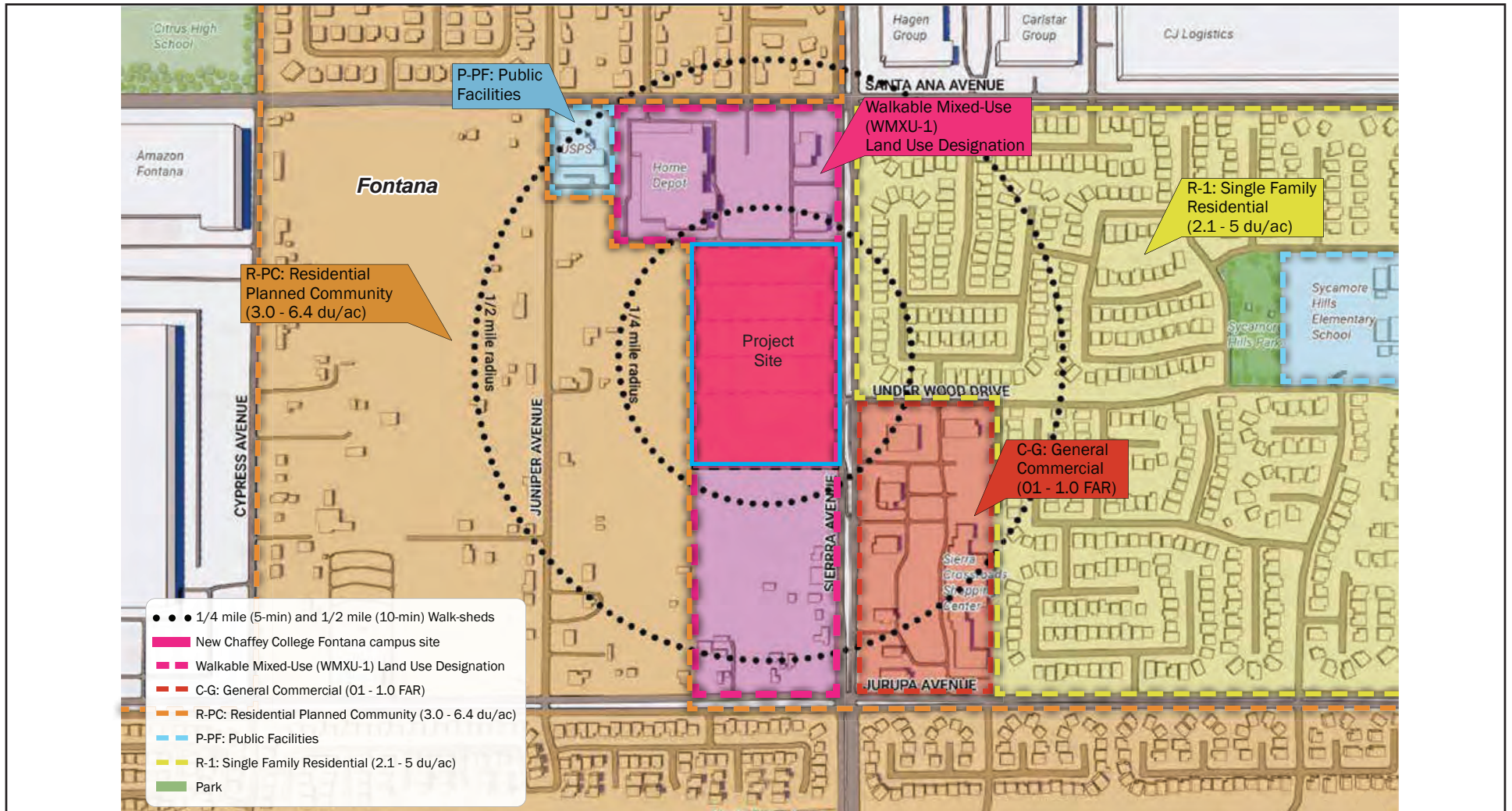
- Water: Fontana Water Company provides water services to the project site.
- Wastewater: The City of Fontana provides sewer services to the project site.
- Electricity: Southern California Edison provides electricity to the project site.
- Natural Gas: Southern California Gas Company provides natural gas service to the project site.
- Fire Protection Services: The Fontana Fire Protection District provides fire protection services to the project site.
- Police Protection Services: The Fontana Police Department provides police protection services to the project site.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Cumulative impacts are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (14 CCR [CA Code of Regulations] Section 15355). Cumulative impacts are the change caused by the incremental impact of the project evaluated in the EIR together with the incremental impacts from closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130 of the CEQA Guidelines states that cumulative impacts must be discussed when the project's incremental effect is cumulatively considerable. It further states that this discussion must reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as for the project.

Figure 4-1 - General Plan Land Use Designations
4. Environmental Setting



Project Boundary

0 625
Scale (Feet)

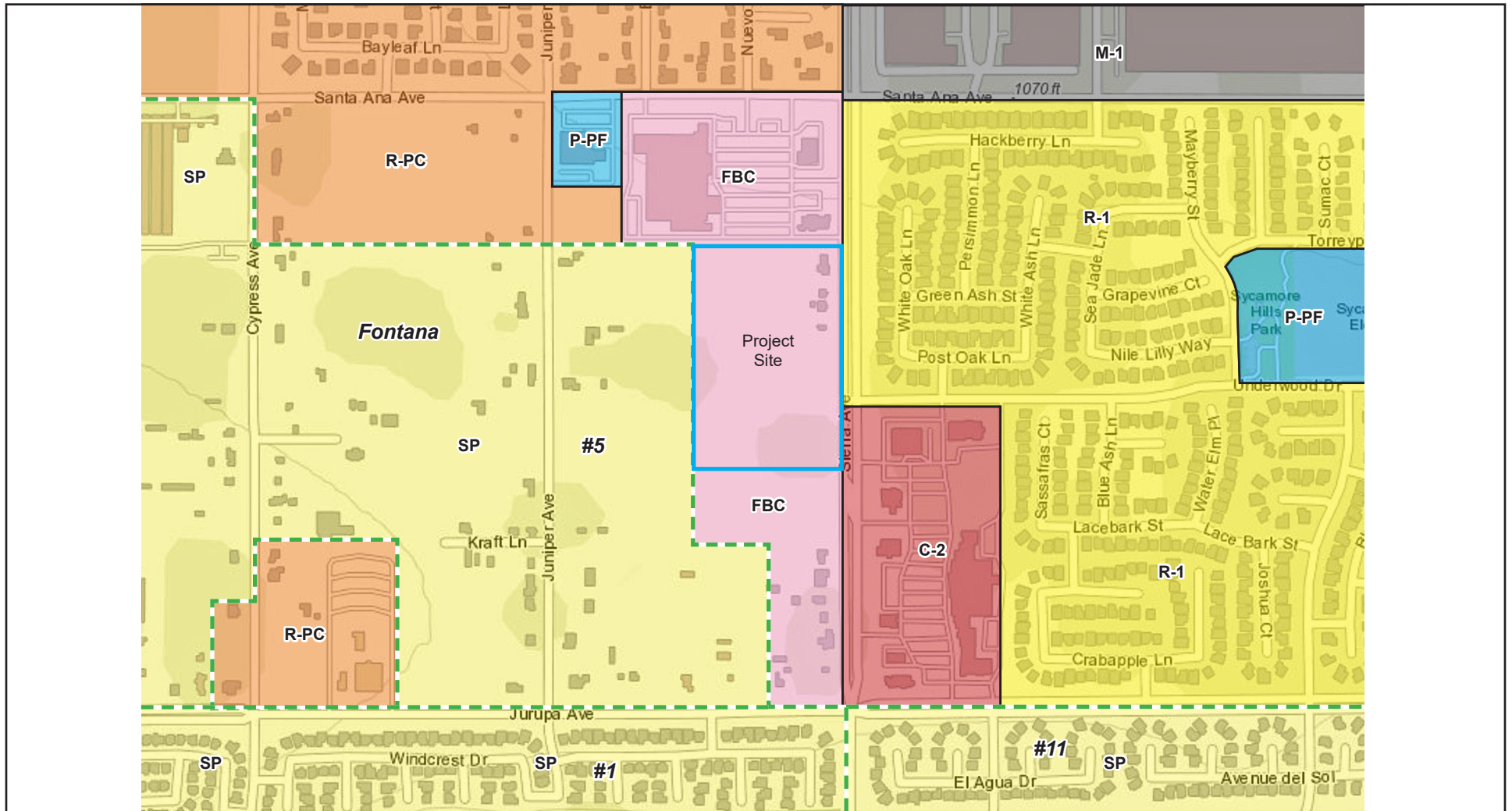


Source: DLR Group, 2021

4. Environmental Setting

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Figure 4-2 - Zoning District Map
4. Environmental Setting



- | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| C-2 - General Commercial | R-PC - Residential Planned Community | # SP - Specific Plan | M-1 - Light Industrial |
| FBC - Form-Based Code Districts | R-1 - Single Family | P-PF - Public Facility | Project Boundary |

0 625
Scale (Feet)

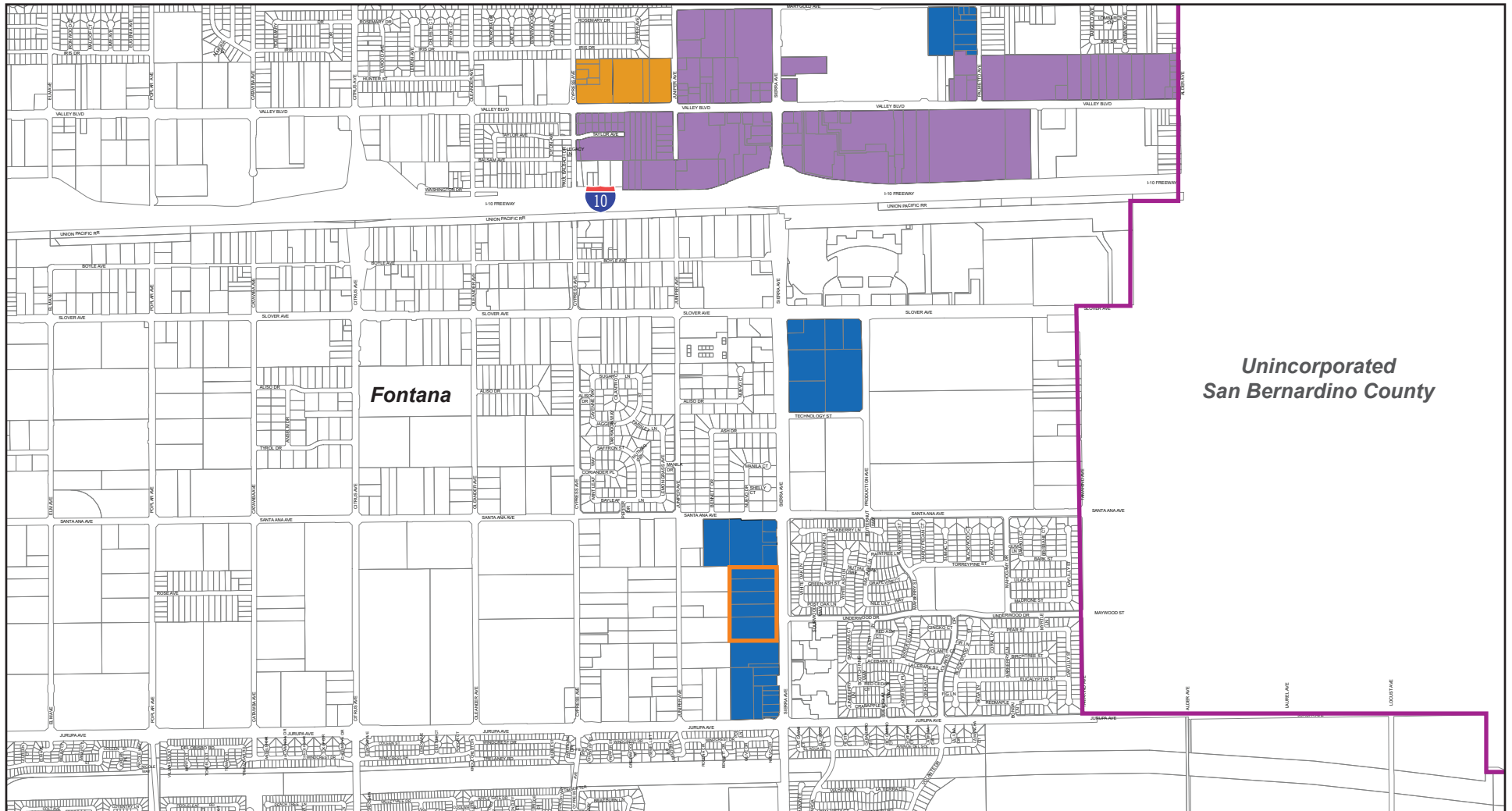


Source: City of Fontana, 2021

4. Environmental Setting

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Figure 4-3 - Form-Based Code Districts
4. Environmental Setting



- Multi-Family
- Transitional
- Project Boundary
- Valley Gateway
- City Boundary

0 2,000
Scale (Feet)



Source: City of Fontana, 2021

4. Environmental Setting

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4. Environmental Setting

The information used in an analysis of cumulative impacts comes from one of two sources (per 14 CCR Section 15130 [b][1]):

- A. A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency.
- B. A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The cumulative impact analyses in this EIR use a combination of Sources A and B. Depending on the environmental category, the cumulative impact analysis in each topical section of this EIR may use either source. In some cases, the potential for cumulative impacts is confined to the project site and its immediate surroundings. Potential cumulative impacts that have the potential for impacts beyond the project site boundaries (e.g., traffic, air quality, GHG emissions) have been addressed by using the growth projections adopted by the City of Fontana, SCAG's 2020 Regional Transportation Plan /Southern California Strategies (ConnectSoCal), and the cumulative development projects, as appropriate. Table 4-1, *Cumulative Development Land Use Summary*, provides a list of cumulative projects used in some sections of the EIR. Figure 4-4, *Cumulative Development Locations*, shows the locations of the cumulative projects. The list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections based on a conversation with the City of Fontana as part of the Traffic Report preparation. The Traffic Report is included in Appendix L to the Draft EIR. Refer to Chapter 5, *Environmental Analysis*, for a discussion of the cumulative impacts associated with development and growth in the city and region for each environmental resource topic.

Table 4-1 Cumulative Development Land Use Summary

ID	Project	Land Use	Quantity
F1	West Valley Logistics Center	High-Cube Fulfillment Center	3,473,690 SF
F2	GLC Fontana III	Warehousing	362,416 SF
		High-Cube Cold Storage	90,604 SF
F3	Fontana Foothills	High-Cube Warehouse / Distribution Center	754,408 SF
F4	Slover Industrial Center	High-Cube Warehouse (Cold Storage)	20,421 SF
		Warehousing	115,719 SF
F5	La Quinta Inn	Hotel	104 Room
F6	Townplace Suites	Hotel	116 Room
F7	Citrus/Slover Warehouse (SEC of Citrus Av. & Slover Av.)	Warehousing	194,212 SF
F8	Cypress and Slover Warehouse	High-Cube Warehouse (Cold Storage)	156,365 SF
		High-Cube Fulfillment Center	469,095 SF
F9	Slover Avenue Office/Warehouse	Warehouse	41,000 SF
F10	Transwestern Buildings – Boyle	Warehouse	483,500 SF
F11	Sierra Business Center	High-Cube Warehouse Fulfillment Center (Sort)	707,735 SF
F12	Affordable Housing Project	Affordable Homes	130 DU

Source: Urban Crossroads 2022.

Notes: SF = square feet

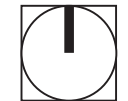
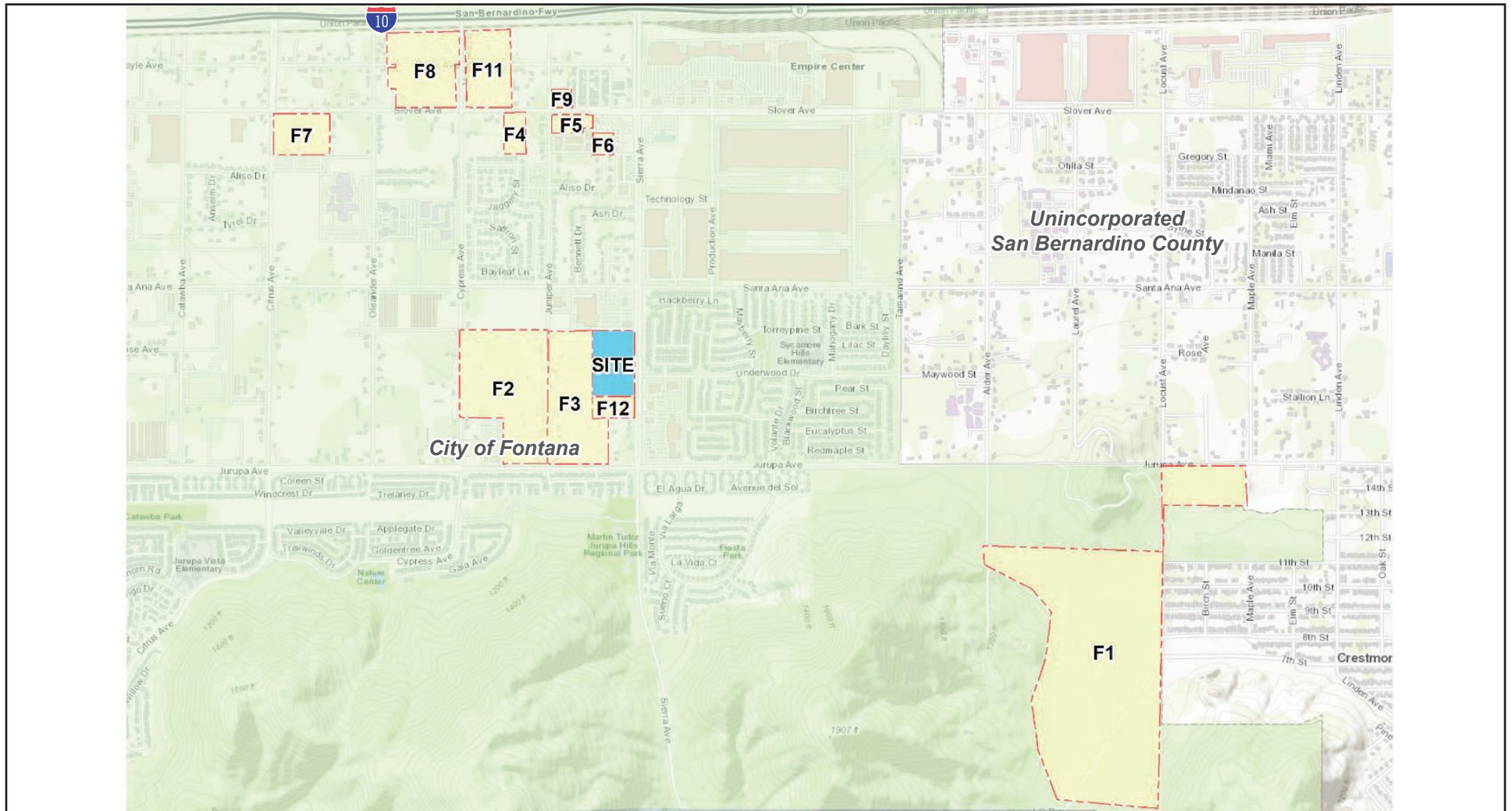
DU = dwelling units

4. Environmental Setting

4.5 REFERENCES

- California Air Resources Board (CARB). 2008, October. Climate Change Proposed Scoping Plan: A Framework for Change.
- . 2010, August. Staff Report Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375.
- . 2021. Map of Current State and Federal Area Designations.
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- Southern California Association of Governments (SCAG). 2019, November. Draft Connect SoCal Plan: The 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy of The Southern California Association of Governments.
https://www.connectsocal.org/Documents/Draft/dConnectSoCal_Draft-Plan.pdf.
- . 2020. Adopted Final Connect SoCal. Accessed July 14, 2021.
<https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx>.
- US Environmental Protection Agency (EPA). 2021, August 31. California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants.
https://www3.epa.gov/airquality/greenbook/anayo_ca.html.
- Urban Crossroads. 2022, March 8. Chaffey Community College District's Fontana Campus Master Plan Traffic Study.

Figure 4-4 - Cumulative Development Locations
4. Environmental Setting



4. Environmental Setting

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5. Environmental Analysis

Chapter 5 examines the environmental setting of the proposed project, analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental issue area that was determined to need further study in the Draft Environmental Impact Report (EIR). This scope was determined in the notice of preparation (NOP) and through public and agency comments received during the NOP comment period from October 7, 2021, to November 5, 2021 (see Appendix A). Environmental issues and their corresponding sections are:

- 5.1 Air Quality
- 5.2 Biological Resources
- 5.3 Cultural Resources
- 5.4 Greenhouse Gas Emissions
- 5.5 Hydrology and Water Quality
- 5.6 Noise
- 5.7 Transportation
- 5.8 Tribal Cultural Resources

The following topical areas are discussed in Chapter 8, *Impacts Found Not to Be Significant*.

- Aesthetics
- Agriculture and Forestry Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

Sections 5.1 through 5.8 provide a detailed discussion of the environmental setting, impacts associated with the proposed project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure are also discussed.

5. Environmental Analysis

Organization of Environmental Analysis

To assist the reader with comparing information between environmental issues, each section is organized under nine major headings:

- Environmental Setting
- Thresholds of Significance
- Plans, Programs, and Policies
- Environmental Impacts
- Cumulative Impacts
- Level of Significance Before Mitigation
- Mitigation Measures
- Level of Significance After Mitigation
- References

In addition, Chapter 1, *Executive Summary*, has a table that summarizes all impacts by environmental issue.

Terminology Used in This Draft EIR

The level of significance is identified for each impact in this Draft EIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would not change the environment.
- **Less than significant.** The project would not cause any substantial, adverse change in the environment.
- **Less than significant with mitigation incorporated.** The EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and unavoidable.** The project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

5. Environmental Analysis

5.1 AIR QUALITY

This section of the Draft Environmental Impact Report (EIR) evaluates the potential for the New Fontana Campus Master Plan project (proposed project) to impact air quality in a local and regional context. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (South Coast AQMD). The analysis focuses on air pollution from regional emissions and localized pollutant concentrations. In this section, “emissions” refers to the actual quantity of pollutant, measured in pounds per day, and “concentrations” refers to the amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million, parts per billion, or micrograms per cubic meter.

Criteria air pollutant emissions modeling is included in Appendix B, *Air Quality and Greenhouse Gas Emissions Data*, of this Draft EIR. Transportation-sector impacts are based on trip generation and vehicle miles traveled as provided by Urban Crossroads (see Appendix L). Cumulative impacts related to air quality are based on the regional boundaries of the South Coast Air Basin (SoCAB). An evaluation of localized construction health risks is in Appendix C, *Construction Health Risk Assessment*, of this Draft EIR.

5.1.1 Environmental Setting

5.1.1.1 AIR POLLUTANTS OF CONCERN

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, CO, SO₂, nitrogen dioxide (NO₂), PM₁₀, and PM_{2.5} are “criteria air pollutants,” which means that ambient air quality standards (AAQS) have been established for them. VOC and NO_x are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O₃) and NO₂ are the principal secondary pollutants.

Each of the primary and secondary criteria air pollutants and its known health effects are described below.

- **Carbon Monoxide** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion, engines and motor vehicles operating at slow speeds are the primary source of CO in the SoCAB. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (South Coast AQMD 2005; US EPA 2022a). The SoCAB is designated as being in attainment under the California AAQS and attainment (serious maintenance) under the National AAQS (CARB 2022a).

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- **Volatile Organic Compounds** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources include evaporative emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (South Coast AQMD 2005). There are no AAQS for VOCs. However, because they contribute to the formation of O₃, South Coast AQMD has established a significance threshold. The health effects for ozone are described later in this section.
- **Nitrogen Oxides** are a byproduct of fuel combustion and contribute to the formation of O₃, PM₁₀, and PM_{2.5}. The two major forms of NO_x are nitric oxide (NO) and NO₂. The principal form of NO₂ produced by combustion is NO, but NO reacts with oxygen to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO₂ is only potentially irritating. There is some indication of a relationship between NO₂ and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm). NO₂ absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure (South Coast AQMD 2005; US EPA 2022a). On February 21, 2019, the California Air Resources Board (CARB) approved the separation of the area that runs along the State Route 60 corridor through portions of Riverside, San Bernardino, and Los Angeles counties from the remainder of the SoCAB for state nonattainment designation purposes. The Board designated this corridor as nonattainment. The remainder of the SoCAB is in attainment for NO₂ (CARB 2022a).
- **Sulfur Dioxide** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO₂. When sulfur dioxide forms sulfates (SO₄) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_x). Thus, SO₂ is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO₂ may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO₂, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing) at lower concentrations and when combined with particulates, SO₂ may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (South Coast AQMD 2005; US EPA 2022a). The SoCAB is designated as attainment under the California and National AAQS (CARB 2022a).
- **Suspended Particulate Matter** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM₁₀, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤10 millionths of a meter or 0.0004 inch). Inhalable fine particles, or PM_{2.5}, have an aerodynamic diameter of 2.5 microns or less (i.e., ≤2.5 millionths of a meter or 0.0001 inch). Particulate discharge into the

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atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM₁₀ and PM_{2.5} may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The US Environmental Protection Agency's (EPA) scientific review concluded that PM_{2.5}, which penetrates deeply into the lungs, is more likely than PM₁₀ to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (South Coast AQMD 2005). There has been emerging evidence that ultrafine particulates, which are even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.1 millionths of a meter or <0.000004 inch) have human health implications because their toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (South Coast AQMD 2013). However, the EPA and CARB have not adopted AAQS to regulate these particulates. Diesel particulate matter is classified by CARB as a carcinogen (CARB 1998). Particulate matter can also cause environmental effects such as visibility impairment,¹ environmental damage,² and aesthetic damage³ (South Coast AQMD 2005; US EPA 2022a). The SoCAB is a nonattainment area for PM_{2.5} under California and National AAQS and a nonattainment area for PM₁₀ under the California AAQS (CARB 2022a).⁴

- **Ozone**, or O₃, is a key ingredient of “smog” and is a gas that is formed when VOCs and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O₃ is a secondary criteria air pollutant. O₃ concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O₃ poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O₃ can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O₃ also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O₃ also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O₃ harms sensitive vegetation during the growing season (South Coast AQMD 2005; US EPA 2022a). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2022a).
- **Lead (Pb)** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the

¹ PM_{2.5} is the main cause of reduced visibility (haze) in parts of the United States.

² Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.

³ Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

⁴ CARB approved the South Coast AQMD's request to redesignate the SoCAB from serious nonattainment for PM₁₀ to attainment for PM₁₀ under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM₁₀ standards from 2004 to 2007. The EPA approved the State of California's request to redesignate the South Coast PM₁₀ nonattainment area to attainment of the PM₁₀ National AAQS, effective on July 26, 2013.

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oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (South Coast AQMD 2005; US EPA 2021a). The major sources of lead emissions have historically been mobile and industrial sources. As a result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. However, in 2008 the EPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.⁵ As a result of these violations, the Los Angeles County portion of the SoCAB is designated nonattainment under the National AAQS for lead (South Coast AQMD 2012; CARB 2022a). Because emissions of lead are found only in projects that are permitted by South Coast AQMD, lead is not a pollutant of concern for the proposed project.

Table 5.1-1, *Criteria Air Pollutant Health Effects Summary*, summarizes the potential health effects associated with the criteria air pollutants.

Table 5.1-1 Criteria Air Pollutant Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	<ul style="list-style-type: none"> Chest pain in heart patients Headaches, nausea Reduced mental alertness Death at very high levels 	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O ₃)	<ul style="list-style-type: none"> Cough, chest tightness Difficulty taking a deep breath Worsened asthma symptoms Lung inflammation 	Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO ₂)	<ul style="list-style-type: none"> Increased response to allergens Aggravation of respiratory illness 	Same as carbon monoxide sources
Particulate Matter (PM ₁₀ and PM _{2.5})	<ul style="list-style-type: none"> Hospitalizations for worsened heart diseases Emergency room visits for asthma Premature death 	Cars and trucks (particularly diesels) Fireplaces and woodstoves Windblown dust from overlays, agriculture, and construction

⁵ Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (South Coast AQMD 2012).

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Table 5.1-1 Criteria Air Pollutant Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Sulfur Dioxide (SO ₂)	<ul style="list-style-type: none">• Aggravation of respiratory disease (e.g., asthma and emphysema)• Reduced lung function	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	<ul style="list-style-type: none">• Behavioral and learning disabilities in children• Nervous system impairment	Contaminated soil

Source: CARB 2022c; South Coast AQMD 2005.

Toxic Air Contaminants

People exposed to toxic air contaminants (TAC) at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (US EPA 2021b). By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. There are no air quality standards for TACs. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most relevant to the proposed project being particulate matter from diesel-fueled engines.

Diesel Particulate Matter

In 1998, CARB identified diesel particulate matter (DPM) as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs. Long-term (chronic) inhalation of DPM is likely a lung cancer risk. Short-term (i.e., acute) exposure can cause irritation and inflammatory systems and may exacerbate existing allergies and asthma systems (US EPA 2002).

5.1.1.2 REGULATORY BACKGROUND

Ambient air quality standards have been adopted at the state and federal levels for criteria air pollutants. In addition, both the state and federal government regulate the release of TACs. The proposed project is in the SoCAB and is subject to the rules and regulations imposed by the South Coast AQMD, the California AAQS adopted by CARB, and National AAQS adopted by the EPA. Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized in this section.

Federal and State

AAQS have been adopted at the state and federal levels for criteria air pollutants. In addition, both the State and federal government regulate the release of TACs. The City of Fontana is in the SoCAB and is subject to

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the rules and regulations imposed by the South Coast AQMD as well as the California AAQS adopted by CARB and National AAQS adopted by the EPA.

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 CAA amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect “sensitive receptors” most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 5.1-2, *Ambient Air Quality Standards for Criteria Air Pollutants*. These pollutants are O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and Pb. In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 5.1-2 Ambient Air Quality Standards for Criteria Air Pollutants

Pollutant	Averaging Time	California Standard ¹	Federal Primary Standard ²	Major Pollutant Sources
Ozone (O ₃) ³	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	

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Table 5.1-2 Ambient Air Quality Standards for Criteria Air Pollutants

Pollutant	Averaging Time	California Standard ¹	Federal Primary Standard ²	Major Pollutant Sources
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m ³	150 µg/m ³	
Respirable Fine Particulate Matter (PM _{2.5}) ⁴	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m ³	
Lead (Pb)	30-Day Average	1.5 µg/m ³	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m ³	
	Rolling 3-Month Average	*	0.15 µg/m ³	
Sulfates (SO ₄) ⁵	24 hours	25 µg/m ³	*	Industrial processes.
Visibility-Reducing Particles	8 hours	ExCo = 0.23/km visibility of 10≥ miles	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H ₂ S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.

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Table 5.1-2 Ambient Air Quality Standards for Criteria Air Pollutants

Pollutant	Averaging Time	California Standard ¹	Federal Primary Standard ²	Major Pollutant Sources
Vinyl Chloride	24 hours	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2016.

Notes: ppm: parts per million; $\mu\text{g}/\text{m}^3$: micrograms per cubic meter

* Standard has not been established for this pollutant/duration by this entity.

¹ California standards for O_3 , CO (except 8-hour Lake Tahoe), SO_2 (1 and 24 hour), NO_2 , and particulate matter (PM_{10} , $\text{PM}_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equalled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

² National standards (other than O_3 , PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10} , the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For $\text{PM}_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

³ On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

⁴ On December 14, 2012, the national annual $\text{PM}_{2.5}$ primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour $\text{PM}_{2.5}$ standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standard of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM_{10} standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

⁵ On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

California has also adopted a host of other regulations that reduce criteria pollutant emissions:

- **Assembly Bill (AB) 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces greenhouse gas emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.
- **Senate Bill (SB) 1078 and SB 107: Renewables Portfolio Standards.** A major component of California's Renewable Energy Program is the renewables portfolio standard established under SB 1078 (Sher) and SB 107 (Simitian). Under the renewables portfolio standard, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent to reach at least 20 percent by December 30, 2010.
- **20 California Code of Regulations (CCR): Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR Sections 1601–1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances.

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- **24 CCR, Part 6: Building and Energy Efficiency Standards.** Energy conservation standards for new residential and nonresidential buildings adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977.
- **24 CCR, Part 11: Green Building Standards Code.** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.⁶

Tanner Air Toxics Act and Air Toxics Hot Spot Information and Assessment Act

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and reduce exposure to them. The California Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health” (17 CCR Section 93000). A substance that is listed as a hazardous air pollutant pursuant to section 112(b) of the federal Clean Air Act (42 US Code Section 7412[b]) is a TAC. Under state law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics “Hot Spot” Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an “airborne toxics control measure” for sources that emit that TAC. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate “toxics best available control technology” to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

CARB has promulgated the following specific rules to limit TAC emissions:

- **13 CCR Chapter 10 Section 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.** Generally restricts on-road diesel-powered commercial motor vehicles with a gross vehicle weight rating of greater than 10,000 pounds from idling more than five minutes.

⁶ The green building standards became mandatory in the 2010 edition of the code.

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- **13 CCR Chapter 10 Section 2480: Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools.** Generally restricts a school bus or transit bus from idling for more than five minutes when within 100 feet of a school.
- **13 CCR Section 2477 and Article 8: Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate.** Regulations established to control emissions associated with diesel-powered TRUs.

Regional

The state is divided into air pollution control districts/air quality management districts. These agencies are county or regional governing authorities that have primary responsibility for controlling air pollution from stationary sources. CARB and local air districts are also responsible for developing clean air plans to demonstrate how and when California will attain AAQS established under both the federal and California Clean Air Acts. For the areas in California that have not attained air quality standards, CARB works with air districts to develop and implement state and local attainment plans. In general, attainment plans contain a discussion of ambient air quality data and trends; a baseline emissions inventory; future year projections of emissions, which account for growth projections and already adopted control measures; a comprehensive control strategy of additional measures needed to reach attainment; an attainment demonstration, which generally involves complex modeling; and contingency measures. Plans may also include interim milestones for progress toward attainment. The SoCAB is managed by the South Coast AQMD.

Air Quality Management Planning

South Coast AQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. South Coast AQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). Since 1979, a number of AQMPs have been prepared.

2016 AQMP

On March 3, 2017, South Coast AQMD adopted the 2016 AQMP, which serves as an update to the 2012 AQMP. The 2016 AQMP addresses strategies and measures to attain the following National AAQS:

- 2008 National 8-hour ozone standard by 2031
- 2012 National annual PM_{2.5} standard by 2025⁷
- 2006 National 24-hour PM_{2.5} standard by 2019
- 1997 National 8-hour ozone standard by 2023
- 1979 National 1-hour ozone standard by 2022

It is projected that total NO_x emissions in the SoCAB would need to be reduced to 150 tons per day (tpd) by year 2023 and to 100 tpd in year 2031 to meet the 1997 and 2008 federal 8-hour ozone standards. The strategy to meet the 1997 federal 8-hour ozone standard would also lead to attaining the 1979 federal 1-hour ozone

⁷ The 2016 AQMP requests a reclassification from moderate to serious nonattainment for the 2012 National PM_{2.5} standard.

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standard by year 2022 (South Coast AQMD 2017), which requires reducing NO_x emissions in the SoCAB to 250 tpd. This is approximately 45 percent additional reductions beyond existing regulations for the 2023 ozone standard and 55 percent additional reductions to existing regulations to meet the 2031 ozone standard.

Reducing NO_x emissions would also reduce PM_{2.5} concentrations in the SoCAB. However, because the goal is to meet the 2012 federal annual PM_{2.5} standard no later than year 2025, South Coast AQMD is seeking to reclassify the SoCAB from “moderate” to “serious” nonattainment under this federal standard. A “moderate” nonattainment would require meeting the 2012 federal standard by no later than 2021.

Overall, the 2016 AQMP is composed of stationary and mobile-source emission reductions from regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile-source strategies, and reductions from federal sources, such as aircrafts, locomotives, and ocean-going vessels. Strategies outlined in the 2016 AQMP would be implemented in collaboration between CARB and the EPA (South Coast AQMD 2017).

2022 AQMP

On October 1, 2015, the EPA strengthened the National AAQS for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb) from 75 ppb. The SoCAB is classified as an “extreme” nonattainment area for the 2015 National AAQS for ozone. In May 2022, South Coast released the Draft 2022 AQMP to address the requirements for meeting this standard. The Draft 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard. The 2015 8-hour ozone standard is the most stringent standard to date. Because current ozone levels in the SoCAB are so high, meeting the standard will require substantial emission reductions above and beyond current programs. South Coast AQMD forecasts that emissions of NO_x—the key pollutant controlling formation of ozone—must be reduced by 71 percent beyond what we would achieve through current programs by 2037 to meet the standard. By year 2037, 42 percent of NO_x emissions will come from federal sources, 39 percent will come from State-regulated sources, and only 19 percent will come from sources regulated by the South Coast AQMD (South Coast AQMD 2022). As of December 2022, the Draft 2022 AQMP has been adopted.

Lead Implementation Plan

In 2008, the EPA designated the Los Angeles County portion of the SoCAB as a nonattainment area under the federal lead (Pb) classification because of the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in the City of Vernon and the City of Industry that exceeded the new standard in the 2007 to 2009 period. The remainder of the SoCAB, outside the Los Angeles County nonattainment area, remains in attainment of the new 2008 lead standard. On May 24, 2012, CARB approved the State Implementation Plan (SIP) revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval.

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South Coast AQMD PM_{2.5} Redesignation Request and Maintenance Plan

In 1997, the EPA adopted the 24-hour fine PM_{2.5} standard of 65 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). In 2006, this standard was lowered to a more health-protective level of 35 $\mu\text{g}/\text{m}^3$. The SoCAB is designated nonattainment for both the 65 and 35 $\mu\text{g}/\text{m}^3$ 24-hour PM_{2.5} standards (24-hour PM_{2.5} standards). In 2020, monitored data demonstrated that the SoCAB attained both 24-hour PM_{2.5} standards. The South Coast AQMD has developed the 2021 Redesignation Request and Maintenance Plan for the 1997 and 2006 24-hour PM_{2.5} Standards demonstrating that the SoCAB has met the requirements to be redesignated to attainment for the 24-hour PM_{2.5} standards (South Coast AQMD 2021b).

AB 617, Community Air Protection Program

Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens. In response to AB 617, CARB has established the Community Air Protection Program.

Air districts are required to host workshops to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations have been identified and the communities have been selected, new community monitoring systems would be installed to track and monitor community-specific air pollution goals. In 2018 CARB prepared an air monitoring plan (Community Air Protection Blueprint) that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, the Blueprint is required to be updated every five years.

Under AB 617, CARB is also required to prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology; adopt new rules requiring the latest best available retrofit control technology for all criteria pollutants for which an area has not achieved attainment of California AAQS; and provide uniform, statewide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the communities impacted by air pollution that CARB identifies.

South Coast AQMD Rules and Regulations

All projects are subject to South Coast AQMD rules and regulations in effect at the time of activity, including:

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than three minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the US Bureau of Mines.
- **Rule 402, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public.

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Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth-moving and grading activities.
- **Rule 445, Wood Burning Devices.** In general, the rule prohibits new developments from the installing wood-burning devices. This rule is intended to reduce the emission of particulate matter from such devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.
- **Rule 1113, Architectural Coatings.** This rule serves to limit the VOC content of architectural coatings used on projects in the South Coast AQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the South Coast AQMD must comply with the current VOC standards in this rule.
- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

5.1.1.3 EXISTING CONDITIONS

The project site is in the SoCAB, which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (South Coast AQMD 2005).

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Meteorology

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station nearest to the project site that best represents the climatological conditions of the project site is the Fontana Kaiser, California Monitoring Station (ID 043120). The average low temperature is reported as 44.0°F in January, and the average high temperature is 95.0°F in July (WRCC 2022).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Rainfall averages 15.32 inches per year in the vicinity of the project site (WRCC 2022).

Humidity

Although the SoCAB has a semiarid climate, the air near the Earth's surface is typically moist because of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog are frequent, given the project site's location along the coast. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (South Coast AQMD 1993).

Wind

Wind patterns across the southern coastal region are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB combined with other meteorological conditions can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east inhibit the eastward transport and diffusion of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (South Coast AQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which

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pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the “mixing height.” The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area (South Coast AQMD 2005).

SoCAB Nonattainment Areas

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants depending on whether they meet the AAQS. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

- **Unclassified.** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- **Attainment.** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a three-year period.
- **Nonattainment.** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- **Nonattainment/Transitional.** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SoCAB is shown in Table 5.1-3, *Attainment Status of Criteria Air Pollutants in the South Coast Air Basin*.

Table 5.1-3 Attainment Status of Criteria Air Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM ₁₀	Serious Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment ²
CO	Attainment	Attainment
NO ₂	Nonattainment (SR-60 Near Road only) ¹	Attainment/Maintenance
SO ₂	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only) ³
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2022a.

¹ On February 21, 2019, CARB's Board approved the separation of the area that runs along State Route 60 corridor through portions of Riverside, San Bernardino, and Los Angeles counties from the remainder of the SoCAB for State nonattainment designation purposes. The Board designated this corridor as nonattainment. The remainder of the SoCAB remains in attainment for NO₂ (CARB 2019). CARB is proposing to redesignate SR-60 Near-Road Portion of San Bernardino, Riverside, and Los Angeles Counties in the SoCAB as attainment for NO₂ at the February 24, 2022 Board Hearing (CARB 2022b).

² The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal PM_{2.5} standards. The 2021 PM_{2.5} Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow EPA to redesignate the SoCAB to attainment for the 65 µg/m³ and 35 µg/m³ 24-hour PM_{2.5} standards. CARB will submit the 2021 PM_{2.5} Redesignation Request to the EPA as a revision to the California SIP (CARB 2021a).

³ In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new 2008 federal AAQS as a result of large industrial emitters. Remaining areas in the SoCAB are unclassified.

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Multiple Air Toxics Exposure Study V

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on existing ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In April 2021, South Coast AQMD released the latest update to the MATES study, MATES V. The first MATES analysis, MATES I, began in 1986 but was limited because of the technology available at the time. Conducted in 1998, MATES II was the first MATES iteration to include a comprehensive monitoring program, an air toxics emissions inventory, and a modeling component. MATES III was conducted in 2004 to 2006, with MATES IV following in 2012 to 2013.

MATES V uses measurements taken during 2018 and 2019, with a comprehensive modeling analysis and emissions inventory based on 2018 data. The previous MATES studies quantified the cancer risks based on the inhalation pathway only. MATES V includes information on the chronic noncancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic noncancer risks from MATES II through IV measurements have been re-examined using current Office of Environmental Health Hazards Assessment and California Environmental Protection Agency risk assessment methodologies and modern statistical methods to examine the trends over time.

The MATES V study showed that cancer risk in the SoCAB decreased to 454 in a million from 997 in a million in the MATES IV study. Overall, air toxics cancer risk in the SoCAB decreased by 54 percent since 2012 when MATES IV was conducted. MATES V showed the highest risk locations near the Los Angeles International Airport and the Ports of Long Beach and Los Angeles. DPM continues to be the major contributor to air toxics cancer risk (approximately 72 percent of the total cancer risk). Goods movement and transportation corridors have the highest cancer risk. Transportation sources account for 88 percent of carcinogenic air toxics emissions, and the remainder is from stationary sources, which include large industrial operations such as refineries and power plants as well as smaller businesses such as gas stations and chrome-plating facilities. (South Coast AQMD 2021).

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site are best documented by measurements taken by the South Coast AQMD. The proposed project is located within Source Receptor Area (SRA) 34: Central San Bernardino Valley.⁸ The air quality monitoring station closest to the proposed project is the Fontana–Arrow Highway Monitoring Station, which is one of 31 monitoring stations South Coast AQMD operates and maintains within the SoCAB.⁹ Data from this station includes O₃, NO₂, PM₁₀, and PM_{2.5} and is summarized in Table 5.1-4, *Ambient Air Quality Monitoring Summary*. The data show regular violations of the state and federal O₃, state PM₁₀, and federal PM_{2.5} standards in the last five years.

⁸ Per South Coast AQMD Rule 701, an SRA is defined as: “A source area is that area in which contaminants are discharged and a receptor area is that area in which the contaminants accumulate and are measured. Any of the areas can be a source area, a receptor area, or both a source and receptor area.” There are 37 SRAs in the South Coast AQMD’s jurisdiction.

⁹ Locations of the SRAs and monitoring stations are shown here: <http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf>.

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Pollutant/Standard	Number of Days Thresholds Were Exceeded and Maximum Levels ^{1,2}				
	2017	2018	2019	2020	2021
Ozone (O₃)					
State 1-Hour \geq 0.09 ppm (days exceed threshold)	33	38	41	56	44
State & Federal 8-hour \geq 0.070 ppm (days exceed threshold)	49	69	67	89	81
Max. 1-Hour Conc. (ppm)	0.137	0.141	0.124	0.151	0.125
Max. 8-Hour Conc. (ppm)	0.118	0.111	0.109	0.111	0.103
Nitrogen Dioxide (NO₂)					
State 1-Hour \geq 0.18 ppm (days exceed threshold)	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.0692	0.0630	0.0761	0.0664	0.0672
Coarse Particulates (PM₁₀)					
State 24-Hour $>$ 50 $\mu\text{g}/\text{m}^3$ (days exceed threshold)	8	8	11	6	3
Federal 24-Hour $>$ 150 $\mu\text{g}/\text{m}^3$ (days exceed threshold)	0	0	0	0	0
Max. 24-Hour Conc. ($\mu\text{g}/\text{m}^3$)	75.3	64.1	88.8	76.8	73.8
Fine Particulates (PM_{2.5})					
Federal 24-Hour $>$ 35 $\mu\text{g}/\text{m}^3$ (days exceed threshold)	1	0	3	4	2
Max. 24-Hour Conc. ($\mu\text{g}/\text{m}^3$)	39.2	29.2	81.3	57.6	55.1

Source: CARB 2022e.

Notes: ppm = parts per million; ppb = parts per billion; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; * = Data not available¹ Data obtained from the Fontana–Arrow Highway Monitoring Station² Most recent data available as of December 2022.**Existing Emissions**

The existing Chaffey Community College Fontana Campus currently contains approximately 56,000 square feet of developed structures in addition to parking areas, landscape, and hardscape. As seen on Table 5.1-5, *Existing Fontana Campus Criteria Air Pollutant Emissions*, the existing campus generates criteria air pollutant emissions from area sources, energy use, and mobile sources. The project site for the new Fontana Campus is currently vacant and does not generate criteria air pollutant emissions.

Table 5.1-5 Existing Fontana Campus Criteria Air Pollutant Emissions

Phase	Operation-Related Regional Emissions (pounds/day) ¹					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 2021						
Area	1	<1	<1	<1	<1	<1
Energy ²	<1	<1	<1	<1	<1	<1
Mobile	16	23	156	<1	29	8
Total	18	23	156	<1	29	8

Sources: CalEEMod Version 2020.4. (Appendix B)

Notes: Based on highest winter or summer emissions.

¹ Includes only those pollutants in which South Coast AQMD have established regional significance thresholds and that are applicable. Thus, emissions data for ozone and lead are omitted. Additionally, because the proposed project does not involve a large permitted industrial project where South Coast AQMD is the lead agency, lead (Pb) is not a pollutant of concern.² Utilizes CalEEMod historical energy rates, which are based on the 2005 Building Energy Efficiency Standards.

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Sensitive Receptors

Some land uses are considered more sensitive to air pollution (i.e., TACs) than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent because the majority of workers tend to stay indoors most of the time. In addition, the workforce is generally the healthiest segment of the population.

The nearest off-site sensitive receptors to the project site include residences to the east along Sierra Avenue and White Oak Lane, to the west along Juniper Avenue, and south along Jurupa Avenue.

5.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.
- AQ-2 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.
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations.
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

5.1.2.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT THRESHOLDS

Regional Significance Thresholds

South Coast AQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the SoCAB, shown in Table 5.1-6, *South Coast AQMD Significance Thresholds*. The table lists thresholds that are applicable for all projects uniformly, regardless of size or scope. There is growing evidence that although ultrafine particulate matter contributes a very small portion of the overall atmospheric mass concentration, it represents a greater proportion of the health risk from PM. However, the EPA and CARB have not adopted AAQS to regulate ultrafine particulate matter; therefore, South Coast AQMD has not developed thresholds for it.

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Table 5.1-6 South Coast AQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROGs)/Volatile Organic Compounds (VOCs)	75 pounds (lbs)/day	55 lbs/day
Nitrogen Oxides (NO _x)	100 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Sulfur Oxides (SO _x)	150 lbs/day	150 lbs/day
Particulates (PM ₁₀)	150 lbs/day	150 lbs/day
Particulates (PM _{2.5})	55 lbs/day	55 lbs/day

Source: South Coast AQMD 2019.

Projects that exceed the regional significance threshold contribute to the nonattainment designation of the SoCAB. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health effects. Exposure to fine particulate pollution and ozone causes myriad health impacts, particularly to the respiratory and cardiovascular systems:

- Increases cancer risk (PM_{2.5}, TACs)
- Aggravates respiratory disease (O₃, PM_{2.5})
- Increases bronchitis (O₃, PM_{2.5})
- Causes chest discomfort, throat irritation, and increased effort to take a deep breath (O₃)
- Reduces resistance to infections and increases fatigue (O₃)
- Reduces lung growth in children (PM_{2.5})
- Contributes to heart disease and heart attacks (PM_{2.5})
- Contributes to premature death (O₃, PM_{2.5})
- Contributes to lower birth weight in newborns (PM_{2.5}) (South Coast AQMD 2015a)

Exposure to fine particulates and ozone aggravates asthma attacks and can amplify other lung ailments such as emphysema and chronic obstructive pulmonary disease. Exposure to current levels of PM_{2.5} is responsible for an estimated 4,300 cardiopulmonary-related deaths per year in the SoCAB. In addition, University of Southern California scientists, in a landmark children's health study, found that lung growth improved as air pollution declined for children aged 11 to 15 in five communities in the SoCAB (South Coast AQMD 2015b).

South Coast AQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals exposed to elevated concentrations of air pollutants in the SoCAB and has established thresholds that would be protective of these individuals. To achieve the health-based standards established by the EPA, South Coast AQMD prepares an AQMP that details regional programs to attain the AAQS. Mass emissions shown in Table 5.1-6 are not correlated with concentrations of air pollutants but contribute to the cumulative air quality impacts in the SoCAB. The thresholds are based on the trigger levels for the federal New Source Review Program, which was created to ensure projects are consistent with attainment of health-based federal AAQS. Regional emissions from a single project do not single-handedly trigger a regional health impact, and it

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is speculative to identify how many more individuals in the air basin would be affected by the health effects listed previously. Projects that do not exceed the South Coast AQMD regional significance thresholds in Table 5.1-6 would not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

If projects exceed the emissions in Table 5.1-6, emissions would cumulatively contribute to the nonattainment status and would contribute to elevating health effects associated with these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants. However, for projects that exceed the emissions in Table 5.1-6, it is speculative to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment since mass emissions are not correlated with concentrations of emissions or how many additional individuals in the air basin would be affected by the health effects cited previously.

South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health to address the issue raised in *Sierra Club v. County of Fresno (Friant Ranch, L.P.)* (2018) 6 Cal.5th 502, Case No. S21978. Ozone concentrations are dependent on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the National AAQS and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds. However, if a project in the SoCAB exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels, as well as implementation of control technology on industrial facilities, CO concentrations in the SoCAB and the state have steadily declined.

In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.¹⁰ As

¹⁰ The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

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identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in years before redesignation were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—to generate a significant CO impact (BAAQMD 2017).¹¹

Localized Significance Thresholds

South Coast AQMD identifies localized significance thresholds (LST), shown in Table 5.1-7, *South Coast AQMD Localized Significance Thresholds*. Emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at a project site could expose sensitive receptors to substantial concentrations of criteria air pollutants. Off-site mobile-source emissions are not included in the LST analysis. A project would generate a significant impact if it generates emissions that, when added to the local background concentrations, violate the AAQS.

Table 5.1-7 South Coast AQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO ₂ Standard (CAAQS)	0.18 ppm
Annual NO ₂ Standard (CAAQS)	0.03 ppm
24-Hour PM ₁₀ Standard – Construction (South Coast AQMD) ¹	10.4 µg/m ³
24-Hour PM _{2.5} Standard – Construction (South Coast AQMD) ¹	10.4 µg/m ³
24-Hour PM ₁₀ Standard – Operation (South Coast AQMD) ¹	2.5 µg/m ³
24-Hour PM _{2.5} Standard – Operation (South Coast AQMD) ¹	2.5 µg/m ³
Annual Average PM ₁₀ Standard (South Coast AQMD) ¹	1.0 µg/m ³

Source: South Coast AQMD 2019.

ppm – parts per million; µg/m³ – micrograms per cubic meter

¹ Threshold is based on South Coast AQMD Rule 403. Since the SoCAB is in nonattainment for PM₁₀ and PM_{2.5}, the threshold is established as an allowable change in concentration. Therefore, background concentration is irrelevant.

To assist lead agencies, South Coast AQMD developed screening-level LSTs to back-calculate the mass amount (pounds per day) of emissions generated on-site that would trigger the levels shown in Table 5.1-7 for projects under five acres. These “screening-level” LST tables are the LSTs for all projects of five acres and less and are

¹¹ The CO hotspot analysis refers to the modeling conducted by the Bay Area Air Quality Management District for its CEQA Guidelines because it is based on newer data and considers the improvement in mobile-source CO emissions. Although meteorological conditions in the Bay Area differ from those in the Southern California region, the modeling conducted by BAAQMD demonstrates that the net increase in peak hour traffic volumes at an intersection in a single hour would need to be substantial. This finding is consistent with the CO hotspot analysis South Coast AQMD prepared as part of its 2003 AQMP to provide support in seeking CO attainment for the SoCAB. Based on the analysis prepared by South Coast AQMD, no CO hotspots were predicted for the SoCAB. As noted in the preceding footnote, the analysis included some of Los Angeles' busiest intersections, with daily traffic volumes of 100,000 or more peak hour vehicle trips operating at LOS E and F.

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based on emissions over an 8-hour period; however, they can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required.

The screening-level LSTs in SRA 34 are shown in Table 5.1-8, *South Coast AQMD Screening-Level Localized Significance Thresholds*. For construction activities, LSTs are based on the acreage disturbed per day based on equipment use (South Coast AQMD 2011) up to the project site acreage. The screening-level LSTs reflect the thresholds for receptors, who would be on-site less than 24 hours per day (e.g., employees of neighboring businesses), within 82 feet (25 meters) for NO_x and CO; and receptors who could potentially be on-site for up to 24 hours per day (e.g., residential uses), which are at 160 feet (49 meters) for PM₁₀ and PM_{2.5}.

Table 5.1-8 South Coast AQMD Screening-Level Localized Significance Thresholds

Acreage Disturbed	Localized Significance Threshold (lbs/day)			
	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
≤1.00 Acre Disturbed Per Day	118	667	12.56	4.90
1.31 Acres Disturbed Per Day	134	762	15.28	5.21
3.50 Acres Disturbed Per Day	220	1,359	31.89	7.90
4.00 Acres Disturbed Per Day	237	1,488	35.43	8.57
≥5.00 Acres Disturbed Per Day	270	1,746	42.52	9.90

Source: South Coast AQMD 2008a, 2011.
The screening-level LSTs are based on sensitive receptors with exposure durations less than 24-hours within 82 feet (25 meters) for NO_x and CO; and receptors within 160 feet (49 meters) of the project site for PM₁₀ and PM_{2.5}.

Health Risk

Whenever a project would require use of chemical compounds that have been identified in South Coast AQMD Rule 1401, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the South Coast AQMD. Table 5.1-9, *South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds*, lists the TAC incremental risk thresholds for operation of a project. This environmental evaluation identifies the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 [Case No. S213478]). However, the environmental document must analyze the impacts of environmental hazards on future users when a proposed project exacerbates an existing environmental hazard or condition. Residential, commercial, and office uses do not use substantial quantities of TACs and typically do not exacerbate existing hazards, so these thresholds are typically applied to new industrial projects.

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Table 5.1-9 South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds

Maximum Incremental Cancer Risk	≥ 10 in 1 million
Cancer Burden (in areas ≥ 1 in 1 million)	> 0.5 excess cancer cases
Hazard Index (project increment)	≥ 1.0

Source: South Coast AQMD 2019.

5.1.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and project design features for air quality, are identified below.

- PPP AIR-1 New buildings are required to achieve the current California Building Energy Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards became effective on January 1, 2023. The Building Energy Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.
- PPP AIR-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new nonresidential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2).
- PPP AIR-3 Construction activities will be conducted in compliance with 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.
- PPP AIR-4 Construction activities will be conducted in compliance with any applicable South Coast Air Quality Management District (South Coast AQMD) rules and regulations, including but not limited to the following:
- Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.
 - Rule 402, Nuisance, which states that a project shall not “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”
 - Rule 1113, which limits the volatile organic compound content of architectural coatings.

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- PPP AIR-5 The heavy-heavy duty tractors and trailers (i.e., trucks that are 53 feet or longer) must use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies in accordance with CARB's Heavy-Duty (Tractor-Trailer) GHG [greenhouse gas] Regulation. Owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low-rolling-resistance tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified low-rolling-resistance tires. Trailers must have low-rolling-resistance tires and aerodynamic devices.
- PPP AIR-6 The medium-duty and heavy-duty vehicle engines are required to comply with the EPA's GHG and fuel efficiency standards. The federal and California Phase 1 standards took effect with model year 2014 tractors, vocational vehicles, and heavy-duty pick-up trucks and vans and the engines powering such vehicles (the Phase 1 standards excludes trailers). The federal Phase 2 standards cover model years 2018 to 2027 for certain trailers and model years 2021 to 2027 for semi trucks and large pick-up trucks, vans, and all types and sizes of buses and work trucks. California is aligned with the federal Phase 2 standards in structure, timing, and stringency, but with some minor California differences. The California Phase 2 regulations became effective April 1, 2019.

5.1.4 Environmental Impacts

5.1.4.1 METHODOLOGY

This air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with future development that would be accommodated by the proposed project. South Coast AQMD's *CEQA Air Quality Handbook* (Handbook) and updates on its website are intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. The Handbook provides standards, methodologies, and procedures for conducting air quality analyses in environmental impact reports, and they were used in this analysis.

Criteria Air Pollutant Emissions

Air pollutant emissions are calculated using the California Emissions Estimator Model (CalEEMod), version 2020.4 (CAPCOA 2021). CalEEMod compiles an emissions inventory of construction (fugitive dust, off-gas emissions, on-road emissions, and off-road emissions), area sources, indirect emissions from energy use, mobile sources, indirect emissions from waste disposal (annual only), and indirect emissions from water/wastewater (annual only). Criteria air pollutant emissions modeling is included in Appendix B of this Draft EIR. The calculated emissions of the proposed project are compared to thresholds of significance for individual projects using the South Coast AQMD's Handbook. Following is a summary of the assumptions used for the proposed project analysis.

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Construction Phase

Construction would entail site preparation and soil haul, rough and fine grading, utilities trenching, construction of the proposed structures and buildings, architectural coating, and asphalt paving on 14.30 acres of the project site over two construction phases. The proposed project was conservatively modeled over a construction period of up to six years, from 2024 to 2030, in two phases.

Operational Phase

Following completion of the two construction phases, the campus would operate in a manner similar to the existing Fontana campus. Enrollment, staffing, and types of activities used by the college would operate in the same manner as existing conditions. Three main sources of emissions are associated with operation: transportation, area sources, and energy consumption.

- **Transportation.** The primary source of mobile criteria air pollutant emissions is tailpipe exhaust emissions from the combustion of fuel (i.e., gasoline and diesel). For particulate matter, brake and tire wear and fugitive dust are created by vehicles traveling on roadways. Per Urban Crossroads, the existing campus generates approximately 4,188 average daily vehicle trips during the weekday, and the proposed project would generate an additional 5,170 average daily trips. Transportation criteria pollutant emissions assumed a project baseline year of 2022 and buildout year of 2030.
- **Area Sources.** Area source emissions from use of consumer cleaning products, landscaping equipment, and VOC emissions from paints for the proposed project are based on CalEEMod default emission rates and the assumed building square footages.
- **Energy.** Criteria air pollutant emissions from energy use (natural gas used for cooking, heating, etc.) are based on the CalEEMod defaults for natural gas usage for nonresidential land uses. Criteria air pollutant emissions from energy use are associated with natural gas used for heating.
- **Off-Road.** Criteria air pollutant emissions from off-road equipment use are associated with operation of welders on the project site and are based on the number of seats for the welding class and hours from the District.

Construction Health Risk Assessment

A construction health risk assessment (HRA) from TACs and PM_{2.5} associated with construction equipment exhaust was prepared for the project and is included in Appendix C of this Draft EIR. Sources evaluated in the HRA include off-road construction equipment and heavy-duty diesel trucks along the truck route. Modeling is based on the EPA's AERMOD air dispersion modeling program and the latest HRA guidance from the Office of Environmental Health Hazard Assessment to estimate excess lifetime cancer risks, chronic noncancer hazard indices, and the PM_{2.5} maximum annual concentrations at the nearest maximum exposed off-site sensitive receptors (residences and preschool students at Kiddie Academy) and assumes 24-hour outdoor exposure with risks averaged over a 70-year lifetime.

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DPM emissions were based on the CalEEMod construction runs, using annual exhaust PM₁₀ construction emissions presented in pounds (lbs) per day. The PM_{2.5} emissions were taken from the CalEEMod output for exhaust PM_{2.5} also presented in lbs per day. The project was assumed to take place over approximately six years (1,197 workdays) from beginning of September 2024 to June 2030. The average daily emission rates from construction equipment used during the proposed project were determined by dividing the annual average emissions for each construction year by the number of construction days per year for each calendar year of construction (i.e., 2024 through 2030).

Air dispersion modeling using the EPA's AERMOD program was conducted to assess the impact of emitted compounds on sensitive receptors. The model is a steady state Gaussian plume model and is an approved model by the Bay Area Air Quality Management District (BAAQMD) for estimating ground-level impacts from point and fugitive sources in simple and complex terrain. Meteorological data obtained from CARB for the nearest representative meteorological station (Fontana Monitoring Station) with the five latest available years (2011-2013, 2015-2016) of record were used to represent local weather conditions and prevailing winds. The health risks are calculated using the annual construction emission rates and the AERMOD output at the maximum exposed individual resident and maximum exposed preschool receptor at Kiddie Academy.

As seen in Appendix C, for the most conservative estimate, it was assumed that maximum-exposed off-site residential receptors (both children and adults) stood outdoors and are subject to DPM at their residence for 8 hours per day, and approximately 260 construction days per year. In reality, California residents typically will spend on average 2 hours per day outdoors at their residences and children and students are exposed to outdoor pollutant concentration levels for a portion of the day and are exposed to reduced indoor pollutant concentrations for the remaining hours (US EPA 2011). This would result in lower estimated risk values. In addition, for residential receptors, the calculated risk for infants from third trimester to age 2 is multiplied by a factor of 10 to account for early life exposure and uncertainty in child versus adult exposure impacts. For preschool-based receptors, the calculated risk for infants from age 6 months to age 2 is multiplied by a factor of 10 and for children age 2 to 9 is multiplied by a factor of 3 to account for early life exposure and uncertainty in child versus adult exposure impacts (OEHHA 2015)

5.1.4.2 IMPACT ANALYSIS

The following impact analysis addresses the thresholds of significance; the applicable thresholds are identified in brackets after the impact statement.

Impact 5.1-1: The proposed project is consistent with the applicable air quality management plan. [Threshold AQ-1]

A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental effects of the proposed project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

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The regional emissions inventory for the SoCAB is compiled by South Coast AQMD and SCAG. Regional population, housing, and employment projections developed by SCAG are based, in part, on cities' general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into SCAG's regional transportation plan/sustainable communities strategy to determine priority transportation projects and vehicle miles traveled in the SCAG region. Because the AQMP strategy is based on projections from local general plans, projects that are consistent with the local general plan are considered consistent with the air-quality-related regional plan.

The proposed project would result in a new community college campus to replace the existing campus and would increase student capacity by 854 students at buildout. However, a community college generally serves local students who live relatively close to the campus, and students typically do not move their place of residence to attend a community college. As discussed in Section 5.7, *Transportation*, the proposed project is a local serving essential service and is presumed to have a less than significant impact on vehicle miles traveled. The proposed project is also consistent with the City's existing land use designation, and therefore is consistent with the assumptions in SCAG's regional transportation plan/sustainable communities strategy. Therefore, the proposed project would not substantially affect housing, employment, or population projections within the region.

Finally, the long-term emissions generated by the proposed project would not produce criteria air pollutants that exceed the South Coast AQMD significance thresholds for proposed project operations (see Impact 5.1-3). South Coast AQMD's significance thresholds identify whether a project has the potential to cumulatively contribute to the SoCAB's nonattainment designations. Because the proposed project would not exceed the South Coast AQMD's regional significance thresholds (see Impact 5.1-2 and Impact 5.1-3) and growth is consistent with regional growth projections, the proposed project would not interfere with South Coast AQMD's ability to achieve the long-term air quality goals identified in the AQMP. Furthermore, based on the general premise of the AQMP and its focus on air quality effects from a long-term perspective, construction emissions associated with a project are not considered in the AQMP consistency analysis. Therefore, the proposed project would be consistent with the AQMP, and impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.1-2: Construction activities associated with the proposed project would not generate short-term emissions in exceedance of South Coast AQMD's threshold criteria. [Thresholds AQ-2 and AQ-3]

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Construction of the proposed project would generate criteria air pollutants associated with construction equipment exhaust and fugitive dust from site preparation, rough and fine grading, utilities trenching, building construction, architectural coating, and pavement of asphalt and nonasphalt surfaces on the site. Air pollutant emissions from construction activities on-site would vary daily as construction activity levels change. An estimate of maximum daily construction emissions for the proposed project is provided in Table 5.1-10, *Maximum Daily Regional Construction Emissions (Phase 1)*, for Phase 1 activities and Table 5.1-11, *Maximum Daily Regional Construction Emissions (Phase 2)* for Phase 2 activities.

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Table 5.1-10 Maximum Daily Regional Construction Emissions (Phase 1)

Construction Phase	Pollutants (lbs/day) ^{1, 2}					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 2024						
Site Preparation	3	28	19	<1	10	6
Site Preparation and Soil Haul	3	48	25	<1	13	6
Site Preparation and Soil Haul and Rough Grading 2024	6	81	53	<1	19	9
Rough Grading 2024	3	33	29	<1	6	3
Rough Grading and Utilities Trenching 2024	5	34	32	<1	6	3
Year 2025						
Rough Grading and Utilities Trenching 2025	3	30	30	<1	5	3
Rough Grading, Utilities Trenching, and Fine Grading 2025	6	59	58	<1	11	5
Fine Grading 2025	3	29	27	<1	5	3
Fine Grading and Paving 2025	5	37	42	<1	6	3
Paving 2025	2	9	15	<1	1	<1
Paving 2025 and Building Construction 2025	4	26	41	<1	5	2
Building Construction 2025	2	17	26	<1	4	2
Year 2026						
Building Construction 2026	2	17	25	<1	4	2
Building Construction 2026, Paving 2026, and Architectural Coating	35	27	43	<1	6	2
Maximum Daily Construction Emissions Phase 1						
Maximum Daily Emissions	35	81	58	<1	19	9
South Coast AQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2020.4.

¹ Based on the preliminary information provided by the District. Where specific information regarding proposed project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

² Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

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Construction Phase	Pollutants (lb/day) ^{1,2}					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 2027						
Site Preparation	<1	5	4	<1	<1	<1
Site Preparation and Rough Grading	1	14	10	<1	3	2
Grading	1	9	6	<1	3	1
Grading and Building Construction 2027	2	15	14	<1	3	2
Building Construction 2027	1	6	8	<1	1	<1
Year 2028						
Building Construction 2028	1	6	8	<1	1	<1
Building Construction 2028 and Architectural Coating (IB II)	6	7	10	<1	1	<1
Year 2029						
Building Construction 2029	1	6	8	<1	1	<1
Building Construction 2029 and Architectural Coating (CTE/Training)	12	7	10	<1	1	<1
Year 2030						
Building Construction 2029	1	4	8	<1	<1	<1
Building Construction 2029, Paving, and Architectural Coating (SCCC)	9	9	18	<1	1	<1
Maximum Daily Construction Emissions Phase 2						
Maximum Daily Emissions	18	15	17	<1	3	2
South Coast AQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2020.4.

¹ Based on the preliminary information provided by the District. Where specific information regarding proposed project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.² Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

The SoCAB is designated nonattainment for O₃ and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS,¹² and nonattainment for lead (Los Angeles County only) under the National AAQS. According to South Coast AQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact (South Coast AQMD 1993). As shown in these tables, the maximum daily emissions for VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} from construction-related activities for Phase 1 and Phase 2 would be less than their respective South Coast AQMD regional significance threshold values. Therefore, short-term air quality impacts from proposed project-related construction activities would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

¹² Portions of the SoCAB along SR-60 in Los Angeles, Riverside, and San Bernardino Counties are proposed as nonattainment for NO₂ under the California AAQS.

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Impact 5.1-3: Long-term operation of the project would not generate additional vehicle trips and associated emissions in exceedance of South Coast AQMD's threshold criteria. [Thresholds AQ-2 and AQ-3]

Following full buildout of the proposed project, operation would generate a net increase in criteria air pollutant emissions from area sources (e.g., landscaping equipment, architectural coating) and energy (i.e., natural gas used for heating). As shown in Table 5.1-12, *Fontana Campus Maximum Daily Regional Operation Emissions*, the maximum daily operation emissions would be less than their respective South Coast AQMD regional significance threshold values. Projects that do not exceed the South Coast AQMD regional significance thresholds would not result in an incremental increase in health impacts in the SoCAB from project-related increases in criteria air pollutants. Therefore, impacts to the regional air quality associated with operation of the proposed project would be less than significant.

Table 5.1-12 Fontana Campus Maximum Daily Regional Operation Emissions

Source	Maximum Daily Emissions (lbs/Day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	5	<1	1	<1	<1	<1
Energy	<1	1	1	<1	<1	<1
Mobile	14	17	127	<1	35	10
Offroad	1	9	12	<1	<1	<1
Total	20	26	140	<1	36	10
Existing Emissions	12	14	104	<1	29	8
Net Change in Emissions	7	13	37	<1	7	2
South Coast AQMD Regional Threshold	55	55	550	150	150	550
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2020.4. Highest winter or summer emissions are reported. (see Appendix B)

Notes: lbs = Pounds.

Overlap of Construction and Operational Phase

The South Coast AQMD does not have a significance threshold for construction/operation overlap; therefore, this analysis is included for informational purposes only. Table 5.1-13, *Potential Overlap of Construction and Operational Activities*, shows the maximum daily emissions during an approximately 36-month period where proposed project-related Phase 1 operation and Phase 2 construction activities overlap. Based on the development timeline for the proposed project, it is anticipated that operation of the new Phase 1 buildings would occur while Phase 2 would undergo construction. For purposes of this discussion, the maximum daily combined emissions shown in the table represent a conservative scenario because the maximum daily operational emissions are based on full buildout of the proposed project. In reality, if project-related construction and operation activities were to overlap, only a proportion of the proposed project would be operational while the rest is constructed.

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Table 5.1-13 Potential Overlap of Construction and Operational Activities

Source	Maximum Daily Emissions (lbs/day) ¹					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction Phase 2	17	15	17	<1	3	2
Operational Emissions	20	26	140	<1	36	10
Maximum Daily Combined Emissions	37	41	157	<1	38	2

Source: CalEEMod Version 2020.4. Highest winter or summer emissions are reported.

Notes: lbs: Pounds.

¹ The maximum daily operational emissions are based on full buildout. Therefore, the maximum daily combined emissions represent a conservative scenario because in practice, only a proportion of the allowable land use space would be operating while the rest of the proposed project is constructed and fully built out.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.1-4: The proposed project could expose sensitive receptors to substantial pollutant concentrations during construction activities. [Threshold AQ-3]

This impact analysis describes changes in localized impacts from short-term construction activities. The proposed project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevated levels. Unlike the mass of emissions shown in the regional emissions analysis shown in Tables 5.1-10 and 5.1-11, which are described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or µg/m³) and can be correlated to potential health effects.

Construction-Phase LSTs

Screening-level LSTs (pounds per day) are the amount of project-related mass emissions at which localized concentrations (ppm or µg/m³) could exceed the AAQS for criteria air pollutants for which the SoCAB is designated nonattainment. The screening-level LSTs are based on the project site size and distance to the nearest sensitive receptor and are based on the California AAQS, which are the most stringent AAQS, established to protect sensitive receptors most susceptible to respiratory distress.

Table 5.1-14, *Construction Emissions Compared to the Screening-Level LSTs (Phase 1)*, shows the Phase 1 maximum daily construction emissions (pounds per day) generated during on-site construction activities compared with the South Coast AQMD's screening-level LSTs, for receptors who would be on-site less than 24 hours per day within 82 feet (25 meters) for NO_x and CO; and receptors who could potentially be on-site for up to 24 hours per day at 160 feet (49 meters) for PM₁₀ and PM_{2.5}.

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Table 5.1-14 Construction Emissions Compared to the Screening-Level LSTs (Phase 1)

	Pollutants (lbs/day) ¹			
	NO _x	CO	PM ₁₀ ²	PM _{2.5} ²
South Coast AQMD ≤1.00-Acre LST	118	667	12.56	4.90
Paving 2025	9	15	0.42	0.39
Exceeds LST?	No	No	No	No
South Coast AQMD 1.31-Acre LSTs	134	762	15.28	5.21
Paving 2025 and Building Construction 2025	21	31	0.95	0.88
Building Construction 2025	12	16	0.53	0.50
Building Construction 2026	12	16	0.53	0.50
Building Construction 2026, Paving 2026, and Architectural Coating	22	32	1.00	0.93
Exceeds LST?	No	No	No	No
South Coast AQMD 3.50-Acre LSTs	220	1,359	31.89	7.90
Site Preparation	27	18	9.63	5.45
Site Preparation and Soil Haul	27	18	9.70	5.46
Exceeds LST?	No	No	No	No
South Coast AQMD 4.00-Acre LSTs	237	1,488	35.43	8.57
Rough Grading 2024	32	28	5.27	2.79
Rough Grading and Utilities Trenching 2024	34	31	5.34	2.85
Rough Grading and Utilities Trenching 2025	29	30	5.13	2.66
Fine Grading 2025	28	26	5.10	2.61
Fine Grading and Paving 2025	37	41	5.51	2.99
Exceeds LST?	No	No	No	No
South Coast AQMD ≥5.00-Acre LSTs	270	1,746	42.52	9.90
Site Preparation and Rough Grading	60	46	14.97	8.25
Rough Grading, Utilities Trenching, and Fine Grading 2025	57	56	10.22	5.26
Exceeds LST?	No	No	No	No

Sources: CalEEMod Version 2020.4., and South Coast AQMD 2008b and 2011.

Notes: In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment occurring on the project area are included in the analysis. The screening-level LSTs are based on sensitive receptors with exposure durations less than 24-hours within 82 feet (25 meters) for NO_x and CO; and receptors within 160 feet (49 meters) of the project site for PM₁₀ and PM_{2.5} in Source Receptor Area (SRA) 34.

¹ Based on information provided or verified by the District. Where specific information regarding project-related construction activities or processes was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by the South Coast AQMD.

² Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

Table 5.1-15, *Construction Emissions Compared to the Screening-Level LSTs (Phase 2)*, shows the Phase 2 maximum daily construction emissions (pounds per day) generated during on-site construction activities compared with the South Coast AQMD's screening-level LSTs, for sensitive receptors who would be on-site less than 24 hours per day within 82 feet (25 meters) for NO_x and CO; and receptors who could potentially be on-site for up to 24 hours per day at 160 feet (49 meters) for PM₁₀ and PM_{2.5}.

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Table 5.1-15 Construction Emissions Compared to the Screening-Level LSTs (Phase 2)

	Pollutants (lbs/day) ¹			
	NO _x	CO	PM ₁₀ ²	PM _{2.5} ²
South Coast AQMD ≤1.00-Acre LST	118	667	12.56	4.90
Site Preparation	5	4	0.39	0.18
Site Preparation and Rough Grading	14	9	3.01	1.60
Grading	9	5	2.62	1.42
Grading and Building Construction	14	12	2.86	1.64
Building Construction 2027	5	7	0.24	0.22
Building Construction 2028	5	7	0.24	0.22
Building Construction 2028 and Architectural Coating (CTE/Training)	7	9	0.29	0.27
Building Construction 2028 and Architectural Coating (IB II)	7	9	0.29	0.27
Building Construction 2029	5	7	0.24	0.22
Building Construction 2029 and Architectural Coating (CTE/Training)	7	9	0.29	0.27
Building Construction 2030	3	7	0.06	0.06
Building Construction 2030, Paving, and Architectural Coating (SCCC)	8	16	0.24	0.24
Exceeds LST?	No	No	No	No

Sources: CalEEMod Version 2020.4 South Coast AQMD 2008b, 2011.

Notes: In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment occurring on the project area are included in the analysis. The screening-level LSTs are based on sensitive receptors with exposure durations less than 24-hours within 82 feet (25 meters) for NO_x and CO; and receptors within 160 feet (49 meters) of the project site for PM₁₀ and PM_{2.5} in Source Receptor Area (SRA) 34.

¹ Based on information provided or verified by the District. Where specific information regarding project-related construction activities or processes was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by the South Coast AQMD.

² Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

As shown in Tables 5.1-14 and 5.1-15, both Phase 1 and Phase 2 construction of the proposed project would not generate construction-related on-site emissions that would exceed the screening-level LSTs. Thus, project-related construction activities would not expose sensitive receptors to substantial pollutant concentrations. Therefore, localized air quality impacts from construction activities would be less than significant.

Construction Health Risk

The proposed project would elevate concentrations of TACs (i.e., DPM) in the vicinity of sensitive land uses during construction activities. Construction modeling considered years 2024-2026 for Phase 1 construction activities and years 2027-2030 to represent the Phase 2 activities.

The nearest sensitive receptors to the project site are the preschool students at Kiddie Academy 500 feet to the east of the project site along Underwood Drive and the single-family residence 175 feet to the east on White Oak Lane. Consequently, a site-specific construction HRA of TACs was prepared (see Appendix C). The results of the analysis are shown in Table 5.1-16, *Construction Risk Summary*.

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Table 5.1-16 Construction Risk Summary

Receptor	Cancer Risk (per million)	Chronic Hazards
Maximum Exposed Individual Receptor – Off-site Resident	15.8	0.055
Maximum Exposed Receptor – Preschool Students	3.3	0.011
South Coast AQMD Threshold	10	1.0
Exceeds Threshold?	Yes	No

Source: Appendix C.

Note: Cancer risk calculated using 2015 Office of Environmental Health Hazard Assessment HRA guidance.

The results of the HRA are based on the maximum receptor concentration over an approximately seven-year construction exposure duration for off-site receptors. The methodology and assumptions used in the HRA is discussed in Section 5.1.4.1, *Methodology*, under Construction Health Risk Assessment subheading.

- Cancer risk for the maximum exposed off-site resident from construction activities related to the proposed project were calculated to be 15.8 in a million and would exceed the 10 in a million-significance threshold.
- Cancer risk for the maximum exposed on-site preschool student receptor from construction activities would be 3.3 in a million and would not exceed the 10 in a million-significance threshold.
- For noncarcinogenic effects, the chronic hazard index identified for each toxicological endpoint totaled less than one for all the off-site sensitive receptors. Therefore, chronic non-carcinogenic hazards are less than significant.

Because cancer risks for the off-site maximum exposed individual resident would exceed South Coast AQMD significance threshold, construction activities associated with the proposed project are potentially significant.

Level of Significance Before Mitigation: Potentially significant impact.

Impact 5.1-5: The proposed project would not expose sensitive receptors to substantial pollutant concentrations during operation. [Threshold AQ-3]

This impact analysis describes changes in localized impacts from long-term operational activities. The proposed project could expose sensitive receptors to elevated pollutant concentrations during operation of the proposed project if it would cause or contribute significantly to elevated levels. Overall, implementation of the proposed project would not result in substantial changes to the current operation of the existing Fontana Campus use.

Operational Phase LSTs

Implementation of the proposed project is assumed to use 15 welders for the welding course, which would contribute to criteria pollutant emissions from on-site, stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions require a permit from South Coast AQMD, such as chemical processing or warehousing operations where substantial truck idling could occur on-site. Additionally,

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operation of the proposed project would also result in the use of standard on-site mechanical equipment such as heating, ventilation, and air conditioning units in addition to occasional use of landscaping equipment for property maintenance which would generate area source emissions. Emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at the project site (off-site mobile-source emissions are not included in the LST analysis) from on-site area sources and off-road equipment could expose sensitive receptors to substantial concentrations of criteria air pollutants. Table 5.1-17, *Localized On-Site Operational Emissions*, shows localized maximum daily operational emissions. As shown in this table, maximum daily on-site operational emissions would not exceed the screening-level LSTs. Thus, operational criteria air pollutant emissions would not exceed the California AAQS and project operation would not expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts would be less than significant.

Table 5.1-17 Localized On-Site Operational Emissions

	Pollutants (lbs/day) ¹			
	NO _x	CO	PM ₁₀ ²	PM _{2.5} ²
Area Sources	<1	1	<1	<1
Energy	1	1	<1	<1
Welding	9	12	<1	<1
Maximum Daily Onsite Operation Emissions	10	13	<1	<1
South Coast AQMD LST	270	1,746	4.00	2.00
Exceeds LST?	No	No	No	No

Sources: CalEEMod Version 2020.4; South Coast AQMD 2008b, 2011.

Notes: In accordance with South Coast AQMD methodology, only on-site stationary sources and mobile equipment occurring on the project area are included in the analysis. Operational LSTs are based on sensitive receptors within 82 feet (25 meters) in Source Receptor Area (SRA) 34.

¹ Based on information provided or verified by the District. Modeling assumes 15 welders will be used for a total of 234 hours per year.

Carbon Monoxide Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Hot spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. The SoCAB has been designated in attainment of both the National and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—to generate a significant CO impact (BAAQMD 2017). As described in the proposed project's traffic study (Appendix L), the proposed project would generate a net increase of 94 PM peak-hour trips, which is substantially below the incremental increase in peak-hour vehicle trips needed to generate a significant CO impact. Implementation of the proposed project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site. Impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

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Impact 5.1-6: The proposed project would not result in other emissions that would adversely affect a substantial number of people. [Threshold AQ-4]

The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Construction-related odor emissions would be temporary and intermittent. Operation of the proposed project would involve autobody welding on the project site. However, these emissions are associated with classroom training and would not include a paint booth. Overall, construction activities and operation of the proposed project would not generate emissions that would affect a significant number of people. Impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

5.1.5 Cumulative Impacts

In accordance with South Coast AQMD's methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Consistent with the methodology, projects that do not exceed the regional significance thresholds or localized significance thresholds would not result in significant cumulative impacts. In addition, projects that do not exceed the cancer risk or chronic hazard thresholds based on the latest guidance from the Office of Environmental Health Hazard Assessment (2015) would not result in significant cumulative impacts. Cumulative projects in the local area include new development and general growth in the project area. The greatest source of emissions in the SoCAB is mobile sources. Due to the extent of the area potentially impacted by cumulative emissions (i.e., the SoCAB), South Coast AQMD considers a project cumulatively significant when project-related emissions exceed the South Coast AQMD regional emissions thresholds shown in Table 5.1-6 or risk threshold in Table 5.1-9 (South Coast AQMD 1993).

5.1.5.1 CONSTRUCTION

The SoCAB is designated nonattainment for O₃ and PM_{2.5} under the California and National AAQS and nonattainment for PM₁₀ and lead (Los Angeles County only) under the National AAQS. Construction of

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cumulative projects would further degrade the regional and local air quality. As shown in Impact 5.1-2, project-related construction activities would not generate short-term emissions that would exceed the South Coast AQMD regional emissions thresholds. In addition, construction of the proposed project would not exceed localized significance thresholds. However, construction of the proposed project would exceed the cancer risk threshold during Phase 1 and Phase 2 construction activities for the off-site resident receptor 175 feet to the east of the project site. Therefore, the proposed project's contribution to cumulative air quality impacts would be cumulatively considerable prior to implementation of mitigation.

5.1.5.2 OPERATION

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values would not be considered by South Coast AQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the proposed project would not result in emissions in excess of the South Coast AQMD regional emissions thresholds. Therefore, the proposed project's contribution to cumulative air quality impacts would not be cumulatively considerable.

5.1.6 Level of Significance Before Mitigation

Upon implementation of PPP AIR-1 through PPP AIR-6, these impacts would be less than significant: 5.1-1, 5.1-2, 5.1-3, 5.1-5, and 5.1-6.

Without mitigation, the following impact would be **potentially significant**:

- **Impact 5.1-4** Construction activities associated with the proposed project could elevate concentrations of TACs to a level that exceeds the South Coast AQMD cancer risk threshold of 10 in a million.

5.1.7 Mitigation Measures

Impact 5.1-4

AQ-1 Construction bids for Phase 1 and Phase 2 activities at the project site shall specify use of off-road equipment that meets the United States Environmental Protection Agency (EPA) Tier 4 interim emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated that such equipment is not available. In the event the equipment is not available, any emissions-control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Tier 4 interim emissions standard for a similarly sized engine, as defined by California Air Resources Board (CARB) regulations. Construction contractors shall use Tier 4 interim equipment for engines of more than 50 horsepower during construction activities. The following shall be specified in the construction bid:

- Construction contractors shall use engines that meet EPA Tier 4 Interim emission standards.

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- Construction contractors shall maintain a list of all operating equipment in use on the project site in use for more than 20 hours for verification by the District. The construction equipment list shall state the makes, models, and number of construction equipment on-site.
- Construction contractors shall ensure that all equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations.
- Construction contractors shall communicate with all subcontractors in contracts and construction documents that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with CARB Rule 2449. Construction contractors shall be responsible for ensuring that this requirement is met.

5.1.8 Level of Significance After Mitigation

Impact 5.1-4

As seen in Table 5.1-18, *Construction Risk Summary with Mitigation*, Mitigation Measure AQ-1 would reduce potential impacts associated with air quality below the South Coast AQMD cancer risk threshold of 10 in a million. Therefore, the proposed project would not expose sensitive receptors to substantial concentrations of air pollutant emissions during construction, and impacts would be reduced to a level that is less than significant with mitigation. Therefore, no significant unavoidable adverse impacts relating to air quality have been identified.

Table 5.1-18 Construction Risk Summary with Mitigation

Receptor	Cancer Risk (per million) ¹	Chronic Hazards
Maximum Exposed Receptor – Off-Site Resident	1.8	0.005
Maximum Exposed Receptor – On-Site Student	0.3	0.001
South Coast AQMD Threshold	10	1.0
Exceeds Threshold?	No	No

Sources: Lakes AERMOD Version 9.8.3; CalEEMod Version 2020.4.0 (Appendix C).

Note: Cancer risk calculated using 2015 Office of Environmental Health Hazard Assessment HRA guidance.

¹ Risks incorporate Mitigation Measure AQ-1, which includes using construction equipment which meets US EPA Tier 4 Interim engine requirements for equipment over 50 horsepower

5.1.9 References

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The analysis in this section is based in part on the following technical report(s):

- *Biological Resources Technical Report, New Fontana Campus, Chaffey Community College District*, Cadre Environmental, September 2021. (Appendix D)
- *Re: Habitat Conditions for Delhi Sands Flower-Loving Fly on a 14.5-Acre Site, Fontana, San Bernardino County, CA*. Osborne Biological Consulting, December 15, 2021. (Appendix E)
- *Chaffey College Fontana Campus Site (11070 Sierra Ave. Fontana, CA 92337) (Assessor's Parcel Numbers 0255-101-05 through 09, Focused Survey for the Delhi Sands Flower-loving Fly*, Powell Environmental Consultants, September 20, 2022. (Appendix F)

Complete copies of these studies are in Appendix D through Appendix F of this Draft EIR.

5.2.1 Environmental Setting

5.2.1.1 REGULATORY BACKGROUND

Federal and State Regulations

Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, protects and conserves any species of plant or animal that is endangered or threatened with extinction, as well as the critical habitats where these species are found. “Take” of endangered species is prohibited under Section 9 of the FESA. “Take” means to “harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct.” Section 7 of the FESA requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. Section 4(a) of the FESA requires that critical habitat be designated by the USFWS “to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened.” This provides guidance for planners/managers and biologists by indicating locations of suitable habitat and where preservation of a particular species has high priority. Section 10 of the FESA provides the regulatory mechanism for incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans for the impacted species must be developed in support of incidental take permits to minimize impacts to the species and formulate viable mitigation measures.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) affirms and implements the United States’ commitment to four international conventions—with Canada, Japan, Mexico, and Russia—to protect shared migratory bird resources. The MBTA governs the take, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It makes it illegal to “pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess...any migratory bird...or any part, nest, or egg of any such bird” (16 US Code Sections 703–712).

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It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these items, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the MBTA. Unlike the federal Endangered Species Act, which clearly applies to the incidental and unintentional take of listed species, neither the MBTA nor its legislative history address whether the law was intended to prohibit the incidental and unintentional take of migratory birds, or only hunting and other forms of direct, intentional take. As of December 3, 2021, the incidental take of protected migratory birds is prohibited, and violations are subject to discretionary enforcement by the USFWS.

Bald Eagle and Golden Eagle Protection Act

The Bald Eagle and Golden Eagle Protection Act explicitly protects the bald eagle and golden eagle and imposes its own prohibition on any taking of these species. As defined in this act, take means to pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, or molest or disturb. Current USFWS policy is not to refer the incidental take of bald eagles for prosecution under the Bald Eagle and Golden Eagle Protection Act (16 U.S. Code 668–668d).

Clean Water Act, Section 404

The United States Army Corps of Engineers (USACE) regulates discharge of dredged or fill material into “waters of the United States.”¹ Any filling or dredging within waters of the United States requires a permit, which entails assessment of potential adverse impacts to USACE wetlands and jurisdictional waters and any mitigation measures that the USACE requires. Section 7 consultation with USFWS may be required for impacts to a federally listed species. If cultural resources may be present, Section 106 review may also be required. When a Section 404 permit is required, a Section 401 Water Quality Certification is also required from the Regional Water Quality Control Board (RWQCB).

Clean Water Act, Section 401 and 402

Section 401(a)(1) of the CWA specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency with a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable RWQCB must certify that the project will comply with water quality standards. Permits requiring Section 401 certification include USACE Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the US Environmental Protection Agency (EPA) under Section 402 of the CWA. NPDES permits are issued by the applicable RWQCB. The City of Fontana is in the jurisdiction of the Santa Ana RWQCB (Region 8).

¹ “Waters of the United States,” as applied to the jurisdictional limits of the USACE under the Clean Water Act, includes all waters that are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the tide; all interstate waters, including interstate wetlands; and all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds whose use, degradation, or destruction could affect interstate or foreign commerce; water impoundments; tributaries of waters; territorial seas; and wetlands adjacent to waters. The terminology used by Section 404 of the Clean Water Act includes “navigable waters,” which is defined at Section 502(7) of the act as “waters of the United States, including the territorial seas.”

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California Fish and Game Code, Section 1600

Section 1600 of the California Fish and Game Code requires a project proponent to notify the California Department of Fish and Wildlife (CDFW) of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important to fish and wildlife. CDFW may review and place conditions on the project, as part of a Streambed Alteration Agreement, that address potentially significant adverse impacts within CDFW's jurisdictional limits.

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the CDFW. Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding (MOU). In addition, some sensitive mammals and birds are protected by the state as "fully protected species." California "species of special concern" are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW's California Natural Diversity Database (CNDDDB), which maintains a record of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

Nesting Bird Protection, California Fish and Game Code

Nesting birds, including raptors, are protected under California Fish and Game Code (CFGF) Section 3503, which reads, "it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto." In addition, under CFGF Section 3503.5, "it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Passerines and nonpasserine land birds are further protected under CFGF 3513.

CFGF Section 3800 indicates that all birds occurring naturally in California that are not resident game birds, migratory game birds, or fully protected birds are nongame birds. And it is unlawful to take any nongame bird except as provided in the CFGF or in accordance with regulations of the commission or, when relating to mining operations, a mitigation plan approved by the department.

Pursuant to these code sections, CDFW recommends surveys for nesting birds that could potentially be directly (e.g., actual removal of trees/vegetation) or indirectly (e.g., noise disturbance) impacted by project-related activities. Disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "take" by CDFW.

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Local Regulation

City of Fontana Municipal Code

The City of Fontana Municipal Code Article 111, Preservation of Heritage, Significant and Specimen Trees (Tree Preservation Ordinance No. 1126, sec. 1, 8-16-94), preserves and protects heritage, significant, and/or specimen trees within the city on both private and public property. The city council found that such trees are worthy of preservation in order to enhance the scenic beauty of the city, provide wind protection, prevent soil erosion, promote urban forestation, conserve the city's tree heritage for the benefit of all, and thereby promote the public health, safety, and welfare.

According to the Tree Preservation Ordinance, protected trees are described as follows:

- Heritage tree means any tree which: (1) is of historical value because of its association with a place, building, natural feature or event of local, regional or national historical significance as identified by city council resolution; or (2) is representative of a significant period of the city's growth or development (windrow tree, European Olive tree); or (3) is a protected or endangered species as specified by federal or state statute; or (4) is deemed historically or culturally significant by the city manager or his or her designee because of size, condition, location or aesthetic qualities.
- Significant tree means any tree that is one of the following species: southern California black walnut, coast live oak, deodora cedar, California sycamore or London plane.
- Specimen tree is defined as a mature tree (which is not a heritage or significant tree) which is an excellent example of its species in structure and aesthetics and warrants preservation, relocation or replacement as provided in sections 28-66, 28-67 and 28-68. Specimen trees shall not include any tree located on a private parcel of property of less than one acre zoned for residential use.”

The Tree Preservation Ordinance applies to projects that require a subdivision of property and/or a project requiring design advisory board review and/or a design review. Additionally, all heritage trees so designated by city council resolution, or endangered species as specified by federal or state statute are also covered by this ordinance. Because the proposed project would not require a subdivision of property and/or a project requiring design advisory board review and/or a design review, this ordinance does not apply to the proposed project.

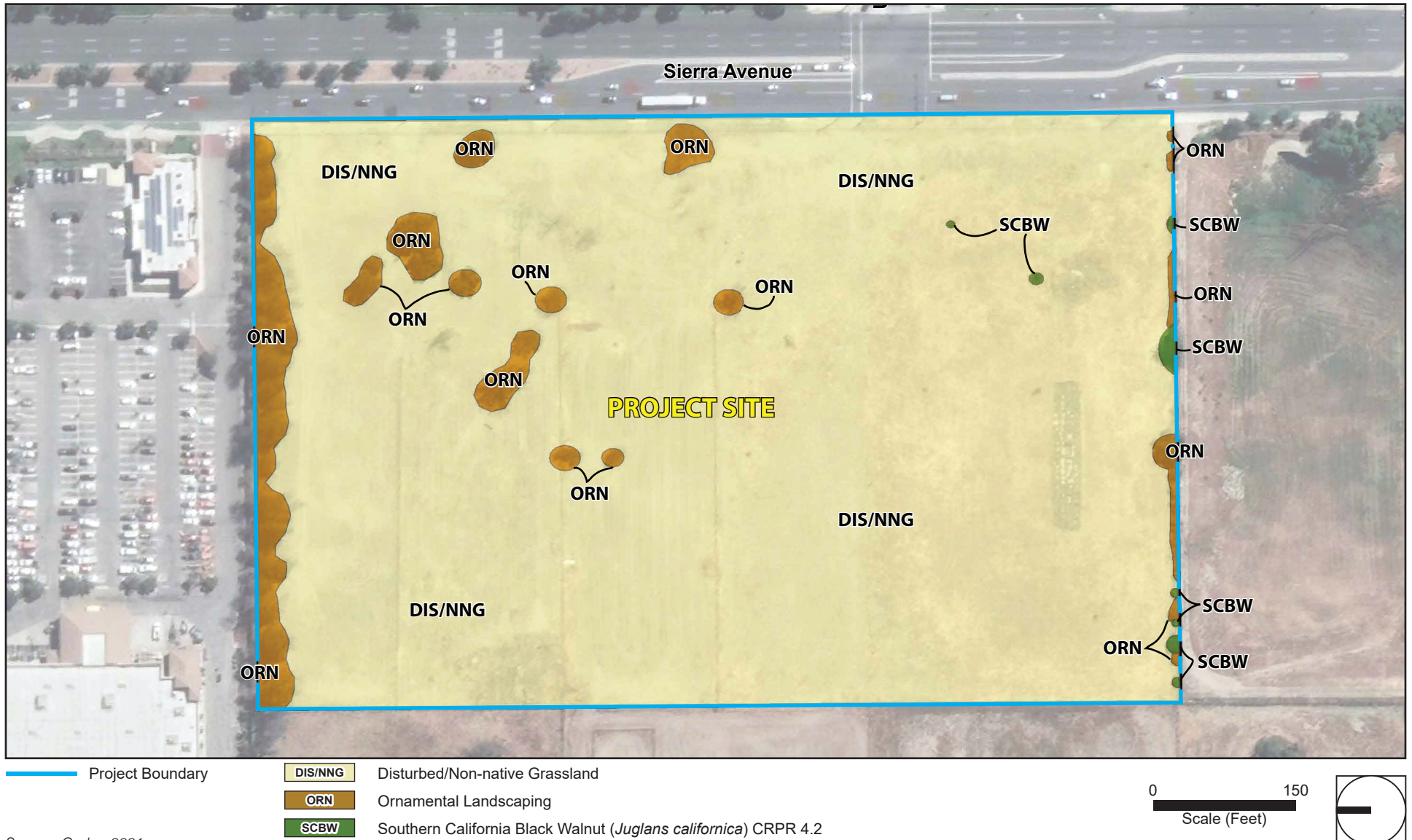
5.2.1.2 EXISTING CONDITIONS

Plant Communities/Habitat

Disturbed/Non-native Grassland

The majority of the project site is characterized as disturbed/nonnative grassland habitat as shown on Figure 5.2-1, *Vegetation Communities Map*, and in Table 5.2-1, *Project Site Vegetation Community Acreages*. This vegetation community is dominated by golden crownbeard (*Verbesina encelioides*), lamb's quarters (*Chenopodium album*), annual bursage (*Ambrosia acanthicarpa*), red-stemmed filaree (*Erodium cicutarium*), white-stemmed filaree (*Erodium moschatum*), prickly lettuce (*Lactuca serriola*), tree tobacco (*Nicotiana glauca*), black mustard (*Brassica nigra*), Russian

Figure 5.2-1 - Vegetation Communities Map
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thistle (*Salsola tragus*), common fiddleneck (*Amsinckia menziesii*), and puncture vine (*Tribulus terrestris*). Nonnative grasses documented on the project site include wild oats (*Avena fatua*), ripgut brome (*Bromus diandrus*), and foxtail chess (*Bromus madritensis* ssp. *rubens*). Additionally, eight Southern California black walnut trees (*Juglans californica*) are in the southern region of the project site, primarily along the property boundary. Several of the trees are in poor health and exhibit signs of distress.

Table 5.2-1 Project Site Vegetation Community Acreages

Vegetation Community	Acres
Disturbed/Nonnative Grassland	13.52
Ornamental	0.78
TOTAL	14.30
Source: Cadre 2021.	

Ornamental

The northeast region of the project site (APNs 255-101-05, 255-101-06 and 255-101-07) was historically developed with three residential homes. Although all structures have been demolished and removed, several scattered mature ornamental trees remain, including eucalyptus (*Eucalyptus* sp.), tree of heaven (*Ailanthus altissima*), pine (*Pinus* sp.), olive (*Olea europaea*), Peruvian pepper trees (*Schinus molle*), and ash (*Fraxinus* sp.)

Wildlife

General wildlife species documented on or within the vicinity of the project site include the red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco sparverius*), mourning dove (*Zenaida macroura*), rock dove (*Columba livia*), European starling (*Sturnus vulgaris*), Cassin's kingbird (*Tyrannus vociferans*), house sparrow (*Passer domesticus*), and house finch (*Haemorrhous mexicanus*).

Sensitive Biological Resources

Protected sensitive species are classified by state and/or federal resource management agencies, or both, as threatened or endangered, under provisions of the state and federal endangered species act. Vulnerable or "at-risk" species that are proposed for listing as threatened or endangered (and thereby for protected status) are categorized administratively as "candidates" by the USFWS. CDFW uses various terminology and classifications to describe vulnerable species. Furthermore, there are additional sensitive species classifications applicable in California. Sensitive biological resources are habitats or individual species that have special recognition by federal, state, or local conservation agencies and organizations as endangered, threatened, or rare. The CDFW, USFWS, and special groups like the California Native Plant Society (CNPS) maintain watch lists of such resources. Table 5.2-2, *Federal, State, and CNPS Special Status Classifications*, provides acronyms used for federal-, state-, and CNPS-status species.

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Table 5.2-2 Federal, State, and CNPS Classifications

Federal Classifications			
FE	Federal Endangered	FPT	Federal Proposed Threatened
FT	Federal Threatened	FC	Federal Candidate for Listing
FPE	Federal Proposed Endangered		
State Classifications			
SE	State Endangered	SP	State Protected
ST	State Threatened	SR	State Rare
SCE	State Candidate Endangered	SSC	California Species of Special Concern
SCT	State Candidate Threatened	CWL	California Watch List
SFP	State Fully Protected		
California Native Plant Society (CNPS) Classifications			
CRPR 1A	Presumed extinct in California		
CRPR 1B	Rare, threatened, or endangered in California and elsewhere		
CRPR 2A	Plants presumed extirpated in California but common elsewhere		
CRPR 2B	Plants rare, threatened, or endangered in California but more common elsewhere		
CRPR 3	Plants about which we need more information – a review list		
CRPR 4	Species of limited distribution in California (i.e., naturally rare in the wild), but whose existence does not appear to be susceptible to threat		
CNPS Classifications Threat Rank			
0.1	Seriously threatened in California (>80% of occurrences threatened / high degree and immediacy of threat)		
0.2	Fairly threatened in California (20 to 80% occurrences threatened / moderate degree and immediacy of threat)		
0.3	Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known)		

Sensitive Habitat

According to the Biological Resources Technical Study in Appendix D, the project site is primarily characterized as heavily disturbed nonnative grassland and ornamental trees; therefore, there are no sensitive or undisturbed native habitats within the project site.

Sensitive Plants

A total of 14 sensitive plant species are listed in the CNDDB as potentially occurring within the vicinity of the project site, and suitable habitat for 8 of the species occurs within the city boundary, as presented in Table 5.2-3, *Sensitive Plant Species Assessment* (Cadre 2021). However, no suitable habitat for sensitive plant species listed as federal or state threatened/endangered was documented within the project site, except for eight sensitive Southern California black walnut trees (*Juglans californica*). As shown in Table 5.2-3, Southern California black walnut trees (*Juglans californica*) are listed as a CRPR 4.2. And as shown in Table 5.2-2, the CRPR 4.2 classification represents species of limited distribution in California (i.e., naturally rare in the wild), but whose existence does not appear to be susceptible to threat, with threat rank of “0.2” indicating that the species are fairly endangered in California. However, it should also be noted that CRPR 4 plants generally have large enough populations to not have significant threats to their continued existence in California.

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Table 5.2-3 Sensitive Plant Species Assessment

Species Name (Scientific Name)	Status	Habitat Description	Comments
San Diego ambrosia (<i>Ambrosia pumila</i>)	FE - Federally Endangered CRPR 1B.1 – plants rare, threatened, or endangered in California, but more common elsewhere - Seriously endangered in California	Perennial species. San Diego ambrosia is known from Baja California, Mexico, and San Diego and Riverside counties in the United States. San Diego ambrosia occurs primarily on upper terraces of rivers and drainages as well as in open grasslands, openings in coastal sage scrub, and occasionally in areas adjacent to vernal pools.	Perennial species not detected onsite.
Nevin's barberry (<i>Berberis nevinii</i>)	FE/SE - Federally Endangered/State Endangered CRPR 1B.1 – plants rare, threatened, or endangered in California, but more common elsewhere - Seriously endangered in California	Perennial evergreen shrub which generally blooms from February to June within chaparral, cismontane woodland, coastal scrub, and riparian scrub in sandy, gravelly substrates (CNPS 2021).	Perennial species not detected onsite.
Plummer's mariposa-lily (<i>Calochortus plummerae</i>)	CRPR 4.2 - plants of limited distribution, a watch list - Fairly endangered in California	Perennial bulbiferous herb which generally blooms from May to June within chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, and grassland habitats with granite and rocky substrates. (CNPS 2021)	No potential to occur onsite based on a lack of suitable undisturbed vegetation or soils.
Smooth tarplant (<i>Centromadia pungens</i> ssp. <i>laevis</i>)	CRPR 1B.1 – plants rare, threatened, or endangered in California, but more common elsewhere - Seriously endangered in California	Annual herb which generally blooms from April to September within chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grassland (alkaline substrates). (CNPS 2021)	No potential to occur onsite based on a lack of suitable substrates and habitat.
Parry's spineflower (<i>Chorizanthe parryi</i> var. <i>parryi</i>)	CRPR 1B.1 – plants rare, threatened, or endangered in California, but more common elsewhere - Seriously endangered in California	Annual herb which generally blooms from April to June within chaparral, cismontane woodland, coastal scrub and grassland habitats with sandy and/or rocky openings. (CNPS 2021)	Not expected to occur onsite based on a lack of suitable undisturbed vegetation or soils.
Slender-horned spineflower (<i>Dodecahema leptoceras</i>)	FE/SE - Federally Endangered/State Endangered CRPR 1B.1 – plants rare, threatened, or endangered in California, but more common elsewhere - Seriously endangered in California	Annual herb which generally blooms from April to June within chaparral, cismontane woodland and coastal scrub (alluvial fan) with sandy substrates. (CNPS 2021)	No potential to occur onsite based on a lack of suitable undisturbed vegetation or soils.
Santa Ana River woollystar (<i>Eriastrum densifolium</i> ssp. <i>sanctorum</i>)	FE/SE - Federally Endangered/State Endangered CRPR 1B.1 – plants rare, threatened, or endangered in California, but more common elsewhere - Seriously endangered in California	Perennial herb which generally blooms from April to September within chaparral, coastal scrub (alluvial fan) in sandy and gravelly substrates (CNPS 2021).	No potential to occur onsite based on a lack of suitable habitat.
Southern California black walnut (<i>Juglans californica</i>)	CRPR 4.2 - plants of limited distribution, a watch list - Fairly endangered in California	Perennial tree generally blooming from March to August (CNPS 2021)	Present – A total of eight southern California black walnuts detected within the southern region of the project site.

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Table 5.2-3 Sensitive Plant Species Assessment

Species Name (Scientific Name)	Status	Habitat Description	Comments
Mesa horkelia (<i>Horkelia cuneata</i> <i>ssp. puberula</i>)	CRPR 1B.1 – plants rare, threatened, or endangered in California, but more common elsewhere - Seriously endangered in California	Perennial herb which generally blooms from February to September within chaparral (maritime), cismontane woodland and coastal scrub with sandy or gravelly substrates. (CNPS 2021)	No potential to occur onsite based on a lack of suitable undisturbed vegetation or soils.
Robinson's pepper-grass (<i>Lepidium virginicum</i> var. <i>robinsonii</i>)	CRPR 4.3 – plants of limited distribution, a watch list- Not very endangered in California	Annual herb which generally blooms from January to July within chaparral and coastal sage scrub habitats (CNPS 2020).	No potential to occur onsite based on a lack of suitable undisturbed vegetation or soils.
Lemon lily (<i>Lilium parryi</i>)	CRPR 1B.1 – plants rare, threatened, or endangered in California, but more common elsewhere - Fairly endangered in California	Perennial bulbiferous herb which generally blooms from July to August within lower montane coniferous forest, meadows and seeps, riparian forest, and upper montane coniferous forest (CNPS 2021)	No potential to occur onsite based on a lack of suitable undisturbed vegetation or soils.
Parish's desert-thorn (<i>Lycium parishii</i>)	CRPR 2B.3 – plants rare, threatened, or endangered in California but more common elsewhere - Not very endangered in California	Perennial herb which generally blooms from March to April in coastal scrub and Sonoran desert scrub habitats. (CNPS 2021)	No potential to occur onsite based on a lack of suitable undisturbed vegetation or soils.
Pringle's monardella (<i>Monardella pringlei</i>)	CRPR 1A – plants presumed extinct in California	Annual herb which generally blooms from May to June in coastal scrub dominated sandy substrates. (CNPS 2021)	No potential to occur onsite based on a lack of suitable undisturbed vegetation or soils.
Chaparral ragwort (<i>Senecio aphanactis</i>)	CRPR 2B – plants rare, threatened, or endangered in California but more common elsewhere - Fairly endangered in California	Annual herb which generally blooms from January to May within chaparral, cismontane woodland and coastal scrub habitats. (CNPS 2021)	No potential to occur onsite based on a lack of suitable undisturbed vegetation or soils.

California Native Plant Society (CNPS): California Rare Plant Rank (CRPR)

CRPR 1A – plants presumed extinct in California

CRPR 1B – plants rare, threatened, or endangered in California, but more common elsewhere

CRPR 2A – plants presumed extirpated in California but common elsewhere

CRPR 2B – plants rare, threatened, or endangered in California but more common elsewhere

CRPR 3 – plants about which we need more information, a review list

CRPR 4 – plants of limited distribution, a watch list

.1 – Seriously endangered in California

.2 – Fairly endangered in California

.3 – Not very endangered in California

Federal (USFWS) Protection and Classification

FE – Federally Endangered

FT – Federally Threatened

FC – Federal Candidate for Listing

State (CDFW) Protection and Classification

SE – State Endangered

ST – State Threatened

Sensitive Wildlife

A total of 28 sensitive wildlife species are listed in the CNDDDB as potentially occurring in the vicinity of the city, and suitable habitat for 17 of the species occurs within the city boundary, as presented in Table 5.2-4,

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Sensitive Wildlife Species Assessment (Cadre 2021). The entire project site is mapped as Delhi fine sand soils and is within the USFWS Jurupa Recovery Unit for the Delhi sands flower-loving fly, so it may be suitable habitat for the species. Figure 7 - Soils Association Map of the Biological Resources Technical Report (see Appendix D to the Draft EIR) illustrates that the entire project site is mapped as Delhi fine sand soils. Suitable nesting habitat for the Cooper's hawk (*Accipiter cooperii*), a state species of special concern (SSC) is in the mature ornamental trees. Suitable foraging habitat for the California horned lark (*Eremophila alpestris actia*), an SSC; white-tailed kite (*Elanus leucurus*), a state fully protected (SFP); and loggerhead shrike (*Lanius ludovicianus*), an SSC, is in the disturbed/nonnative grasslands. The project site is not in or adjacent to a USFWS-designated critical habitat for any federally listed threatened or endangered species.

Table 5.2-4 Sensitive Wildlife Species Assessment

Species Name (Scientific Name)	Status	Habitat Description	Comments
Invertebrates			
Delhi sands flower-loving fly (<i>Rhaphiomidas terminatus abdominalis</i>)	FE - Federally Endangered	Restricted to Delhi sand formations in Riverside and San Bernardino Counties.	The entire project site is in the USFWS Jurupa Recovery Unit for the species (USFWS 2008) and some portions of the site may be characterized as Delhi fine sand soils.
Fish			
Santa Ana sucker (<i>Catostomus santaanae</i>)	FT - Federally Threatened	Preferred habitat, open water and emergent vegetation.	No potential to occur onsite based on a lack of open water.
Arroyo chub (<i>Gila orcuttii</i>)	SSC – State Species of Special Concern	Preferred habitat, open water and emergent vegetation in lower gradient streams with sand or mud substrate.	No potential to occur onsite based on a lack of open water.
Reptiles			
Orange-throated whiptail (<i>Aspidoscelis hyperythra</i>)	SSC – State Species of Special Concern	The orange-throated whiptail occurs in RSS and chaparral where loose soils and occasional rocky areas are found. Although no individuals have been observed during recent project biological surveys, the City provides some suitable habitat for this species, particularly in the north end, south of I-15 and in the Jurupa Mountains.	Not detected. Not expected to occur onsite based on a lack of suitable undisturbed vegetation or soils.
Coastal western whiptail (<i>Aspidoscelis tigris stejnegeri</i>)	SSC – State Species of Special Concern	The coastal western whiptail occurs in a wide variety of habitats including coastal sage scrub, desert scrub, Riversidean alluvial fan scrub, woodlands, grasslands, playas, and respective ecotones between these habitats.	Not detected. Not expected to occur onsite based on a lack of suitable undisturbed vegetation or soils.
Red-diamond rattlesnake (<i>Crotalus ruber</i>)	SSC – State Species of Special Concern	The red-diamond rattlesnake is often found in areas with dense vegetation especially chaparral and sage scrub up to 1,520 meters in elevation.	Not detected. Not expected to occur onsite based on a lack of suitable undisturbed vegetation or soils.
Coast horned lizard (<i>Phrynosoma blainvillii</i>)	SSC – State Species of Special Concern	The horned lizard occurs primarily in scrub, chaparral, and grassland habitats.	Not expected to occur onsite based on a lack of suitable undisturbed vegetation or soils.

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Table 5.2-4 Sensitive Wildlife Species Assessment

Species Name (Scientific Name)	Status	Habitat Description	Comments
Birds			
Bell's sage sparrow (<i>Artemisiospiza belli belli</i>)	CWL – California Watch List	This species is typically found in chaparral on alluvial fans and foothills. This species was observed in north Fontana in 2002, north of the I-15.	Not expected to occur onsite based on a lack of suitable undisturbed foraging or nesting vegetation.
Cooper's hawk (<i>Accipiter cooperii</i>)	SSC – State Species of Special Concern	Cooper's hawk is most commonly found within or adjacent to riparian/oak forest and woodland habitats. This uncommon resident of California increases in numbers during winter migration.	Cooper's hawks may occasionally nest in large pines and Eucalyptus trees onsite.
Southern California rufous-crowned sparrow (<i>Aimophila ruficeps canescens</i>)	CWL – California Watch List	Southern California rufous-crowned sparrow is a non-migratory bird species that primarily occurs within sage scrub and grassland habitats and to a lesser extent chaparral sub-associations. This species generally breeds on the ground within grassland and scrub communities in the western and central regions of California.	Not expected to occur onsite based on a lack of suitable undisturbed foraging or nesting vegetation.
Golden eagle (<i>Aquila chrysaetos</i>)	CWL – California Watch List SFP – State Fully Protected	Within southern California, the species prefers grasslands, brushlands (coastal sage scrub and chaparral), deserts, oak savannas, open coniferous forests, and montane valleys.	Not expected to occur onsite based on a lack of suitable undisturbed foraging or nesting vegetation.
Burrowing owl (<i>Athene cunicularia</i>)	SSC – State Species of Special Concern	The burrowing owl uses predominantly open land, including grassland, agriculture (e.g., dry-land farming and grazing areas), playa, sparse coastal sage scrub, desert scrub habitats. Some breeding burrowing owls are year-round residents and additional individuals from the north may winter throughout the region.	Not detected. Not expected to occur onsite. No potential burrows were documented within or adjacent to the Project Site.
Northern Harrier (<i>Circus cyaneus</i>)	SSC – State Species of Special Concern	The northern harrier frequents open wetlands, wet/lightly grazed pastures, fields, dry uplands/prairies, mesic grasslands, drained marshlands, croplands, meadows, grasslands, open rangelands, fresh and saltwater emergent wetlands.	Not expected to occur onsite based on a lack of suitable undisturbed foraging or nesting vegetation.
Western yellow-billed cuckoo (<i>Coccyzus americanus occidentalis</i>)	FT/SE - Federally Threatened/State Endangered	Although the preferred habitat, riparian scrub and forest, is well distributed at scattered locations within the Plan Area in the Riverside Lowland Bioregions, the western yellow-billed cuckoo apparently no longer inhabits much of this habitat.	No potential to occur onsite based on a lack of riparian scrub, forest or woodland habitats within or adjacent to the Project Site.
White-tailed kite (<i>Elanus leucurus</i>)	SFP – State Fully Protected	The white-tailed kite is found in riparian, oak woodlands adjacent to large open spaces including grasslands, wetlands, savannahs and agricultural fields. This non-migratory bird species occurs throughout the lower elevations of California and commonly nests in coast live oaks (Unitt 2004).	May occasionally forage onsite within the open disturbed habitats.
Southwestern willow flycatcher (<i>Empidonax traillii extimus</i>)	FT/SE - Federally Threatened/State Endangered	The southwestern willow flycatcher is narrowly distributed at few locations within the Plan Area. Although the preferred habitat, riparian woodland and select other forests, is well distributed within all bioregions and spread over the entire Plan Area, few current locations for the willow flycatcher have been documented.	No potential to occur onsite based on a lack of riparian scrub, forest or woodland habitats within or adjacent to the project site.

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Table 5.2-4 Sensitive Wildlife Species Assessment

Species Name (Scientific Name)	Status	Habitat Description	Comments
California horned lark (<i>Eremophila alpestris actia</i>)	CWL – California Watch List	Habitat for the California horned lark includes agriculture (field croplands), grassland, cismontane alkali marsh, playa and vernal pool habitat, Riversidean alluvial fan sage scrub, and coastal sage scrub (Garrett and Dunn 1988). It has been recorded in chaparral and riparian habitat - however these are not typical habitats used by the species.	May occasionally forage onsite within the open disturbed habitats.
Loggerhead shrike (<i>Lanius ludovicianus</i>)	SSC – State Species of Special Concern	This species of shrike hunts in open or grassy areas and nests in large chaparral shrubs such as ceanothus and lemonade berry. The extreme northern and southern portions of the City (foothills of the San Gabriel Mountains and the Jurupa Hills) provide suitable nesting and foraging habitat for this species. (City of Fontana 2018)	May occasionally forage onsite within the open disturbed habitats.
Coastal California gnatcatcher (<i>Poliopitila californica californica</i>)	FT/SSC - Federally Threatened/ State Species of Special Concern	The coastal California gnatcatcher is a non-migratory bird species that primarily occurs within sage scrub habitats in coastal southern California dominated by California sagebrush.	Not expected to occur onsite based on a lack of suitable breeding and foraging habitat.
Least Bell's vireo (<i>Vireo bellii pusillus</i>)	FE/SE - Federally Endangered/ State Endangered	Least Bell's vireo resides in riparian habitats with a well-defined understory including southern willow scrub, mule fat, and riparian forest/woodland habitats.	No potential to occur onsite based on a lack of riparian scrub, forest or woodland habitats within or adjacent to the project site.
Mammals			
Northwestern San Diego pocket mouse (<i>Chaetodipus fallax fallax</i>)	SSC – State Species of Special Concern	The northwestern San Diego pocket mouse occurs in coastal sage, upland sage scrubs, and alluvial fan sage scrub, sage scrub/grassland ecotones, chaparral, and desert scrubs at all elevations up to 6,000 feet.	Not expected to occur onsite based on a lack of suitable undisturbed vegetation or soils.
San Bernardino kangaroo rat (<i>Dipodomys merriami parvus</i>)	FE/SSC - Federally Endangered/ State Species of Special Concern	Prefers alluvial scrub, coastal sage scrub habitats with sandy and gravelly substrates.	Not expected to occur onsite based on a complete lack of suitable undisturbed vegetation or soils. The project site is devoid of native vegetation.
Western mastiff bat (<i>Eumops perotis californicus</i>)	SSC – State Species of Special Concern	Roosts in rocky areas and forages in grassland, shrublands, and woodlands.	Not expected to occur onsite based on a lack of roosting habitat.
Western yellow bat (<i>Lasiurus xanthinus</i>)	SSC – State Species of Special Concern	Roosts in the skirts of palm trees and forages in adjacent habitats.	Not expected to occur onsite based on a lack of roosting habitat.
San Diego black-tailed jackrabbit (<i>Lepus californicus bennettii</i>)	SSC – State Species of Special Concern	The San Diego black-tailed jackrabbit in open habitats, primarily including grasslands, sage scrub, alluvial fan sage scrub, and Great Basin sage scrub.	Not expected or observed onsite.
San Diego desert woodrat (<i>Neotoma lepida intermedia</i>)	SSC – State Species of Special Concern	Prefers sage scrub and chaparral wherever there are rock outcrops, boulders, cactus patches and dense undergrowth.	Not expected to occur onsite based on a lack of suitable habitat.

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Table 5.2-4 Sensitive Wildlife Species Assessment

Species Name (Scientific Name)	Status	Habitat Description	Comments
Pocketed free-tailed bat (<i>Nyctinomops femorosaccus</i>)	SSC – State Species of Special Concern	Usually associated with rugged canyons, high cliffs, and rock outcroppings. Roosts in rock crevices and caves during the day; may also roost in buildings or under roof tiles (Ziener et al. 1988-1990).	Not expected to occur onsite based on a lack of suitable habitat.
Los Angeles pocket mouse (<i>Perognathus longimembris brevinasus</i>)	SSC – State Species of Special Concern	Low elevation grassland alluvial sage scrub and coastal sage scrub habitats.	Not expected to occur onsite based on a lack of suitable undisturbed vegetation or soils. The project site is devoid of native vegetation communities.

Federal (USFWS) Protection and Classification
FE – Federally Endangered
FT – Federally Threatened
FC – Federal Candidate for Listing

State (CDFW) Protection and Classification
SE – State Endangered
SSC – State Species of Special Concern
CWL – California Watch List
SPF – State Fully Protected

Wildlife Corridors

The project site is bordered to the north by commercial development, to the east by high traffic roads and residential/commercial development, to the south by a detention basin, and to the west by disturbed lands similar to those documented onsite. The project site does not represent a wildlife movement corridor or route between open space habitats.

Jurisdictional Waters and Wetlands

There are no wetlands or jurisdictional resources regulated by the USACE, CDFW, or RWQCB on the project site.

5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- B-1 Have a substantial 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.
- B-2 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.

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- B-3 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.
- B-4 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.
- B-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- B-6 Conflict with the provisions of an adopted habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

5.2.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and project design features for biological resources, are identified below.

- PPP BIO-1 In compliance with California Fish and Game Code Sections 3503, 3503.5, 3513, and 3800, the proposed project shall avoid the incidental loss of fertile eggs or nestlings or other activities that lead to nest abandonment. Chaffey Community College District is required to conduct a preconstruction survey prior to removal of nesting habitat if construction-related vegetation removal occurs during nesting season (typically between February 1 and August 31). Construction outside the nesting season (between September 1st and January 31st) do not require preconstruction nesting bird surveys.

5.2.4 Environmental Impacts

5.2.4.1 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.2-1: The proposed project would have a substantial 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. [Threshold B-1]

Sensitive Habitat and Plants

As described in Section 5.2.1.2, *Existing Conditions*, Sensitive Biological Resources subheading, the project site does not contain any suitable habitats for sensitive plant species listed as federal or state threatened/endangered. There are eight sensitive Southern California black walnut trees in the southern region of the project site, which is on the CNPS list, and is considered fairly endangered in California (CRPR 4.2). However, several of the trees

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are in poor health and exhibit signs of distress. As shown on Figure 5.2-2, *Vegetation Communities Impact Map*, the proposed project would impact all vegetation communities within the project site. Therefore, removal of these eight trees would result in potentially significant impact on California's special status species.

Sensitive Wildlife

Delhi Sands Flower-Loving Fly

As described in Section 5.2.1.2, *Existing Conditions*, under "Sensitive Wildlife," the project site is characterized as having Delhi fine sand soils (Db) and is in the USFWS Jurupa Recovery Unit for the Delhi sands flower-loving fly (DSF). In 1997 the USFWS issued the final recovery plan for the DSF. The plan establishes three recovery units: the Colton, Jurupa, and Ontario Recovery Units. The Colton Recovery Unit contains the most known habitat, followed by the Jurupa Recovery Unit. DSF was listed as an endangered species under the Endangered Species Act, as amended on September 23, 1993. The California Natural Diversity Data Base lists the DSFLF rank as being: G1T1S1 - Federally listed as being extremely endangered (G1); found only in California (T1); and as being extremely endangered in California (S1). The DSF is considered to be endangered primarily because of the loss of its habitat, mainly due to the habitat's conversion to agricultural, residential, and industrial uses. The recovery plan indicated that its historic range has been reduced by over approximately 97 percent. The fly is known only to inhabit areas where Delhi series soils are located. These soils consist of fine, sandy soils, often forming wholly or partially consolidated dunes, located in an irregular 40 square mile area, in southwestern San Bernardino and northwestern Riverside Counties. A habitat assessment for the DSF concluded that the project site presents suitable conditions of moderate quality for the federally endangered (FE) DSF (see Appendix E to the Draft EIR). Moderate quality is defined in the habitat assessment report as soil conditions with: 1) abundant clean Delhi sands with little or no foreign soils (such as alluvial material); 2) moderate abundance of exposed sands on the soil surface; 3) low vegetative cover; and 4) evidence of moderate degree of fossorial animal activity by vertebrates and invertebrates. This soil type may represent high quality habitat with mild or superficial disturbance. The adult DSFs frequent open areas, usually near unconsolidated soil. The adult males patrol open areas looking for females to mate with and the females are more sedentary and perch upon plants or sit on the ground for long periods. Fine unconsolidated soils are required for oviposition. The proposed project would disturb onsite unconsolidated Delhi sands that could potentially provide suitable habitats for the DSF. Because the presence or absence of the DSF is unknown until the two-consecutive year focused survey of the DSF is conducted, and the project site provides moderate quality habitat for the DSF, disturbance of the onsite Delhi sands would be considered potentially significant impacts.

A Focused Survey for the DSF was prepared on September 20, 2022, in accordance with the Interim General Guidelines for the Delhi Sands Flower-loving Fly and conditions set forth in the surveyors 10(a)(1)(A) permits. The survey was initiated on July 2, 2022, and continued biweekly until September 19, 2022. This report is included as Appendix F to this Draft EIR. The surveys found no DSF on the project site and detailed survey results are found in Appendix F. Because a two consecutive year focused survey is required to demonstrate that there is no DSF onsite, until a second focused survey is conducted in 2023 and demonstrate the absence of DSF, this impact would remain potentially significant.

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Birds

The project site provides suitable nesting habitat for the following wildlife bird species.

- Cooper's hawk (SSC) within the mature ornamental trees
- California horned lark (SSC) within the disturbed/nonnative grasslands.
- White-tailed kite (SFP) within the disturbed/nonnative grasslands
- Loggerhead shrike (SSC) within the disturbed/nonnative grasslands.

MBTA and California Fish and Game Code Sections 3503, 3503.5, 3513, and 3800 require that a preconstruction survey is conducted so that no incidental take of migratory birds occurs during construction. Furthermore, because Jurupa Hills, a protected high-quality open space habitat of approximately 860 acres, is present approximately 0.35 mile south of the project, direct impacts to 13.52 acres of potential foraging habitat by the proposed project would not represent a substantial adverse effect. As shown on Figure 5.2-1, *Vegetation Communities Map*, the majority of the project site is disturbed/non-native grassland with limited ornamental landscaping and some Southern California Black Walnut trees. Therefore, it is likely that migratory birds would occupy the nearby Jurupa Hills compared to the project site.

No burrowing owl burrows or individuals were detected during the site survey in September 2021 within or adjacent to the project site. However, considering local observations of the species and suitable foraging habitat west of the project site, there is potential for occupation if the project site remains fallow. Therefore, impacts to burrowing owls would be considered potentially significant.

Level of Significance Before Mitigation: Potentially significant impact.

Impact 5.2-2: The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. [Threshold B-2]

The project site consists of 13.52 acres of disturbed/nonnative grassland and 0.78 acre of ornamental landscaping. There are no riparian, sensitive, or undisturbed native/natural habitats within or adjacent to the project site. Therefore, no impact would occur to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS.

Level of Significance Before Mitigation: No impact.

Impact 5.2-3: The proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. [Threshold B-3]

The project site consists of 13.52 acres of disturbed/nonnative grassland and 0.78 acre of ornamental landscaping. There are no wetlands or jurisdictional resources regulated by the USACE, CDFW, or RWQCB near or within the project site. Furthermore, the required compliance with NPDES permit and municipal

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separate storm sewer system (MS4) provisions, as discussed in Section 5.5, *Hydrology and Water Quality*, would ensure that impacts to downstream water quality and hydrology are less than significant.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.2-4: The proposed project would not 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. However, the proposed project could adversely impact nesting habitat for common and sensitive birds and raptors. [Threshold B-4]

As stated in Section 5.2.1.2, *Existing Conditions*, under “Wildlife Corridors,” the project site is bordered to the north by commercial development, to the east by high traffic roads and residential/commercial development, to the south by a detention basin, and to the west by disturbed lands similar to those documented onsite. The project site is not a wildlife movement corridor or route between open space habitats.

The project site contains trees and grasslands expected to provide nesting habitat for raptors and migratory birds protected under the CFGC. As described in Section 5.2.1.1, *Regulatory Background*, CFGC Section 3503 protects nesting habitat for common and sensitive bird and raptors and requires compliance. Therefore, if any phase of construction is proposed between February 1 and August 31, a qualified biologist must conduct a preconstruction nesting bird survey(s) no more than three days prior to initiation of grading to document the presence or absence of nesting birds or raptors within or directly adjacent (100 feet) to the impact area. Construction outside the nesting season (between September 1 and January 31) does not require preconstruction nesting bird surveys.

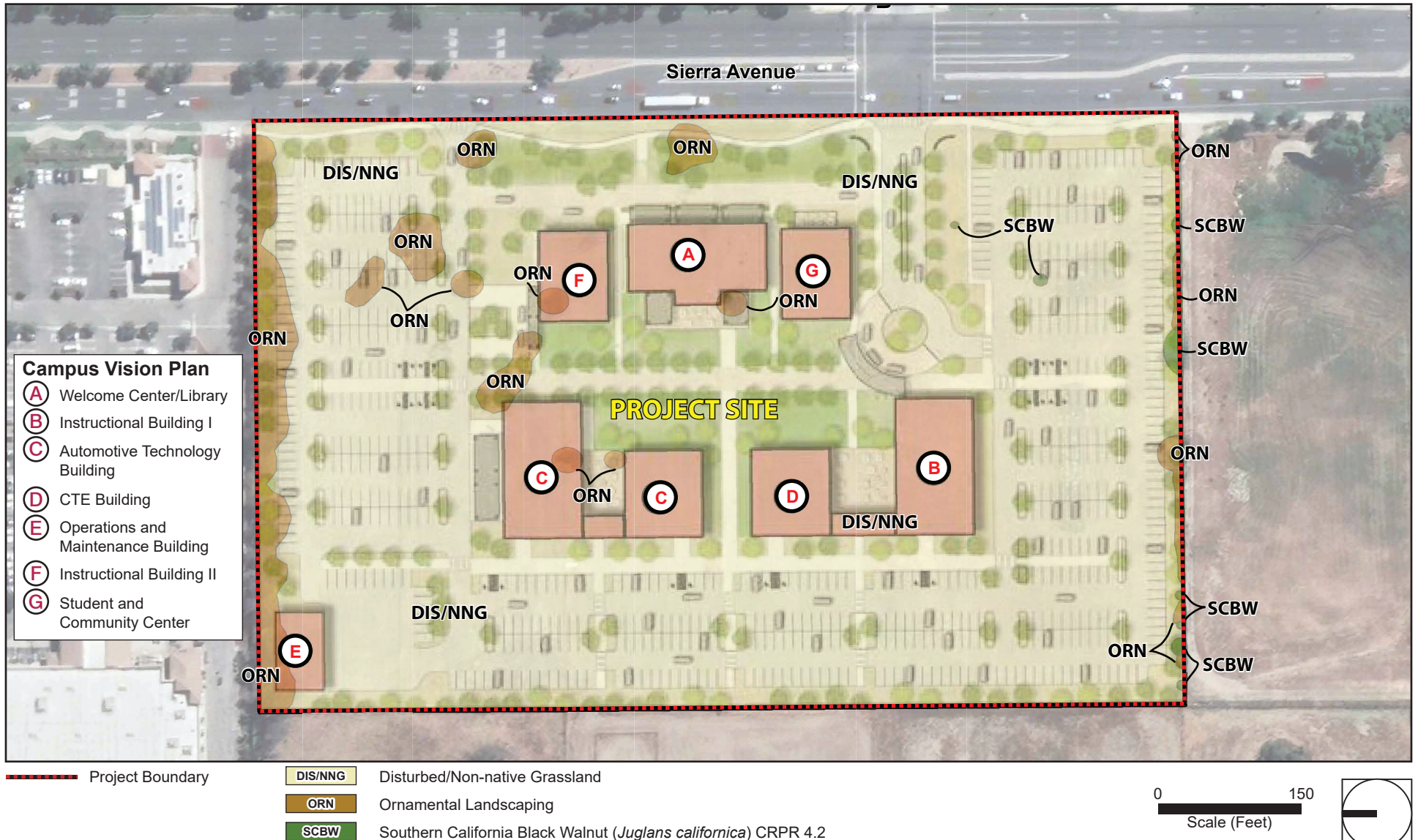
Level of Significance Before Mitigation: Potentially significant impact.

Impact 5.2-5: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. [Threshold B-5]

The City of Fontana Municipal Code Article 111, Preservation of Heritage, Significant and Specimen Trees (Tree Preservation Ordinance No. 1126, sec. 1, 8-16-94), preserves and protects heritage, significant, and/or specimen trees within the city on both private and public property. The city council found that such trees are worthy of preservation in order to enhance the scenic beauty of the city, provide wind protection, prevent soil erosion, promote urban forestation, conserve the city's tree heritage for the benefit of all, and thereby promote the public health, safety, and welfare. The City's Tree Preservation Ordinance is applicable to a subdivision of property and/or a project requiring design advisory board review and/or a design review. The District is the lead agency for the proposed project and would not require discretionary approvals or review from the City; therefore, the Tree Preservation Ordinance is not applicable to the proposed project. There are no local policies or ordinances protecting biological resources that are applicable to the proposed project.

Level of Significance Before Mitigation: No impact.

Figure 5.2-2 - Vegetation Communities Impact Map
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Impact 5.2-6: The proposed project could conflict with the provisions of an adopted Habitat Conservation Plan, Native Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. [Threshold B-6]

The project site is not within or adjacent to the North Fontana Conservation Program Area, or in any other adopted habitat conservation plan or native community conservation plan. However, the project site is in the general overlay of the Jurupa Recovery Unit for the Delhi sands flower-loving fly, as identified by the USFWS Recovery Plan for the Delhi Sands Flower-Loving Fly (USFWS 1997). Therefore, a habitat assessment was prepared for the project site, which determined that some portions of the project site have low to moderate presence of Delhi sands which may support ecological conditions for the DSF. The Presence of the DSF will be determined by a two-season protocol survey. The initial habitat suitability study is provided in Appendix E. Implementation of the proposed project may conflict with USFWS Recovery Plan for the DSF unless potential impacts to the DSF are mitigated to a less than significant level, should DSF presence be confirmed through the focused presence/absence surveys conducted in accordance with the Interim General Surveys Guidelines (USFWS 1996) for at least two consecutive years from July 1 to September 20. The intent of Recovery Units (RUs) is to identify and protect areas without which, the target species could not be recovered. The RUs identified for the DSF contain current or restorable habitats for the DSF. Provided that one of the Mitigation Measure BIO-2 options is implemented, the impacted habitat for the DSF would be restored on or offsite through the development and approval of a Habitat Conservation Plan or restored through the purchasing of mitigation bank credits from the existing DSF conservation bank (Vulcan Materials Company), the proposed project would not contribute to the extinction of this species, thus, would not conflict with the Recovery Plan.

Level of Significance Before Mitigation: Potentially significant impact.

5.2.5 Cumulative Impacts

As discussed above, the proposed project would not contribute substantially to the loss of protected natural habitats or other biological resources provided that existing regulatory requirements and mitigation measures are incorporated. The project represents the development of 14.3-acre of disturbed/nonnative grassland and ornamental landscaping vegetation, surrounded by existing and planned urban development and high traffic roads. Although the project provides a habitat for DSF, no development would occur until it is determined that the impact to DSF is reduced to a less than significant level through the implementation of a mitigation measure (MM BIO-2). A large portion of the City is mapped as Delhi fine sand soils and is within the USFWS Jurupa Recovery Unit for the DSF, so it may be suitable habitat for the species. Therefore, as with the proposed project, other development projects in the City are also required to provide appropriate mitigation if it is determined that development sites provide suitable DSF habitat. It is anticipated that other cumulative projects in the City would also have to meet existing requirements and/or implement mitigation measures to reduce impacts related to biological resources to a less than significant level. Implementation of the proposed project combined with the cumulative projects in the city would not incrementally result in significant biological resources.

5.2.6 Level of Significance Before Mitigation

These impacts would be less than significant: 5.2-2, 5.2-3, and 5.2-5.

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Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.2-1** The proposed project could have a substantial 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.
- **Impact 5.2-4** The proposed project could potentially impact nesting birds.
- **Impact 5.2-6** The proposed project could conflict with the U.S. Fish and Wildlife Service Recovery Plan for the Delhi Sands Flower-Loving Fly.

5.2.7 Mitigation Measures

Impact 5.2-1

BIO-1 **Southern California Black Walnut Trees.** The Chaffey Community College District shall replace or replant the on-site mature and healthy Southern California black walnut trees that have a California Rare Plant Rank (CRPR) ranking of 4.2 with a minimum box size of 36-inch within the project site.

BIO-2 Prior to initial grading, a qualified biologist shall conduct a two-consecutive-years protocol survey for the Delhi sands flower-loving fly (DSF) from July 1 to September 20 to determine presence/absence. If the species is positively detected onsite, a formal consultation with the U.S. Fish and Wildlife Service (USFWS) is required and the Chaffey Community College District (District) shall initiate one of the following mitigation options:

Option 1: Should the DSF be confirmed to be within the project site by the two-year consecutive protocol survey a habitat conservation plan (HCP) shall be prepared and implemented pursuant to the Federal Endangered Species Act. The HCP shall be reviewed and approved by the USFWS. At a minimum, the HCP shall specify the following: 1) the level of impact that will result from the project; 2) steps that will minimize and mitigate the impacts, 3) funding necessary to implement the plan, 4) alternative mitigation measures or actions considered by the District and the reasons why such alternatives were not chosen, and 5) other measures that the USFWS may require as being necessary or appropriate for the HCP.

OR

Option 2: Prior to initial grading, the District shall continue to consult with the USFWS to delineate the acreage considered suitable conditions for potential habitat of the DSF for the purposes of assuming presence without the protocol presence/absence survey and calculating fees to purchase mitigation bank credits from the existing Delhi Sands flower-loving fly conservation bank (Vulcan Materials Company or other approved mitigation sites). The impacted acreage and mitigation ratio shall be determined by the USFWS.

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BIO-3 If any phase of construction is proposed between February 1st and August 31st, a qualified biologist shall conduct a nesting bird survey(s) no more than three days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the area of disturbance.

The survey(s) shall focus on identifying any raptors and/or bird nests that are directly or indirectly affected by construction activities. If active nests are documented, species-specific measures will be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be postponed until the young birds have fledged. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area.

A qualified biologist shall serve as a construction monitor when construction activities occur near active nest areas to ensure no inadvertent impacts on these nests.

BIO-4 **Burrowing Owl Preconstruction Surveys.** Prior to initial grading or clearing, a qualified biologist shall conduct a preconstruction survey, in accordance with the California Department of Fish and Wildlife (CDFW) Staff Report on Burrowing Owl Mitigation (2012), to determine the presence or absence of burrowing owl within the proposed area of impact. Specifically, two preconstruction clearance surveys shall be conducted 14 to 30 days and 24 hours prior to any vegetation removal or ground-disturbing activities. If no burrowing owls or occupied burrows are detected, construction may begin. If an occupied burrow is found within the development footprint during preconstruction clearance surveys, a burrowing owl exclusion and mitigation plan would need to be prepared and submitted to CDFW for approval prior to initiating project activities.

Impact 5.2-4

See MM BIO-3.

Impact 5.2-6

See MM BIO-2.

5.2.8 Level of Significance After Mitigation

Impact 5.2-1

Implementation of Mitigation Measure BIO-1 would replace or replant the existing eight Southern California black walnut trees that have a CRPR ranking of 4.2 within the project site so that this special status plant species is not eliminated within the project site. The proposed project would not result in significant impacts to this special status plant species.

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Under Option 1 of Mitigation Measure BIO-2, impacts to DSF would be reduced by providing on- or offsite habitat conservation through the preparation and implementation of a habitat conservation plan. Under Option 2 of Mitigation Measure BIO-2, the purchase of mitigation bank credits from the existing DSF conservation bank would allow the existing DSF conservation bank to aid in the recovery of the DSF habitat. Conservation banks function to offset adverse impacts to specified species that occur elsewhere. In exchange for permanently protecting the land and managing it for the DSF, the USFWS approved a specified number of habitat or species credits bank owners may sell. Therefore, by purchasing these credits, the project impacts to DSF would be reduced to a less than significant level. California Fish and Game Code Section 1797.5(d)(3) recognizes conservation banks established to mitigate significant effects on the environment pursuant to the CEQA and CEQA Guidelines. Therefore, the purchasing of credits from a conservation bank will result in actual mitigation, and impacts to DSF would be reduced to a less than significant level.

Implementation of Mitigation Measure BIO-3 requires a nesting bird survey(s) prior to initiation of grading during the nesting season to ensure that impacts are reduced to a less than significant level to the special status wildlife bird species.

Implementation of Mitigation Measure BIO-4 requires preconstruction Burrowing owl surveys to demonstrate the presence or absence of burrowing owls. If an occupied burrow is found, the District would prepare and implement a burrowing owl exclusion and mitigation plan under the oversight of CDFW prior to initiating project activities. Therefore, the proposed project would not result in a significant impact to this special status wildlife bird species.

As discussed above, Mitigation Measures BIO-1 through BIO-4 would reduce potential impacts to special status plant and wildlife species to a level that is less than significant. No significant and unavoidable adverse impacts would remain.

Impact 5.2-4

Implementation of Mitigation Measure BIO-3 would reduce potential impacts to nesting birds to a less than significant level. No significant and unavoidable adverse impacts would remain.

Impact 5.2-6

Implementation of Mitigation Measure BIO-2 would reduce potential impacts to DSF to a less than significant level, therefore, the proposed project would not conflict with the USFWS Recovery Plan for the DSF. No significant and unavoidable adverse impacts would remain.

5.2.9 References

Cadre Environmental. September 2021. *Biological Resources Technical Report, New Fontana Campus, Chaffey Community College District*. DEIR Appendix D.

Osborne Biological Consulting. 2021, December 15. Re: Habitat conditions for Delhi Sands Flower-loving Fly on a 14.5-acre site, Fontana, San Bernardino County, CA.

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Powell Environmental Consultants. 2022, September 20. Chaffey College Fontana Campus Site (11070 Sierra Ave. Fontana, CA 92337) (Assessor's Parcel Numbers 0255-101-05 through 09, Focused Survey for the Delhi Sands Flower-loving Fly.

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5.3 CULTURAL RESOURCES

This section of the Draft Environmental Impact Report (EIR) evaluates the potential for implementation of the proposed project to impact cultural resources in the City of Fontana. Cultural resources comprise archaeological and historical resources. Archaeology studies human artifacts, such as places, objects, and settlements that reflect group or individual religious, cultural, or everyday activities. Historical resources include sites, structures, objects, or places that are at least 50 years old and are significant for their engineering, architecture, cultural use or association, etc. In California, historic resources cover human activities over the past 12,000 years. Cultural resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. The analysis in this section is based in part on the following information:

- *Cultural and Paleontological Resources Assessment for the Fontana Campus Master Plan Environmental Impact Report Project, City of Fontana, San Bernardino County, California*, Cogstone, November 2021. (Appendix G)

A complete copy of this study is in Appendix G of this Draft EIR.

5.3.1 Environmental Setting

5.3.1.1 REGULATORY BACKGROUND

Federal and State Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the act requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

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Native American Graves Protection and Repatriation Act

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079 to 5079.65 define the functions and duties of the Office of Historic Preservation, which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the Native American Heritage Commission; require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

5.3.1.2 EXISTING CONDITIONS

Historical Resources

A records search of the California Historical Resources Information System from the South Central Coastal Information Center at California State University, Fullerton, was conducted for the project site and a half-mile radius. Results of the record search indicated that no previous studies were completed within the project site, and 17 studies were completed within a half-mile radius of the project site. The records search found that no cultural resources have been recorded within the project site, but six cultural resources have been documented within the half-mile search radius. As shown in Table 5.3-1, *Previously Recorded Cultural Resources Within a Half-Mile Radius*, these consist of one historic built-environment resource, one prehistoric archaeological site, and four prehistoric archaeological isolates. Five of the six historical resources were determined “not eligible” for the NRHP and CRHR listing, and one prehistoric archaeological site recorded in 1984 was not evaluated for the NRHP and CRHR listing.

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Table 5.3-1 Previously Recorded Cultural Resources Within a Half-Mile Radius

Resource Type	Resource Description	Year Recorded	Distance from Project Site	NRHP/CRHR Status
Prehistoric Archaeological Site	Campsite with numerous quartz and metavolcanic flakes, scraper planes, manos, and flake scrapers	1984	0.25–0.5 mile	Unevaluated
Historic Built Environment	Segment of the Chino-Hayfield 220kV transmission line	2012, 2013, 2014, 2018, 2019	0.25–0.5 mile	Recommended not eligible
Prehistoric Archaeological Isolate	One schist metate fragment and two flakes from meta-sedimentary lithic material	1981	0.25–0.5 mile	Not eligible
Prehistoric Archaeological Isolate	Two flakes, one meta-volcanic and one crystalline quartz	1981	0.25–0.5 mile	Not eligible
Prehistoric Archaeological Isolate	Clear crystalline quartz flake-unifacially retouched along two edges	1981	0.25–0.5 mile	Not eligible
Prehistoric Archaeological Isolate	Unifacial schist mano fragment	1981	0.25–0.5 mile	Not eligible

Source: Cogstone 2021.

In addition to the records search at the South Central Coastal Information Center, a variety of sources were consulted in October 2021 to obtain information regarding the cultural context of the project site and its vicinity. Sources included the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), Built Environment Resource Directory, California Historical Landmarks, and California Points of Historical Interest. These additional searches did not identify a historical resource.

Project Site Survey

Cogstone's archaeologist and architectural historian surveyed the project site using one- to three-meter transects. Ground visibility on the project site was approximately 85 percent. The vegetation consisted of eucalyptus trees, Russian thistle, various low weeds, and pine trees. The intensive pedestrian survey revealed that the project site has been heavily disturbed for agricultural purposes, and sediments consist of dark brown sandy silt alluvium.

The survey identified one historic archaeological resource (20211005.SD.001). The location of the find, 20211005.SD.001, is shown on Figure 5.3-1, *Survey Result Map*. The resource 20211005.SD.001 consists of a 150-foot by 25-foot by 5-inch thick concrete slab foundation that contained five troughs, each 6 feet long by 2 feet wide by 9 inches deep. The USDA 1953 and 1966 historical aerial photograph show a second slab to the east, aligned parallel and with an approximately 35 feet gap in between; another pair of similar slabs is 20 feet directly to the south. All four slabs appear to have flat-roofed or domed superstructures on top of them in a 1959 USDA historic aerial photograph. A story in the *San Bernardino County Sun* from that same year indicates that the property was associated with the rearing of livestock such as poultry. The size of the troughs is also consistent with raising larger animals such as pigs, goats, or sheep.

The survey observed piles of building material concentrations—mixed concrete and wood refuse and a number of partially decayed sections of wood fence. However, because they do not appear in any historical aerial photographs, they were not recorded as historical resources.

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5.3.2 Thresholds of Significance

CEQA Guidelines Section 15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources:

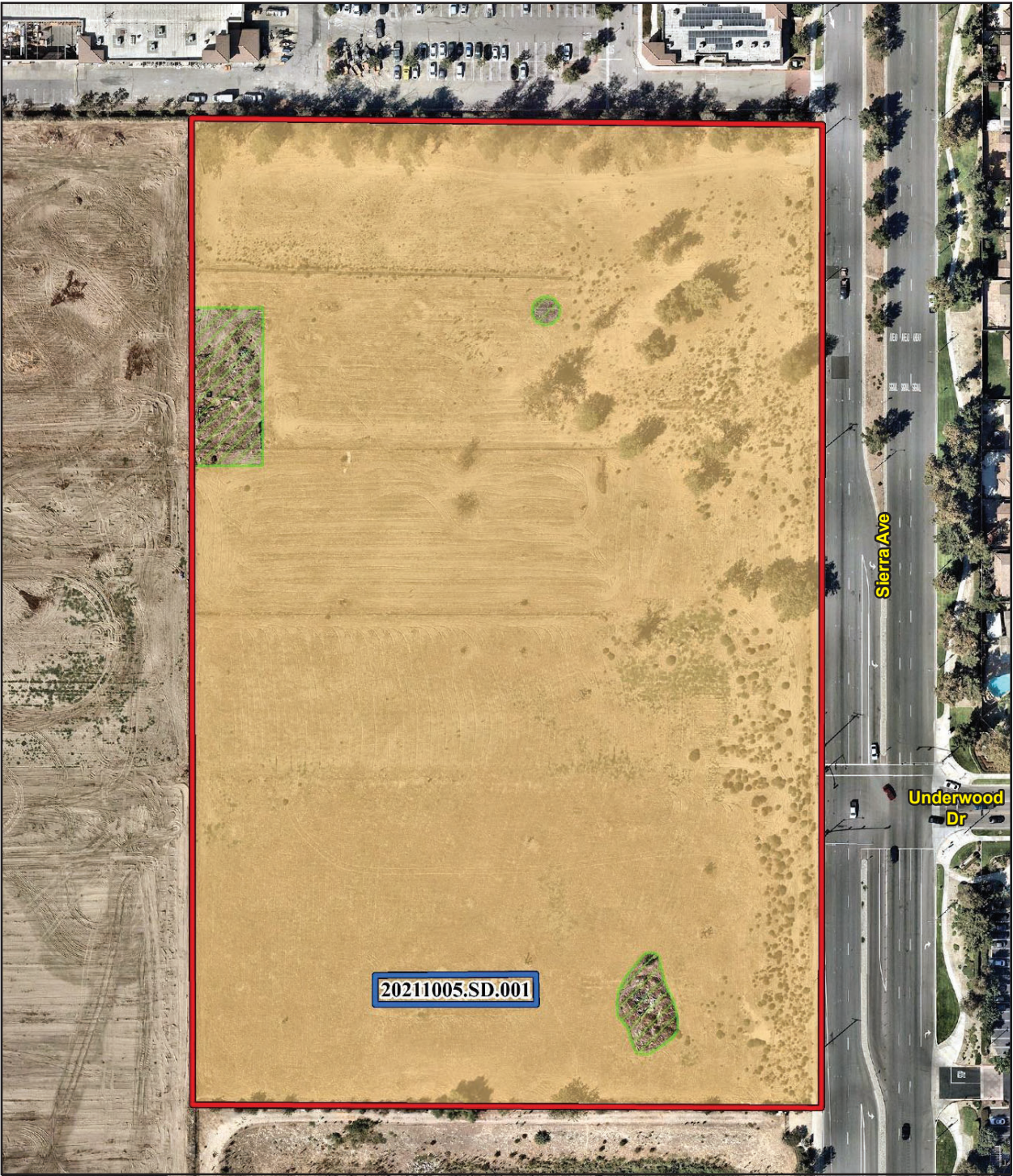
- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated the with lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC § 5024.1; 14 CCR § 4852)

The fact that a resource is not listed in the California Register of Historical Resources, not determined to be eligible for listing, or not included in a local register of historical resources does not preclude a lead agency from determining that it may be a historical resource.

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- C-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- C-3 Disturb any human remains, including those interred outside of dedicated cemeteries.
- C-4 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Figure 5.3-1 - Survey Result Map
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-  20211005.SD.001
-  Building Material Concentration
-  Intensive Pedestrian Survey
-  Project Boundary

0 150
Scale (Feet)



Source: Cogstone, 2021

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5.3.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and project design features for air quality, are identified below.

PPP CUL-1 All construction activities will be conducted in accordance with Section 7050.5 of the California Health and Safety Code regarding the potential discovery of human remains. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County Coroner has been contacted. If applicable, the Native American Heritage Commission will be responsible for designating the most likely descendant (MLD), as required by Section 5097.98 of the California Public Resources Code. If the landowner rejects the recommendations of the MLD, the burial location would be determined in compliance with California Public Resources Code, Section 5097.98.

5.3.4 Environmental Impacts

5.3.4.1 IMPACT ANALYSIS

The following impact analysis addresses the thresholds of significance; the applicable thresholds are identified in brackets after the impact statement.

Impact 5.5-1: The proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5. [Threshold C-1]

As discussed in Section 5.3.1.2, *Existing Conditions*, during the site survey, a foundation slab (20211005.SD.001) was identified as a historical resource. This resource consists of a 150-foot by 25-foot by 5-inch-thick concrete slab foundation that contained five troughs, each 6 feet long by 2 feet wide by 9 inches deep. This find appeared in historical aerial photographs dating back to 1953. An NRHP/CRHP evaluation was conducted for this find and concluded that the find does not meet any of the four criteria to be eligible. The historic context of the find is agriculture in California from 1959 to 1971.

Criteria A/1. Is this resource associated with events that have made a significant contribution to the broad patterns of our history? Despite extensive research of the property, including but not limited to historical newspaper articles; census records; and birth, marriage, and death certificates, it does not appear that this foundation is associated with events that have made a significant contribution to the broad patterns of our history. Therefore, this foundation pad is not recommended eligible for listing in the NRHP under Criterion 1 or the CRHR under Criterion A.

Criteria B/2. Is this resource associated with the lives of significant persons in our past? Extensive research of the property, including but not limited to historical newspaper articles; census records; and birth, marriage, and death certificates, found that this foundation pad was constructed while under the ownership of Robert B. Wurgaft. Little information was found regarding this individual. Due to a lack of information, this

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foundation pad is recommended not eligible for listing in the NRHP under Criterion B or the CRHR under Criterion 2.

Criteria C/3. Does this resource embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction?

This foundation does not embody the distinctive characteristics of a type, period, or method of construction, nor represent the work of a master, nor possess high artistic values. Therefore, this foundation is recommended not eligible for listing in the NRHP under Criterion C or the CRHR under Criterion 3.

Criteria D/4. Has this building yielded or is it likely to yield, information important to history or prehistory?

No historic-age artifacts were found in association with the foundation, nor were there any depressions that may be indicative of a dug-out home or trash pit. The resource labeled 20211005.SD.001 was sitting on the ground, and there were no indications that the resource continued below the surface. Therefore, this resource does not nor is likely to yield information important to history or prehistory. This foundation is recommended not eligible for listing in the NRHP under Criterion D or the CRHR under Criterion 4.

Integrity (Location, Design, Materials, Feeling, Workmanship, Association, and Setting). The foundation retains its integrity of Location. All that remains of this resource is the concrete foundations and five matching concrete troughs. Therefore, this resource no longer retains its integrity of Design, Materials, Feeling, Workmanship, or Association. The demolition of the historic-aged resources on the property around 1980 and the development of the residential and commercial area to the east and south have substantially reduced its integrity of Setting.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.3-2: The proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. [Threshold C-2]

Based on the history of ground disturbance, results of the pedestrian survey and the cultural records search, and the negative sacred lands file search from the Native American Heritage Commission, the Cultural and Paleontological Resources Assessment concluded that the project site has low sensitivity for archaeological resources. However, because the proposed project would require grading and excavation, the potential discovery of previously unidentified archaeological resource cannot be precluded. Therefore, impacts would be considered potentially significant.

Level of Significance Before Mitigation: Potentially significant impact.

Impact 5.3-3: The proposed project would not disturb any human remains, including those interred outside of dedicated cemeteries. [Threshold C-3]

Prior to development, Fontana was an agricultural town of citrus orchards, vineyards, and chicken ranches. The earliest available USGS topographic quadrangle map dates to 1896 and shows no development within the project site and its surrounding area. Structures begin to appear in the aerial photograph from 1953. There are

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no historical records indicating that the project site was a cemetery or a burial site. The Cultural and Paleontological Resource Assessment did not identify high sensitivity for archaeological resources. Although unlikely, due to the ground disturbance associated with construction, there is potential that natural landform beneath the site could potentially disturb human remains. In the unlikely event that human remains are encountered during project development, all work is required to cease near the find immediately, and the county coroner must be notified if potentially human bone is discovered, in accordance with California Health and Safety Code Section 7050.5 (see PPP CUL-1).

The coroner will determine, within two working days of being notified, if the remains are subject to his or her authority. If the coroner has reason to believe the remains are Native American, he or she will contact the Native American Heritage Commission by phone within 24 hours, in accordance with PRC Section 5097.98. The Native American Heritage Commission will designate a “most likely descendant” with respect to the human remains. The descendant has the opportunity to recommend—to the property owner or the person responsible for the excavation—ways for treating or disposing of, with appropriate dignity, the human remains and associated grave goods. Work may not resume in the vicinity of the find until all requirements of the Health and Safety Code have been met. PRC 5097.5a provides that

A person shall not knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands [lands under state, county, city, district or public authority jurisdiction, or the jurisdiction of a public corporation (5097.5b)], except with the express permission of the public agency having jurisdiction over such lands.

Violation of this section is a misdemeanor. Implementation of PPP CUL-1 would ensure that grading activities do not result in adverse impacts to human remains.

Level of Significance Before Mitigation: Less than significant impact.

5.3.5 Cumulative Impacts

The area considered for cumulative impacts to historic and archaeological resources is the city of Fontana. There are 12 cumulative development projects in the city as identified in the Draft EIR Section. 4, *Environmental Setting*, Table 4-1, *Cumulative Development Land Use Summary*. Six cultural resources have been identified within a half mile of the project site and other cultural resources could be identified with development of cumulative projects in the city. However, as with the proposed project, other cumulative projects would be required to comply with CEQA Guidelines Section 15064.5, which requires the lead agency to determine if discovered resources are unique or historically significant, and if so, to avoid or mitigate impacts to such resources in accordance with the provisions of PRC Section 21083.2. Provided that site-specific impacts are reduced to a less than significant level with appropriate treatment by qualified historical and archaeological consultants would ensure that potential impacts to cultural resources (historical and archaeological) are handled and treated so that culturally significant or unique resources are not adversely impacted individually and cumulatively. Incremental impact to the project site and other development sites within the city would not result in cumulatively significant impacts.

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5.3.6 Level of Significance Before Mitigation

Upon implementation of PPP CUL-1, the following impacts would be less than significant: 5.3-1 and 5.3-3.

Without mitigation, the following impact would be **potentially significant**:

- **Impact 5.3-2** Implementation of the proposed project could unearth previously unidentified archaeological resources during ground-disturbing activities.

5.3.7 Mitigation Measures

Impact 5.3-2

CUL-1 During grading and site preparation activities, the construction contractor retained by the Chaffey Community College District (District) shall monitor all construction activities. In the event that cultural resources (i.e., prehistoric sites, historic sites, and/or isolated artifacts) and/or tribal cultural resources are discovered, work shall be halted immediately within 60 feet of the discovery and the construction contractor shall inform the project manager of the District. Construction activities may continue in other areas during the assessment period. The District shall retain a qualified archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in Archaeology to analyze the significance of the discovery. Additionally, the San Manuel Band of Missions Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in Mitigation Measure TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes the initial assessment of the nature of the find, so as to provide tribal input with regards to significance and treatment. If, in consultation with the District, the discovery is determined not to be important pursuant to State law described below, work will be permitted to continue in the area.

If the qualified archaeologist determines a resource to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the qualified archaeologist shall coordinate with the District to develop a monitoring and treatment plan (the plan). The plan should serve to reduce impacts to the resources and allow construction to proceed. The plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Section 21083.2(b) for unique archaeological resources. The draft of the plan shall be provided to SMBMI for review and comment, as detailed in Mitigation Measure TCR-1. The qualified archaeologist shall monitor the remainder of the project site and implement the plan accordingly. Preservation in place (i.e., avoidance) is the preferred manner of treatment.

If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

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The District shall offer any historic archaeological material that is not Native American in origin for curation at a public, nonprofit institution with a research interest in the materials. If no institution accepts the archaeological material, the District shall keep the archaeological material within the campus library or other District campus library for educational purposes.

5.3.8 Level of Significance After Mitigation

The mitigation measure would reduce potential impacts to cultural resources to a level that is less than significant. Therefore, no significant, unavoidable, adverse impacts to cultural resources have been identified.

5.3.9 References

Cogstone. 2021, November. Cultural and Paleontological Resources Assessment for the Fontana Campus Master Plan Environmental Impact Report Project, City of Fontana, San Bernardino County, California. DEIR Appendix G.

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CULTURAL RESOURCES

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5.4 GREENHOUSE GAS EMISSIONS

This section of the Draft Environmental Impact Report (EIR) evaluates the potential for implementation of the New Fontana Campus Master Plan project (proposed project) to cumulatively contribute to greenhouse gas (GHG) emissions impacts. Because no single project is large enough to result in a measurable increase in global concentrations of GHG, climate change impacts of a project are considered on a cumulative basis. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (South Coast AQMD). GHG emissions modeling was conducted using the California Emissions Estimator Model (CalEEMod), version 2020.4, and model outputs are in Appendix B of this Draft EIR.

5.4.1 Environmental Setting

5.4.1.1 TERMINOLOGY

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a greenhouse gas absorbs relative to a molecule of carbon dioxide (CO₂) over a given period of time (20, 100, and 500 years). CO₂ has a GWP of 1.
- **Carbon dioxide-equivalent (CO₂e).** The standard unit to measure the amount of greenhouse gases in terms of the amount of CO₂ that would cause the same amount of warming. CO₂e is based on the GWP ratios between the various GHGs relative to CO₂.
- **MTCO₂e.** Metric ton of CO₂e.
- **MMTCO₂e.** Million metric tons of CO₂e.

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N₂O), sulfur hexafluoride (SF₆),

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hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).^{1, 2} The major GHGs applicable to the proposed project are briefly described.

- **Carbon dioxide (CO₂)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH₄)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.
- **Nitrous oxide (N₂O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime or persistence of the gas molecule in the atmosphere. Some GHGs have stronger greenhouse effects than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 5.4-1, *GHG Emissions and Their Relative Global Warming Potential Compared to CO₂*. The GWP is used to convert GHGs to CO₂-equivalence (CO₂e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Fifth Assessment Report (AR5) GWP values for CH₄, a project that generates 10 MT of CH₄ would be equivalent to 280 MT of CO₂.³

Table 5.4-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO₂

GHGs	Second Assessment Report (SAR) GWPs ²	Fourth Assessment Report (AR4) GWPs ²	Fifth Assessment Report (AR5) GWPs ^{2,3}
Carbon Dioxide (CO ₂)	1	1	1
Methane (CH ₄) ¹	21	25	28
Nitrous Oxide (N ₂ O)	310	298	265

Sources: IPCC 1995, 2007.

¹ The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO₂ is not included.

² Based on 100-year time horizon of the GWP of the air pollutant compared to CO₂.

³ The GWP values in the IPCC's Fifth Assessment Report (IPCC 2013) reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO₂. However, the AR4 GWP were used values to maintain consistency in statewide GHG emissions modeling utilized in CalEEMod. In addition, the 2017 Scoping Plan Update was based on the AR4 GWP values.

- ¹ Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant because it is considered part of the feedback loop rather than a primary cause of change.
- ² Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2017a). However, state and national GHG inventories do not include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.
- ³ CO₂-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

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Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities. The amount of CO₂ in the atmosphere has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million per year since 1960, mainly due to combustion of fossil fuels and deforestation (IPCC 2007). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily on future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in the frequency of warm spells and heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.
- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

Potential Climate Change Impacts for California

Observed changes over the last several decades across the western United States reveal clear signs of climate change. Statewide, average temperatures increased by about 1.7°F from 1895 to 2011, and warming has been greatest in the Sierra Nevada (CCCC 2012). The years from 2014 through 2016 showed unprecedented temperatures, with 2014 being the warmest (OEHHA 2018). By 2050, California is projected to warm by approximately 2.7°F above 2000

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averages, a threefold increase in the rate of warming over the last century. By 2100, average temperatures could increase by 5.6 to 8.8°F, depending on emissions levels (CNRA 2019).

In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures; 2) a smaller fraction of precipitation falling as snow; 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones; 4) advanced shift in the timing of snowmelt of 5 to 30 days earlier in the spring; and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CAT 2006). Overall, California has become drier over time, with five of the eight years of severe to extreme drought occurring between 2007 and 2016, and with unprecedented dry years in 2014 and 2015 (OEHHA 2018). Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years occurring from 2012 to 2015 (OEHHA 2018). According to the California Climate Action Team—a committee of state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 5.4-1), and the inertia of the Earth’s climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are shown in Table 5.4-2, *Summary of GHG Emissions Risks to California*, and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

Table 5.4-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer. Fewer extremely cold nights. Poor air quality made worse. Higher temperatures increase ground-level ozone levels.
Water Resources Impacts	Decreasing Sierra Nevada snow pack. Challenges in securing adequate water supply. Potential reduction in hydropower. Loss of winter recreation.
Agricultural Impacts	Increasing temperature. Increasing threats from pests and pathogens. Expanded ranges of agricultural weeds. Declining productivity. Irregular blooms and harvests.
Coastal Sea Level Impacts	Accelerated sea level rise. Increasing coastal floods. Shrinking beaches. Worsened impacts on infrastructure.

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Table 5.4-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Forest and Biological Resource Impacts	Increased risk and severity of wildfires. Lengthening of the wildfire season. Movement of forest areas. Conversion of forest to grassland. Declining forest productivity. Increasing threats from pest and pathogens. Shifting vegetation and species distribution. Altered timing of migration and mating habits. Loss of sensitive or slow-moving species.
Energy Demand Impacts	Potential reduction in hydropower. Increased energy demand.
Sources: CEC 2006, 2009; CCCC 2012; CNRA 2014.	

Specific climate change impacts that could affect the project include:

- **Water Resources Impacts.** By late this century, all projections show drying, and half of the projections suggest 30-year average precipitation will decline by more than 10 percent below the historical average. This drying trend is caused by an apparent decline in the frequency of rain and snowfall. Even in projections with relatively small or no declines in precipitation, central and southern parts of the state can be expected to be drier from the warming effects alone—the spring snowpack will melt sooner, and the moisture in soils will evaporate during long dry summer months (CCCC 2012).
- **Wildfire Risks.** Earlier snowmelt, higher temperatures, and longer dry periods over a longer fire season will directly increase wildfire risk. Indirectly, wildfire risk will also be influenced by potential climate-related changes in vegetation and ignition potential from lightning. Human activities will continue to be the biggest factor in ignition risk. The number of large fires statewide is estimated to increase from 58 percent to 128 percent above historical levels by 2085. Under the same emissions scenario, estimated burned area will increase by 57 percent to 169 percent, depending on location (CCCC 2012).
- **Health Impacts.** Many of the gravest threats to public health in California stem from the increase of extreme conditions—principally, more frequent, more intense, and longer heat waves. Particular concern centers on the increasing tendency for multiple hot days in succession and simultaneous heat waves in several regions throughout the state. Public health could also be affected by climate change impacts on air quality, food production, the amount and quality of water supplies, energy pricing and availability, and the spread of infectious diseases. Higher temperatures also increase ground-level ozone levels. Furthermore, wildfires can increase particulate air pollution in the major air basins of California (CCCC 2012).
- **Increase Energy Demand.** Increases in average temperature and higher frequency of extreme heat events combined with new residential development across the state will drive up the demand for cooling in the increasingly hot and longer summer season and decrease demand for heating in the cooler season. Warmer, drier summers also increase system losses at natural gas plants (reduced efficiency in the electricity generation process at higher temperatures) and hydropower plants (lower reservoir levels). Transmission

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of electricity will also be affected by climate change. Transmission lines lose 7 percent to 8 percent of transmitting capacity in high temperatures while needing to transport greater loads. This means that more electricity will need to be produced to make up for both the loss in capacity and the growing demand (CCCC 2012).

5.4.1.2 REGULATORY BACKGROUND

Federal, state, and local laws, regulations, plans, or guidelines related to greenhouse gasses that are applicable to the proposed project are summarized in this section.

Federal

United State Environmental Protection Agency

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings responded to the 2007 US Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings did not in and of themselves impose any emission reduction requirements, but allowed the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, the EPA was required to issue an endangerment finding. The finding identified emissions of six key GHGs—carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (SF₆)—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the project's GHG emissions inventory because they constitute the majority of GHG emissions and, per South Coast AQMD guidance, are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory.

US Mandatory Reporting Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 MTCO₂e or more per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2021 to 2026)

The federal government issued new corporate average fuel economy standards in 2012 for model years 2017 to 2025 that required a fleet average of 54.5 miles per gallon in 2025. However, on March 30, 2020, the EPA finalized updated corporate average fuel economy and GHG emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026. Under SAFE, the fuel economy standards will increase 1.5 percent per year compared to the 5 percent per year under the CAFE standards

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established in 2012. Overall, SAFE requires a fleet average of 40.4 MPG for model year 2026 vehicles (85 Federal Register 24174 (April 30, 2020)).

Then on December 21, 2021, under direction of Executive Order 13990 issued by President Biden, the National Highway Traffic Safety Administration (NHTSA) repealed Safer Affordable Fuel Efficient Vehicles Rule Part One, which had preempted state and local laws related to fuel economy standards.

In addition, on March 31, 2022, the National Highway Traffic Safety Administration finalized new fuel standards in response to EO 13990. Fuel efficiency under the standards proposed will increase 8 percent annually for model years 2024 to 2025 and 10 percent annual for model year 2026. Overall, the new CAFE standards require a fleet average of 49 MPG for passenger vehicles and light trucks for model year 2026, which would be a 10 MPG increase relative to model year 2021 (NHTSA 2022).

EPA Regulation of Stationary Sources under the Clean Air Act (Ongoing)

Pursuant to its authority under the Clean Air Act, the EPA has been developing regulations for new, large, stationary sources of emissions such as power plants and refineries. Under former President Obama's 2013 Climate Action Plan, the EPA was directed to develop regulations for existing stationary sources as well. On June 19, 2019, the EPA issued the final Affordable Clean Energy rule, which became effective on August 19, 2019. This rule was crafted under the direction of President Trump's Energy Independence Executive Order. It officially rescinds the Clean Power Plan rule issued during the Obama Administration and sets emissions guidelines for states in developing plans to limit CO₂ emissions from coal-fired power plants.

State

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05, Executive Order B-30-15, Executive Order B-55-18, Assembly Bill (AB) 32, AB 197, AB 1279, Senate Bill (SB) 32, and SB 375.

Executive Order S-03-05

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Assembly Bill 32, the Global Warming Solutions Act (2006)

Current State of California guidance and targets for reductions in GHG emissions are generally embodied in AB 32. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction goals established in Executive Order S-03-05.

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CARB 2008 Scoping Plan

The first Scoping Plan was adopted by the California Air Resources Board (CARB) on December 11, 2008. The 2008 Scoping Plan identified that GHG emissions in California were anticipated to be 596 MMTCO₂e in 2020. In December 2007, CARB approved a 2020 emissions limit of 427 MMTCO₂e for the state (CARB 2008). To effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 MTCO₂e per year, prepare a plan demonstrating how the 2020 deadline could be met, and develop appropriate regulations and programs to implement the plan by 2012.

First Update to the Scoping Plan

CARB completed a five-year update to the 2008 Scoping Plan, as required by AB 32. The First Update to the Scoping Plan, adopted May 22, 2014, highlighted California's progress toward meeting the near-term 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. As part of the update, CARB recalculated the 1990 GHG emission levels with the updated AR4 GWPs, which slightly increased the 427 MMTCO₂e 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, to 431 MMTCO₂e (CARB 2014).

The First Update to the Scoping Plan found that California was on track to meet the goals of AB 32. However, the update also addressed the state's longer-term GHG goals in a post-2020 element. The post-2020 element provided a long-term strategy for meeting the 2050 GHG goal, including a recommendation for the state to adopt a midterm target. According to the First Update to the Scoping Plan, local government reduction targets should chart a reduction trajectory that is consistent with or exceeds the trajectory created by statewide goals (CARB 2014). CARB identified that reducing emissions to 80 percent below 1990 levels would require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require a significant acceleration of GHG reduction rates. Emissions from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit (CARB 2014).

Executive Order B-30-15

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions in the state to 40 percent below 1990 levels by year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in Executive Order S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaptation strategy, "Safeguarding California," in order to ensure climate change is accounted for in state planning and investment decisions.

Senate Bill 32 and Assembly Bill 197

In September 2016, Governor Brown signed SB 32 and AB 197, making the Executive Order goal for year 2030 into a statewide, mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direct emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

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2017 Climate Change Scoping Plan

Executive Order B-30-15 and SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On December 24, 2017, CARB approved the 2017 Climate Change Scoping Plan Update, which outlines potential regulations and programs, including strategies consistent with AB 197 requirements, to achieve the 2030 target. The 2017 Scoping Plan establishes a new emissions limit of 260 MMTCO₂e for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030 (CARB 2017b).

California's climate strategy will require contributions from all sectors of the economy, including enhanced focus on zero- and near-zero-emission (ZE/NZE) vehicle technologies; continued investment in renewables such as solar roofs, wind, and other types of distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conserve agricultural and other lands. Requirements for GHG reductions at stationary sources complement local air pollution control efforts by the local air districts to tighten emissions limits on criteria air pollutants and toxic air contaminants from a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZE buses and trucks.
- Low Carbon Fuel Standard (LCFS) with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency and utilizes near-zero emissions technology and deployment of ZE trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- Continued implementation of SB 375.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

In addition to these statewide strategies, the 2017 Climate Change Scoping Plan identified local governments as essential partners in achieving the state's long-term GHG reduction goals and recommended local actions to reduce GHG emissions—for example, statewide targets of no more than 6 MTCO₂e or less per capita by 2030 and 2 MTCO₂e or less per capita by 2050. CARB recommends that local governments evaluate and adopt

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locally appropriate, robust, and quantitative goals that align with the statewide per capita targets and sustainable development objectives, and develop plans to achieve the local goals. The statewide per capita goals were developed by applying the percentage reductions necessary to reach the 2030 and 2050 climate goals (40 percent and 80 percent, respectively) to the state’s 1990 emissions limit established under AB 32.

For CEQA projects, CARB states that lead agencies have discretion to develop evidenced-based numeric thresholds (mass emissions, per capita, or per service population) consistent with the Scoping Plan and the state’s long-term GHG goals. To the degree a project relies on GHG mitigation measures, CARB recommends that lead agencies prioritize on-site design features that reduce emissions—especially from vehicle miles traveled (VMT)—and direct investments in GHG reductions in the project’s region that contribute potential air quality, health, and economic co-benefits. Where further project design or regional investments are infeasible or not proven to be effective, CARB recommends mitigating potential GHG impacts through purchasing and retiring carbon credits.

The 2017 Scoping Plan scenario is set against what is called the “business-as-usual” yardstick—that is, what would the GHG emissions look like if the State did nothing at all beyond the existing policies that are required and already in place to achieve the 2020 limit, as shown in Table 5.4-3, *2017 Climate Change Scoping Plan Emissions Reductions Gap*. It includes the existing renewables requirements, advanced clean cars, the “10 percent” LCFS, and the SB 375 program for more vibrant communities, among others. However, it does not include a range of new policies or measures that have been developed or put into statute over the past two years. Also shown in the table, the known commitments are expected to result in emissions that are 60 MMTCO₂e above the target in 2030. If the estimated GHG reductions from the known commitments are not realized due to delays in implementation or technology, the post-2020 Cap-and-Trade Program would deliver the additional GHG reductions in the sectors it covers to ensure the 2030 target is achieved.

Table 5.4-3 2017 Climate Change Scoping Plan Emissions Reductions Gap

Modeling Scenario	2030 GHG Emissions MMTCO ₂ e
Reference Scenario (Business-as-Usual)	389
With Known Commitments	320
2030 GHG Target	260
Gap to 2030 Target	60
Source: CARB 2017b.	

Table 5.4-4, *2017 Climate Change Scoping Plan Emissions Change by Sector*, provides estimated GHG emissions compared to 1990 levels, and the range of GHG emissions for each sector estimated for 2030.

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Table 5.4-4 2017 Climate Change Scoping Plan Emissions Change by Sector

Scoping Plan Sector	1990 MMTCO ₂ e	2030 Proposed Plan Ranges MMTCO ₂ e	% Change from 1990
Agricultural	26	24-25	-8% to -4%
Residential and Commercial	44	38-40	-14% to -9%
Electric Power	108	30-53	-72% to -51%
High GWP	3	8-11	267% to 367%
Industrial	98	83-90	-15% to -8%
Recycling and Waste	7	8-9	14% to 29%
Transportation (including TCU)	152	103-111	-32% to -27%
Net Sink ¹	-7	TBD	TBD
Sub Total	431	294-339	-32% to -21%
Cap-and-Trade Program	NA	24-79	NA
Total	431	260	-40%

Source: CARB 2017b.

Notes: TCU = Transportation, Communications, and Utilities; TBD = to be determined.

¹ Work was underway through 2017 to estimate the range of potential sequestration benefits from the natural and working lands sector.

Executive Order B-55-18

Executive Order B-55-18, signed September 10, 2018, sets a goal “to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.” Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning that not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions should be offset by equivalent net removals of CO₂e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

2022 Climate Change Scoping Plan Update

CARB adopted the 2022 Scoping Plan in December 2022. The Scoping Plan was updated to address the carbon neutrality goals of EO B-55-18. Previous Scoping Plans focused on specific GHG reduction targets for our industrial, energy, and transportation sectors—to meet 1990 levels by 2020, and then the more aggressive 40 percent below that for the 2030 target. Carbon neutrality takes it one step further by expanding actions to capture and store carbon including through natural and working lands and mechanical technologies, while drastically reducing anthropogenic sources of carbon pollution at the same time. The measures in the Scoping Plan would achieve 80 percent below 1990 levels by 2050. CARB’s 2022 Scoping Plan identifies strategies that would be most impactful at the local level for ensuring substantial progress towards the state’s carbon neutrality (see Table 5.4-5).

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Table 5.4-5 Priority Strategies for Local Government Climate Action Plans

Priority Area	Priority Strategies
Transportation Electrification	Convert local government fleets to zero-emission vehicles (ZEV).
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as permit streamlining, infrastructure siting, consumer education, or preferential parking policies).
VMT Reduction	Reduce or eliminate minimum parking standards in new developments,
	Adopt and implement Complete Streets policies and investments, consistent with general plan circulation element requirements,
	Increase public access to shared clean mobility options (such as planning for and investing in electric shuttles, bike share, car share, transit).
	Implement parking pricing or transportation demand management pricing strategies.
	Amend zoning or development codes to enable mixed-use, walkable, and compact infill development (such as increasing allowable density of the neighborhood).
	Preserve natural and working lands.
Building Decarbonization	Adopt policies and incentive programs to implement energy efficiency retrofits (such as weatherization, lighting upgrades, replacing energy intensive appliances and equipment with more efficient systems, etc.).
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings.
	Adopt policies and incentive programs to reduce electrical loads from equipment plugged into outlets (such as purchasing Energy Star equipment for municipal buildings, occupancy sensors, smart power strips, equipment controllers, etc.).
	Facilitate deployment of renewable energy production and distribution and energy storage.

Source: CARB 2022.

For CEQA projects for proposed land use developments, CARB recommends demonstrating that they are aligned with state climate goals based on the attributes of land use development that reduce operational GHG emissions while simultaneously advancing fair housing. Attributes that accommodate growth in a manner consistent with the GHG and equity goals of SB 32 have all the following attributes:

- At least 20 percent of the units are affordable to lower-income residents;
- Result in no net loss of existing affordable units;
- Utilize existing infill sites that are surrounded by urban uses, and reuse or redevelop previously developed, underutilized land presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer);
- Include transit-supportive densities (minimum of 20 residential dwelling units/acre), or are in proximity to existing transit (within ½ mile), or satisfy more detailed and stringent criteria specified in the region's Sustainable Communities Strategy (SCS), for "SCS consistency" that would go further to reduce emissions;
- Do not result in the loss or conversion of the state's natural and working lands;
- Use all electric appliances, without any natural gas connections, and would not use propane or other fossil fuels for space heating, water heating, or indoor cooking;

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- Provide EV charging infrastructure at least in accordance with the California Green Building Standards Code (CalGreen) Tier 2 standards; and
- Relax parking requirements by:
 - Eliminating parking requirements or including maximum allowable parking ratios.
 - Providing residential parking supply at a ratio of <1 parking space per unit;
 - Unbundling residential parking costs from costs to rent or lease (CARB 2022).

The second approach to project-level alignment with state climate goals is net zero GHG emissions. The third approach to demonstrating project-level alignment with state climate goals is to align with GHG thresholds of significance, which many local air quality management (AQMDs) and air pollution control districts (APCDs) have developed or adopted (CARB 2022).

Assembly Bill 1279

On August 31, 2022, the California Legislature passed AB 1279, which requires California to achieve net-zero GHG emissions no later than 2045 and to achieve and maintain negative GHG emissions thereafter. Additionally, AB 1279 also establishes a GHG emissions reduction goal of 85 percent below 1990 levels by 2045. CARB will be required to update the scoping plan to identify and recommend measures to achieve the net-zero and GHG emissions-reduction goals.

Senate Bill 375

In 2008, the Sustainable Communities and Climate Protection Act, SB 375, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPO). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010). The 2020 targets are smaller than the 2035 targets because a significant portion of the built environment in 2020 had been defined by decisions that had already been made. In general, the 2020 scenarios reflected that more time was needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region's transportation network. The targets would result in 3 MMTCO_{2e} of reductions by 2020 and 15 MMTCO_{2e} of reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's Scoping Plan (for AB 32) would be met (CARB 2010).

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2017 Update to the SB 375 Targets

CARB is required to update the targets for the MPOs every eight years. CARB adopted revised SB 375 targets for the MPOs in March 2018. The updated targets became effective in October 2018. All SCSs adopted after October 1, 2018, are subject to these new targets. CARB's updated SB 375 targets for the SCAG region were an 8 percent per capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018).

The targets consider the need to further reduce VMT, as identified in the 2017 Scoping Plan Update (for SB 32), while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of “percent per capita” reductions in GHG emissions from automobiles and light trucks relative to 2005; this excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies, such as statewide road user pricing. The proposed targets call for greater per-capita GHG emission reductions from SB 375 than are currently in place, which for 2035 translate into proposed targets that either match or exceed the emission reduction levels in the MPOs’ currently adopted SCSs to achieve the SB 375 targets. CARB foresees that the additional GHG emissions reductions in 2035 may be achieved from land use changes, transportation investment, and technology strategies (CARB 2018).

Regional

SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SB 375 requires each MPO to prepare a sustainable communities strategy in its regional transportation plan. For the SCAG region, the draft 2020-2045 RTP/SCS (Connect SoCal) was adopted on May 7, 2020, for the limited purpose of transportation conformity (SCAG 2020). The Connect SoCal Plan was fully adopted in September 2020. In general, the SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce VMT from automobiles and light duty trucks and thereby reduce GHG emissions from these sources.

Connect SoCal focuses on the continued efforts of the previous RTP/SCSs to integrate transportation and land uses strategies in development of the SCAG region through horizon year 2045 (SCAG 2020). Connect SoCal forecasts that the SCAG region will meet its GHG per capita reduction targets of 19 percent by 2035. Additionally, Connect SoCal also forecasts that implementation of the plan will reduce VMT per capita in year 2045 by 4.1 percent compared to baseline conditions for that year. Connect SoCal includes a “Core Vision” that centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together, and increasing investments in transit and complete streets (SCAG 2020).

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Specific Regulations for the Transportation Sector

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduced GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and was anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implemented the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that set even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 light-duty vehicles (see also the discussion on the update to the corporate average fuel economy standards under “Federal,” above). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of ZE vehicles into a single package of standards. Under California’s Advanced Clean Car program, by 2025 new automobiles will emit 34 percent less GHG and 75 percent less smog-forming emissions.

Executive Order S-01-07

On January 18, 2007, the state set a new LCFS for transportation fuels sold in the state. Executive Order S-01-07 set a declining standard for GHG emissions measured in CO₂e gram per unit of fuel energy sold in California. The LCFS required a reduction of 2.5 percent in the carbon intensity of California’s transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applied to refiners, blenders, producers, and importers of transportation fuels, and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the “fuel cycle” using the most economically feasible methods.

Executive Order B-16-2012

On March 23, 2012, the State announced that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate ZE vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). The executive order also directed the number of ZE vehicles in California’s state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles were ZE by 2015 and at least 25 percent by 2020. The executive order also established a target for the transportation sector of reducing GHG emissions 80 percent below 1990 levels.

Executive Order N-79-20

On September 23, 2020, Governor Newsom signed Executive Order N-79-20 with the goal that 100 percent of in-state sales of new passenger cars and trucks will be ZE by 2035. Additionally, this Executive Order identified fleet goals of 100 percent ZE drayage trucks by 2035 and 100 percent ZE medium- and heavy-duty vehicles in the state by 2045, for all operations where feasible. Additionally, the Executive Order identifies a goal for the state to transition to 100 percent ZE off-road vehicles and equipment by 2035, where feasible.

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Renewables Portfolio: Carbon Neutrality Regulations

Senate Bills 1078, 107, and X1-2 and Executive Order S-14-08

A major component of California's Renewable Energy Program is the renewables portfolio standard established under SBs 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08, signed in November 2008, expanded the State's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

Senate Bill 350

Senate Bill 350 (de Leon) was signed into law September 2015 and established tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100, which replaced the SB 350 requirement of 45 percent renewable energy by 2027 with the requirement of 50 percent by 2026 and raised California's RPS requirements for 2050 from 50 percent to 60 percent. SB 100 established RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. The bill also established an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Energy Efficiency Regulations

California Building Code: Building Energy Efficiency Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018, and went into effect on January 1, 2020.

The 2019 standards move toward cutting energy use in new homes by more than 50 percent and require installation of solar photovoltaic systems for single-family homes and multifamily buildings of three stories and less. The 2019 standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated

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thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018a). Under the 2019 standards, nonresidential buildings are 30 percent more energy efficient than under the 2016 standards, and single-family homes are 7 percent more energy efficient (CEC 2018b). When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use 53 percent less energy compared to homes built to the 2016 standards (CEC 2018b).

Furthermore, on August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards, which were subsequently approved by the California Building Standards Commission in December 2021. The 2022 standards became effective and replace the existing 2019 standards on January 1, 2023. The 2022 standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic system and battery requirements for high rise multifamily buildings (i.e., more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).

California Building Code: CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.⁴ The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, and were last updated in 2022. The 2022 CALGreen standards became effective January 1, 2023.

Section 5.408 of CALGreen also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (20 CCR Sections 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

Solid Waste Diversion Regulations

AB 939: Integrated Waste Management Act of 1989

California's Integrated Waste Management Act of 1989 (AB 939) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting (Public Resources Code Sections 40050 et seq.). In 2008, the requirements

⁴ The green building standards became mandatory in the 2010 edition of the code.

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were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

Assembly Bill 341

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses. Section 5.408 of CALGreen also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

Assembly Bill 1327

The California Solid Waste Reuse and Recycling Access Act (AB 1327) requires areas to be set aside for collecting and loading recyclable materials in development projects (Public Resources Code Sections 42900 et seq.). The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

Assembly Bill 1826

In October 2014, Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses and multifamily residential dwellings that consist of five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

Water Efficiency Regulations

SBX7-7

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed “SBX7-7.” SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 requires urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

Assembly Bill 1881: Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or an equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including

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irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

Short-Lived Climate Pollutant Reduction Strategy

Senate Bill 1383

On September 19, 2016, the governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and methane. Black carbon is the light-absorbing component of fine particulate matter produced during incomplete combustion of fuels. SB 1383 required the state board, no later than January 1, 2018, to approve and begin implementing that comprehensive strategy to reduce emissions of short-lived climate pollutants—to reduce methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The bill also established targets for reducing organic waste in landfills, which included a 50 percent reduction in statewide organic waste disposal from 2014 levels by 2020 and a 75 percent reduction from 2014 levels by 2025. Under SB 1383, jurisdictions were required to implement organic waste collection services for all residents and businesses by January 1, 2022. On March 14, 2017, CARB adopted the “Final Proposed Short-Lived Climate Pollutant Reduction Strategy,” which identifies the state’s approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (charbroiling), and industrial processes. According to CARB, ambient levels of black carbon in California are 90 percent lower than in the early 1960s despite the tripling of diesel fuel use (CARB 2017b). In-use on-road rules were expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020. South Coast AQMD is one of the air districts that requires air pollution control technologies for chain-driven broilers, which reduces particulate emissions from these char broilers by over 80 percent (CARB 2017b). Additionally, South Coast AQMD Rule 445 limits installation of new fireplaces in the SoCAB.

5.4.1.3 EXISTING CONDITIONS

California’s GHG Sources and Relative Contribution

In 2021, the statewide GHG emissions inventory was updated for 2000 to 2019 emissions using the GWPs in IPCC’s AR4 (IPCC 2013). Based on these GWPs, California produced 418.2 MMTCO_{2e} GHG emissions in 2019. California’s transportation sector was the single largest generator of GHG emissions, producing 39.7 percent of the state’s total emissions. Industrial sector emissions made up 21.1 percent, and electric power generation made up 14.1 percent of the state’s emissions inventory. Other major sectors of GHG emissions include commercial and residential (10.5 percent), agriculture and forestry (7.6 percent), high GWP (4.9 percent), and recycling and waste (2.1 percent) (CARB 2021).

Since the peak level in 2004, California statewide GHG emissions dropped below the 2020 GHG limit of 418.2 MMTCO_{2e} in 2016 and have remained below the 2020 GHG limit since then. In 2019, emissions from routine GHG-emitting activities statewide were almost 13 MMTCO_{2e} lower than the 2020 GHG limit. Per capita GHG emissions in California have dropped from a 2001 peak of 14.0 MTCO_{2e} per person to 10.5 MTCO_{2e} per person in 2019, a 25 percent decrease. Transportation emissions continued to decline in 2019 as they had done

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in 2018, with even more substantial reductions due to a significant increase in renewable diesel. Since 2008, California's electricity sector has followed an overall downward trend in emissions. In 2019, solar power generation continued its rapid growth since 2013. Emissions from high-GWP gases comprised 4.9 percent of California's emissions in 2019. This continues the increasing trend as the gases replace ozone-depleting substances being phased out under the 1987 Montreal Protocol. Overall trends in the inventory also demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product) has declined 45 percent since the 2001 peak, though the state's gross domestic product grew 63 percent during this period (CARB 2021).

Fontana Campus

The existing Fontana campus generates GHG emissions from natural gas used for energy, heating, and cooking; electricity usage; vehicle trips for students, employees, vendors, and visitors; and area sources such as landscaping and consumer cleaning products. Emissions associated with the existing campus are shown in Table 5.4-6, *Fontana Campus Existing GHG Emissions Inventory*.

Table 5.4-6 Fontana Campus Existing GHG Emissions Inventory

Sectors	GHG Emissions
	MTCO _{2e} Per Year
Area	<1
Energy ¹	217
Mobile	3,896
Solid Waste Disposal	334
Water/Wastewater	137
Total Emissions	4,585

Source: CalEEMod, version 2020.4.0.

Notes: Totals may not equal 100 percent due to rounding.

¹ Utilizes CalEEMod historical energy rates, which are based on the 2005 Building Energy Efficiency Standards.

5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

South Coast Air Quality Management District

South Coast AQMD adopted a significance threshold of 10,000 MTCO_{2e} per year for permitted (stationary) sources of GHG emissions for which South Coast AQMD is the designated lead agency. To provide guidance

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to local lead agencies on determining significance for GHG emissions in their CEQA documents, South Coast AQMD convened a GHG CEQA Significance Threshold Working Group. Based on the last Working Group meeting in September 2010 (Meeting No. 15), the South Coast AQMD Working Group identified a tiered approach for evaluating GHG emissions for development projects where South Coast AQMD is not the lead agency (South Coast AQMD 2010a). The following tiered approach has not been formally adopted by South Coast AQMD.

- **Tier 1.** If a project is exempt from CEQA, project-level and contribution to significant cumulative GHG emissions are less than significant.
- **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (e.g., city or county), project-level and contribution to significant cumulative GHG emissions are less than significant.
- **Tier 3.** If GHG emissions are less than the screening-level criterion, project-level and contribution to significant cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, South Coast AQMD requires an assessment of GHG emissions. Project-related GHG emissions include on-road transportation, energy use, water use, wastewater generation, solid waste disposal, area sources, off-road emissions, and construction activities. The South Coast AQMD Working Group decided that because construction activities would result in a "one-time" net increase in GHG emissions, construction activities should be amortized into the operational phase GHG emissions inventory based on the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame, since this is a typical interval before a new building requires the first major renovation. South Coast AQMD identified a screening-level threshold of 3,000 MTCO_{2e} annually for all land use types. The bright-line screening-level criteria are based on a review of the Governor's Office of Planning and Research database of CEQA projects. Based on review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds. Therefore, projects that do not exceed the bright-line threshold would have a nominal and less than cumulatively considerable impact on GHG emissions. South Coast AQMD recommends use of the 3,000 MTCO_{2e} interim bright-line screening-level criterion for all project types (South Coast AQMD 2010b).

- **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.⁵

The South Coast AQMD Working Group identified an efficiency target for projects that exceed the screening threshold of 4.8 MTCO_{2e} per year per service population (MTCO_{2e}/year/SP) for project-level analyses and 6.6 MTCO_{2e}/year/SP for plan-level projects (e.g., program-level projects such as general

⁵ The South Coast AQMD Working Group had identified an efficiency target for projects that exceed the bright-line threshold: a 2020 efficiency target of 4.8 MTCO_{2e} per year per service population (MTCO_{2e}/year/SP) for project-level analyses and 6.6 MTCO_{2e}/year/SP for plan-level projects (e.g., general plans). Service population is generally defined as the sum of residential and employment population of a project. The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.⁵

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plans) for the year 2020.⁶ The per capita efficiency targets were based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.⁷

The South Coast AQMD Working Group's bright-line screening-level criterion of 3,000 MTCO₂e per year is used as the significance threshold for this project. If the project operation-phase emissions exceed this criterion, GHG emissions would be considered potentially significant without mitigation measures.

5.4.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and project design features for air quality, are identified below.

- PPP GHG-1 New buildings are required to achieve the current California Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards became effective on January 1, 2023. The Building Energy Efficiency Standards and CALGreen are updated every three years with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.
- PPP GHG-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2).
- PPP GHG-3 California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).
- PPP GHG-4 Construction activities are required to adhere to California Code of Regulations, Title 13, Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.
- PPP GHG-5 New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.

⁶ It should be noted that the Working Group also considered efficiency targets for 2035 for the first time in this Working Group meeting.

⁷ South Coast AQMD took the 2020 statewide GHG reduction target for land use only GHG emissions sectors and divided it by the 2020 statewide employment for the land use sectors to derive a per capita GHG efficiency metric that coincides with the GHG reduction targets of AB 32 for year 2020.

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- PPP GHG-6 CARB's Renewable Portfolio Standard (RPS) is a foundational element of the State's emissions reduction plan. These mandates apply directly to investor-owned utilities, which in the case of the proposed project is Southern California Edison. On September 10, 2018, Senate Bill 100 was signed into law and established the following RPS targets: 50 percent renewable resources target by December 31, 2026, and 60 percent target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030.
- PPP GHG-7 On January 18, 2007, Governor Arnold Schwarzenegger issued Executive Order S-1-07 requiring the establishment of a Low Carbon Fuel Standard (LCFS) for transportation fuels. The LCFS was amended in 2011 and readopted in 2015. This statewide goal requires that California's transportation fuels reduce their carbon intensity by at least 10 percent by 2020.
- PPP GHG-8 The 2007 Energy Bill creates new federal requirements for increases in fleetwide fuel economy for passenger vehicles and light trucks under the Federal Corporate Average Fuel Economy Standards. The federal legislation requires a fleetwide average of 40.4 miles per gallon (mpg) to be achieved by 2026.
- PPP GHG-9 On July 22, 2002, Governor Gray Davis signed Assembly Bill 1493 (Pavley) requiring CARB to develop and adopt regulations designed to reduce greenhouse gases emitted by passenger vehicles and light-duty trucks beginning with the 2009 model year. The standards set within the Pavley regulations are expected to reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016. California had petitioned the US Environmental Protection Agency (EPA) in December 2005 to allow these more stringent standards and California executive agencies have repeated their commitment to higher mileage standards. On July 1, 2009, the EPA granted California a waiver that will enable the state to enforce stricter tailpipe emissions on new motor vehicles.
- PPP GHG-10 SB 375 requires the reduction of GHG emissions from light trucks and automobiles through land use and transportation efforts that will reduce vehicle miles traveled. In essence, SB 375's goal is to control GHGs by curbing urban sprawl and through better land use planning. SB 375 essentially becomes the land use contribution to the GHG reduction requirements of AB 32, California's global warming bill enacted in 2006, and SB 32.
- PPP GHG-11 The heavy-heavy duty tractors and trailers (i.e., trucks that are 53 feet or longer) must use US Environmental Protection Agency SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies in accordance with CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation. Owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low-rolling-resistance tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors

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must use SmartWay verified low-rolling-resistance tires. Trailers must have low-rolling-resistance tires and aerodynamic devices.

PPP GHG-12 The medium-duty and heavy-duty vehicle engines are required to comply with the US Environmental Protection Agency's GHG and fuel efficiency standards. The federal and California Phase 1 standards took effect with model year 2014 tractors, vocational vehicles, and heavy-duty pick-up trucks and vans and the engines powering such vehicles (the Phase 1 standards excludes trailers). The federal Phase 2 standards cover model years 2018-2027 for certain trailers and model years 2021-2027 for semi trucks and large pick-up trucks, vans, and all types and sizes of buses and work trucks. California is aligned with the federal Phase 2 standards in structure, timing, and stringency, but with some minor California differences. The California Phase 2 regulations became effective April 1, 2019.

5.4.4 Environmental Impacts

5.4.4.1 METHODOLOGY

This GHG emissions evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG emissions impacts are likely in conjunction with the type and scale of development associated with the proposed project. Air pollutant emissions are calculated using CalEEMod, version 2020.4. CalEEMod compiles an emissions inventory of construction (fugitive dust, off-gas emissions, on-road emissions, and off-road emissions), area sources, indirect emissions from energy use, mobile sources, indirect emissions from waste disposal (annual only), and indirect emissions from water/wastewater use (annual only). The following provides a summary of the assumptions used for the proposed project analysis. GHG emissions modeling datasheets are in Appendix D.

Construction Phase

Construction would entail demolition of existing structures and asphalt, site preparation, grading, off-site hauling of demolition debris and earthwork material, construction of the proposed structures and buildings, architectural coating, and asphalt paving on 14.30 acres over two construction phases. The proposed project is anticipated to be constructed over a period of up to five years, from September 2024 to June 2029. It is anticipated that development would not occur continuously during this period. Construction GHG emissions are based on the preliminary information provided or verified by the District. Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the proposed project.

Operational Phase

- **Transportation.** The primary source of mobile criteria air pollutant emissions is tailpipe exhaust emissions from the combustion of fuel (i.e., gasoline and diesel). For particulate matter, brake and tire wear and fugitive dust are created by vehicles traveling on roadways. Per Urban Crossroads, the existing campus generates approximately 4,188 average daily vehicle trips (ADT) during the weekday and the proposed project would generate an additional 5,170 ADTs (see Appendix L of this Draft EIR). Transportation

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GHG emissions assumed a project baseline year of 2022 and buildout year of 2030. The annual vehicle miles traveled were based on the ADT information provided by Urban Crossroads and the CalEEMod default trip length.

- **Area Sources.** Area sources generated from use of consumer products and cleaning supplies are based on CalEEMod default emission rates and the assumed building square footages.
- **Energy.** GHG emissions from energy use (i.e., natural gas and electricity) are based on the CalEEMod default natural gas and electricity usage rates and the carbon intensity factor from the Southern California Edison 2020 Sustainability Report, which shows a CO₂ equivalence of 512 pounds per megawatt hour. For purposes of this analysis, new buildings are modeled using the default CalEEMod energy rates, which are based on the 2019 Building Energy Efficiency Standards. Existing buildings are modeled using the CalEEMod historical energy rates, which are based on the 2005 Building Energy Efficiency Standards.
- **Off-Road.** GHG emissions from off-road equipment use are associated with operation of welders on the project site and are based on the number of seats for the welding class and hours from the District.
- **Solid Waste Disposal.** For purposes of this analysis, the CalEEMod default solid waste generation rate based on students for the junior college land use is utilized.
- **Water/Wastewater.** Wastewater generation is based on the wastewater generation rate provided by the District. Water use calculations are based on the landscaped area for the existing and new campus and the California Department of Water Resources' Water Budget Workbook for New and Rehabilitated Non-Residential Landscapes.

Life cycle emissions are not included in the GHG analysis, consistent with California Natural Resources Agency directives.⁸ Black carbon emissions are not included in the GHG analysis because CARB does not include this short-lived climate pollutant in the state's AB 32/SB 32 inventory but treats it separately.⁹

5.4.4.2 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

⁸ Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analysis was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials is also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

⁹ Particulate matter emissions, which include black carbon, are analyzed in Section 5.2, *Air Quality*. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The State's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017a).

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Impact 5.4-1: Implementation of the proposed project would not generate a net increase in GHG emissions, either directly or indirectly, that would have a significant impact on the environment. [Threshold GHG-1]

Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Project-related construction and operation-phase GHG emissions are shown in Table 5.4-7, *Fontana Campus Project-Related GHG Emissions*. Implementation of the proposed project would result in a new community college campus to replace the existing campus. The proposed project would generate 5,170 weekday vehicle trips following full buildout of the project. The proposed buildings would, at minimum, be designed and built to meet the 2019 Building Energy Efficiency Standards and the 2019 CALGreen. Operation of the proposed project would result in an increase in VMT, water demand, wastewater and solid waste generation, area sources (e.g., consumer cleaning products), and energy usage (i.e., natural gas and electricity). Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the project. Overall, development and operation of the proposed project would not generate net annual emissions that exceed the South Coast AQMD bright-line threshold of 3,000 MTCO₂e per year (South Coast AQMD 2010). Therefore, the proposed project's cumulative contribution to GHG emissions would be less than significant.

Table 5.4-7 Fontana Campus Project-Related GHG Emissions

Source	GHG (MTCO ₂ e/Year)			
	Existing Fontana Campus	Proposed Project	Percentage of Total Emission	Change from Existing
Area	<1	<1	<1%	<1
Energy ¹	217	500	10%	283
Mobile ²	3,896	3,776	76%	-120
Offroad ³	NA	42	1%	42
Solid Waste	334	413	8%	78
Water	137	189	4%	52
30-Year Amortized Construction ⁴	NA	73	1%	73
Total Emissions	4,585	4,992	100%	407
South Coast AQMD Bright-Line Threshold	NA	NA	NA	3,000 MTCO ₂ e/Yr
Exceeds Bright-Line Threshold?	NA	NA	NA	No

Source: CalEEMod v. 2020.4. (Appendix B)

Note: NA = not applicable

¹ The new buildings utilize the default CalEEMod energy rates, which are based on the 2019 Building Energy Efficiency Standards. Modeling includes PV system that generates 200,000kWh/year.

² The existing mobile-source emissions are based on calendar year 2021 emission rates. Operational mobile-source emissions consider full buildout of the proposed project and are based on year 2030 emission rates.

³ Based on information provided or verified by the District. Modeling assumes 15 welders will be used for a total of 234 hours per year.

⁴ Construction emissions are amortized based on a typical 30-year building lifetime (South Coast AQMD 2009).

Level of Significance Before Mitigation: Less than significant impact.

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Impact 5.4-2: Implementation of the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. [Threshold GHG-2]

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and SCAG's RTP/SCS. A consistency analysis with these plans is presented below.

CARB Scoping Plan

The CARB Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the state agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the LCFS and changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley California Advanced Clean Cars program).

The proposed project would adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32 and SB 32. For example, new buildings under the proposed project would meet the current and future CALGreen and Building Energy Efficiency standards. The CEC anticipates that new nonresidential buildings will be required to achieve zero net energy by 2030. Project GHG emissions shown in Table 5.4-6 include reductions associated with statewide strategies that have been adopted since AB 32 and SB 32. Therefore, the proposed project would generate GHG emissions consistent with the reduction goals of AB 32 and SB 32, and impacts are considered less than significant.

SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SCAG adopted the 2020-2045 RTP/SCS (Connect SoCal) in September 2020. Connect SoCal finds that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to plan for the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2020). Connect SoCal's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

The Connect SoCal Plan does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. The proposed project would

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provide new facilities for the existing and future students of the Fontana Chaffey College Campus. Because implementation of the proposed project would increase student capacity by 854 students, there would be an increase in VMT. However, the proposed project would serve the local population in the nearby surrounding communities. Therefore, the proposed project would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal, and impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

5.4.5 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, Impact 5.4-1 is not a project-specific impact, but the proposed project's contribution to a cumulative impact. Implementation of the proposed project would not result in net annual emissions that would exceed South Coast AQMD's bright-line threshold. Therefore, project-related GHG emissions and their contribution to global climate change would not be cumulatively considerable, and GHG emissions impacts would be less than significant.

5.4.6 Level of Significance Before Mitigation

Upon implementation of PPP GHG-1 through PPP GHG-12, the following impacts would be less than significant: 5.4-1 and 5.4-2.

5.4.7 Mitigation Measures

No mitigation measures are required.

5.4.8 Level of Significance After Mitigation

The existing applicable regulations would reduce potential impacts associated with GHG emissions to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to GHG emissions have been identified.

5.4.9 References

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5.5 HYDROLOGY AND WATER QUALITY

This section of the Draft Environmental Impact Report (EIR) evaluates the potential impacts of the proposed project to hydrology and water quality conditions in the City of Fontana. Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface water and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface.

- *Geotechnical Feasibility Investigation 11016-11098 Sierra Avenue, Fontana, CA*, Geocon West, Inc., February 28, 2020. (Appendix H)
- *Preliminary Hydrology Study Chaffey College Fontana Campus*, LPA, January 4, 2023. (Appendix I)
- *Preliminary Water Quality Management Plan for Chaffey College Fontana Campus*, LPA, January 6, 2023. (Appendix J)

Complete copies of these studies are included in Appendix H through Appendix J of this Draft EIR.

5.5.1 Environmental Setting

5.5.1.1 REGULATORY BACKGROUND

Federal Regulations

Clean Water Act

The federal Water Pollution Control Act (or Clean Water Act [CWA]) is the principal statute governing water quality. It establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the US Environmental Protection Agency (EPA)—or in the case of California, the State Water Board and Regional Water Quality Control Boards—authority to implement pollution control programs. The statute's goal is to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates direct and indirect discharge of pollutants; sets water quality standards for all contaminants in surface waters; and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges; requires states to establish site-specific water quality standards; and regulates other activities that affect water quality, such as dredging and the filling of wetlands.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established by the CWA to regulate municipal and industrial discharges to surface waters of the United States, including discharges from municipal separate storm sewer systems (MS4). Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants in the discharge; prohibitions on discharges not specifically

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allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

Under the NPDES program, all facilities that discharge pollutants into waters of the United States are required to obtain an NPDES permit. Requirements for stormwater discharges are also regulated under this program. In California, the NPDES permit program is administered by the State Water Resources Control Board through the nine Regional Water Quality Control Boards (RWQCB). The project site lies within the jurisdiction of the Santa Ana RWQCB (Region 8).

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program, which provides subsidized flood insurance to communities that comply with FEMA regulations limiting development in flood plains. FEMA also issues Flood Insurance Rate Maps (FIRM) that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection established by FEMA is the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year. FEMA mapping of flood hazards that includes the project site was updated in 2008. According to the most recent FIRM that covers the project site (FIRM No. 06071C8666H dated August 28, 2008), the project site is not within a 100-year or 500-year floodplain.

State Regulations

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act, the State Water Resources Control Board (SWRCB) has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB. The SWRCB, through its nine RWQCBs carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan or Basin Plan that designates beneficial uses and water quality objectives for the region's surface water and groundwater basins.

SWRCB Construction General Permit

Construction activities that disturb one or more acres of land must comply with the requirements of the SWRCB Construction General Permit (CGP; 2009-0009-DWQ) as amended by 2010-0014-DWQ and 2012-0006-DWQ. Under the terms of the permit, applicants must file Permit Registration Documents (PRD) with the SWRCB prior to the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, Stormwater Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website. On September 8, 2022, the SWRCB adopted the revised Statewide CGP that supersede Order 2009-0009-DWQ and its amendments.

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Applicants must also demonstrate conformance with applicable best management practices (BMP) and prepare a SWPPP containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program for all risk levels and a stormwater sampling and analysis program for Risk Levels 2 and 3.

For all sites that are not covered by a Phase I or Phase II MS4 permit, the project must implement post-construction stormwater performance standards. This is applicable for all K-12 schools and community colleges, which includes the proposed project.

SWRCB Trash Amendments

On April 7, 2015, the SWRCB adopted an amendment to the Water Quality Control Plan for Ocean Waters of California to control trash and Part 1, Trash Provisions, of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California. Together, they are collectively referred to as "the Trash Amendments." The Trash Amendments apply to all surface waters of California and include a land-use-based compliance approach to focus trash controls on areas with high trash-generation rates. Areas such as high density residential, industrial, commercial, mixed urban, and public transportation stations are considered priority land uses. There are two compliance tracks for Phase I and Phase II MS4 permittees:

- **Track 1.** Permittees install, operate, and maintain a network of certified full capture systems in storm drains that capture runoff from priority land uses.
- **Track 2.** Permittees must implement a plan with a combination of full capture systems, multi-benefit projects, institutional controls, and/or other treatment methods that have the same effectiveness as Track 1 methods.

The Trash Amendments provide a framework for permittees to implement its provisions. Full compliance must occur within 10 years of the permit, and permittees must also meet interim milestones such as average load reductions of 10 percent per year.

Water Conservation in Landscaping Act of 2006

The Water Conservation in Landscaping Act includes the State of California's Model Water Efficient Landscape Ordinance (MWELo), which requires cities and counties to adopt landscape water conservation ordinances. The MWELo was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and build resiliency for future droughts. State law requires all land use agencies, which includes cities and counties, to adopt a water efficient landscape ordinance that is at least as efficient as the MWELo prepared by the California Department of Water Resources (DWR). The 2015 revisions to the MWELo improve water conservation in the landscaping sector by promoting efficient landscapes in new developments and retrofitted landscapes. The revisions increase water efficiency by requiring more efficient irrigation systems, incentives for grey water usage, improvements in on-site stormwater capture, and limiting the portion of landscapes that can be covered in

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high-water-use plants and turf. New development projects that include landscape areas of 500 square feet or more are subject to the MWEL. This applies to residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review. The previous landscape size threshold for new development projects ranged from 2,500 square feet to 5,000 square feet. The size threshold for rehabilitated landscapes has not changed and remains at 2,500 square feet.

The City of Fontana has enacted these provisions in the Fontana Municipal Code Chapter 28, Article IV, Section 28-98, Water Efficient Landscape Worksheet.

Regional Regulations

Municipal Regional Stormwater Permit

In 2002, the Santa Ana RWQCB issued a NPDES Stormwater Permit and waste discharge requirements (WDR)s (Order No. R8-2002-0012) under the CWA and the Porter-Cologne Act for discharges of stormwater runoff, snowmelt runoff, surface runoff, and drainage within the Upper Santa Ana River watershed in San Bernardino and Riverside counties. The current NPDES MS4 permit (Permit Order No. R8-2010-0036, NPDES Permit No. CAS618036) was issued to the San Bernardino County Flood Control District, the county, and cities, including the City of Fontana, in January 2010. The 2010 MS4 permit expired on January 28, 2015, but remains effective and current, pending issuance of a new MS4 Permit.

Although the proposed project is in the City of Fontana, all California K-12 school districts and community college districts are not currently subject to the requirements of the MS4 Permit. The SWRCB is in the process of expanding the Phase II Small MS4 permit to include school districts and community colleges. Once the amendment is adopted, school districts and community college districts will have five years to comply with the Small MS4 permit.

The new permit will require school districts and community college districts to develop a Stormwater Management Plan that includes: 1) a map of storm water drainage on school properties, 2) identifying areas throughout the district that could generate stormwater pollution, 3) training staff on stormwater BMPs, 4) continuing to implement the SWRCB's Construction General Permit, 5) designing and building new construction to meet the permit requirements for stormwater runoff quality and quantity, and 6) documenting activities and submitting an annual report to the SWRCB.

Prior to issuance of the new Phase II MS4 permit, the proposed project would be required to comply with the provisions of the SWRCB's post-construction stormwater performance standards. Once the new permit is issued, which is anticipated to occur in 2022, it is expected that the school districts and community college districts would have to comply with requirements similar to those specified in Section F.5.g—Post Construction Storm Water Management Program—of the existing Phase II MS4 permit. This provision specifies site design and low impact development design standards, source control measures, and sizing criteria for stormwater retention and treatment.

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San Bernardino County Flood Control District

The San Bernardino County Flood Control District (SBCFCD) is the agency responsible for the regional flood control system. It was created in 1939 under State legislation to address severe flooding impacts in San Bernardino County. The SBCFCD has developed an extensive system of dams, debris basins, channels, and storm drains to intercept and direct flood flows through and away from the major developed areas within the county.

The SBCFCD is divided into six zones, with the project site located within Zone 2. The SBCFCD has also prepared numerous master plans of drainage (MPD) with the project site located within South Fontana MPD. The purpose of the MPDs is to evaluate the existing drainage system, identify deficiencies, and recommend improvements and new facilities in an area. New drainage facilities within the SBCFCD's jurisdiction must be designed in accordance with the methodology specified in the *County of San Bernardino Hydrology Manual*, dated August 1986, with the latest addendum issued in April 2010. This typically requires calculation of the runoff volume from the 100-year, 24-hour storm for both existing and proposed conditions. The difference between the runoff volumes is the minimum detention storage volume required for the project site. The preliminary design of stormwater detention at the project site meets these requirements.

City of Fontana

Although the SBCFCD has the responsibility for planning and construction of regional flood control facilities, the City of Fontana has responsibility for designing, constructing, and maintaining local drainage facilities. The Public Works Department maintains the public infrastructure, including storm drains.

Projects within the City of Fontana must also comply with the following requirements of the City's Municipal Code:

- **Chapter 12, *Flood Control*.** This chapter requires payment of fees for constructing drainage facilities. The fees are in accordance with those specified in area flood control plans and are payable to the City at the time of issuance of the building or grading permit.
- **Chapter 23, Article IX. *Preventing Discharge of Pollutants into Storm Drains*.** The purpose of these regulations is to protect and enhance the water quality of watercourses, water bodies, groundwater, and wetlands in a manner consistent with federal, state, and local laws and regulations, and to implement the requirements of the area-wide NPDES permit.
- **Chapter 28, Article IV. *Landscaping and Water Conservation*.** This chapter requires a grading plan submitted to the City that identifies soil erosion, runoff and waste water BMPs that will be used during the construction phase of the project. This chapter also establishes water efficient landscape regulations that are at least as efficient in conserving water as the State MWEL0.

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5.5.1.2 EXISTING CONDITIONS

Regional and Local Drainage

The project site is in the Santa Ana River Watershed in San Bernardino County and more specifically is in the East Etiwanda Creek subwatershed (USGS 2021). The project site is currently undeveloped. According to the Preliminary Hydrology Report included as Appendix I to this Draft EIR, the project site's drainage is currently divided into four basins. Basins A1 and A2 are approximately half of the project site that surface flow to the west edge and then towards the south. Basins B1 and B2 are the other half of the project site that surface flow to the south. Stormwater from basins A1, A2, B1, and B2 confluence at the offsite detention basin in the adjacent property to the south at Point of Interest #1 as shown on Figure 5.5-1, *Existing Drainage Conditions*. The adjacent property to the south is approximately 4.7 acres and is currently a detention basin. However, entitlement for a residential development project has been approved (State Clearinghouse #2022100111), reducing the size of the detention basin to approximately one-third of the existing size. After the confluence at Point of Interest #1, the offsite detention basin has overflow release into a 54-inch RCP storm drain line on Sierra Avenue. Stormwater conveyance continues southerly via underground storm drain system to connect to an existing stormwater line along Jurupa Avenue and ultimately indirectly discharges to the Declez Channel. The Declez Channel flows to the San Sevaine Channel, then Santa Ana River, Reach 3, then Reach 2, then Reach 1 before ultimately discharging into the Pacific Ocean.

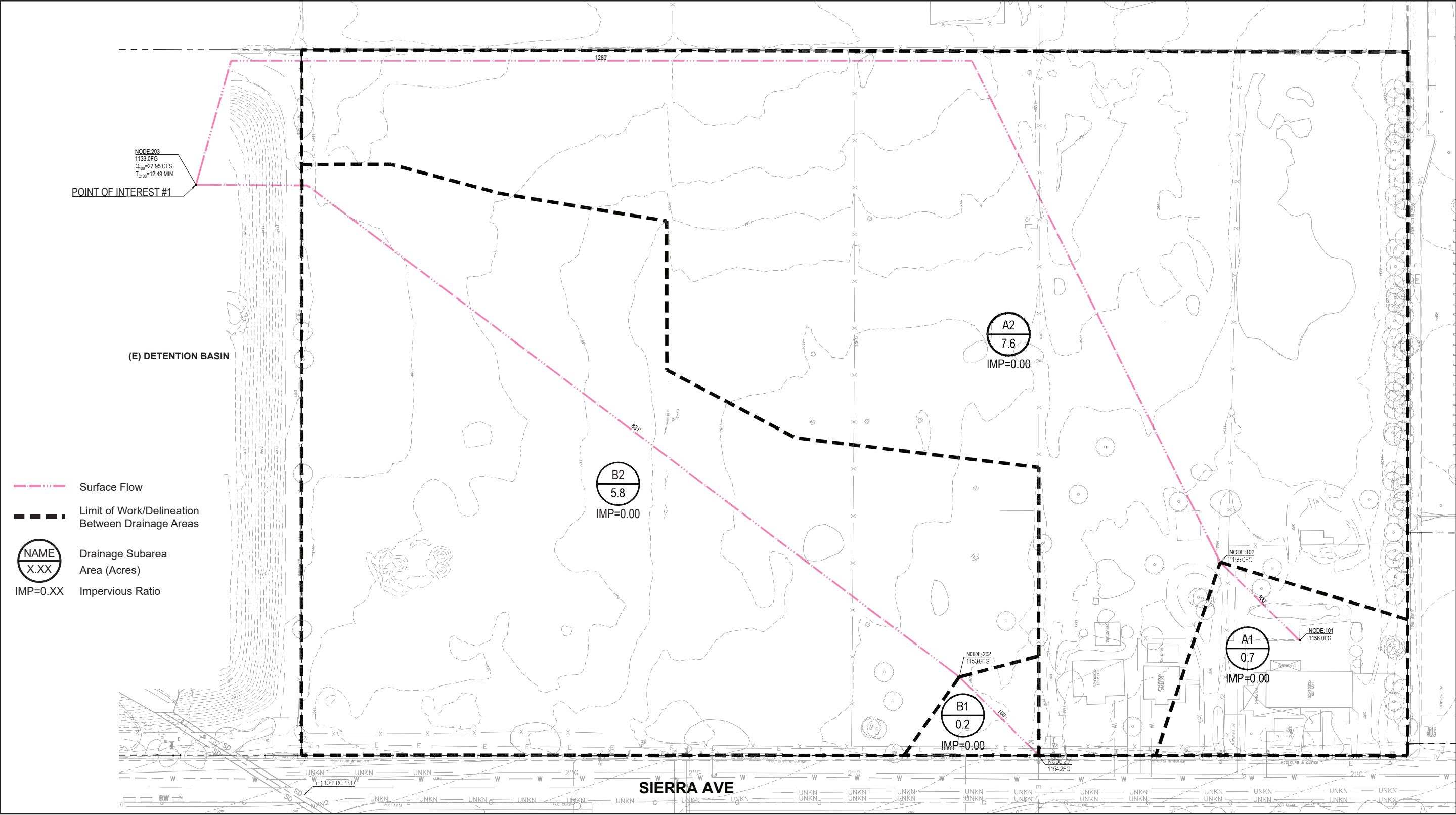
As is the case for most of the City, the project site is exempt from hydrologic conditions of concern requirements. This is primarily because most areas, including the project site, drain to adequate sumps (e.g., Prado Dam; Santa Ana River; or other lake, reservoir, or naturally erosion-resistant feature) or are diverted to storage facilities (San Bernardino 2021).

Groundwater

The project site is within the eastern portion of the Chino Groundwater Basin, which is the main source of water for the Fontana Water Company (FWC 2021). The FWC would supply potable water to the project site. The communities in the Chino Groundwater Basin use a combination of groundwater, surface water, recycled water and imported water to meet water demands. Groundwater accounts for approximately 50 percent of FWC's total water supplies (FWC 2021). There are no groundwater production wells on the project site.

The 2020 geotechnical report by Geocon West reported no groundwater was encountered at the project site at a maximum depth of 20.5 feet below ground surface (bgs), and groundwater levels for the Chino Basin groundwater aquifer are typically at depths greater than 200 feet bgs.

Figure 5.5-1 - Existing Drainage Conditions
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Source: LPA, 2022

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Water Quality

Surface Water Quality

As previously stated, stormwater runoff from the project site would be directed to the City's storm drain system with ultimate discharge into the Santa Ana River, Reach 3, which is approximately 5.6 miles south of the site. The Santa Ana RWQCB monitors surface water quality through implementation of the Basin Plan and designates beneficial uses for surface water bodies and groundwater within the region. The designated beneficial uses for water bodies and groundwater in the vicinity of the project site are listed in Table 5.5-1.

Table 5.5-1 Designated Beneficial Uses of Water Bodies in Vicinity of Project Site

Water Body	Designated Beneficial Use
Surface Water	
Santa Ana River, Reach 3	AGR, GWR, REC-1, REC-2, WARM, WILD, RARE, SPAWN
Groundwater	
Santa Margarita Hydrologic Unit - Murrieta	MUN, AGR, IND, PROC

Source: RWQCB 1995, Water Quality Control Plan for the Santa Ana River Basin (Basin Plan).
Municipal and Domestic Water Supply (MUN), Agricultural Supply (AGR), Industrial Service Water Supply (IND), Industrial Process Water Supply (PROC), Groundwater Recharge (GWR), Contact Water Recreation (REC-1), Non-contact Water Recreation (REC-2), Warm Freshwater Habitat (WARM), Wildlife Habitat (WILD), Rare, Threatened or Endangered Species (RARE), Spawning, Reproduction and Development (SPWN)

In addition to the establishment of beneficial uses and water quality objectives, another approach to improving water quality is a watershed-based methodology that focuses on all potential pollution sources and not just those associated with point sources. If a body of water does not meet established water quality standards under traditional point source controls, then it is listed as an impaired water body under Section 303(d) of the CWA. For 303(d) listed water bodies, a limit is established, which defines the maximum amount of pollutants (or TMDL) that can be received by that water body. Santa Ana River, Reach 3 is listed as an impaired water body. The pollutants of concern and the status of TMDL implementation are listed in Table 5.5-2. If pollutants of concern are generated on-site and are impairments downstream (TMDLs or 303(d) listings), then BMPs that have medium or high effectiveness in reducing pollutants of concern should be implemented on the project site.

Table 5.5-2 Receiving-Water Summary

Watershed Description	303(d) Listed Impairments	Applicable TMDLs
Santa Ana River Watershed - Reach 3	Copper, Lead, and Indicator Bacteria	Nitrate and pathogens

Source: Fontana 2021.

Groundwater Quality

Several Chino Basin groundwater wells are currently not in service due to water quality issues (FWC 2021). Some wells have elevated perchlorate and nitrate levels. Wells that have concentrations that exceed drinking

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water standards are either taken out of service or the water from the affected wells is blended with groundwater from other wells and/or imported water to meet drinking water standards. There are no active remediation or leaking underground storage tank cases in close proximity to the site that could result in groundwater impairment, according to the SWRCB's GeoTracker database (SWRCB 2021).

Designated Flood Zones

Flood hazard zones are areas subject to flood hazards that are identified on an official FIRM issued by FEMA. Flooding can be the result of intense rainfall or inadequate drainage. Areas within a 100-year floodplain have a 1 percent probability of flooding in a given year. As stated in Section 5.5.1.1, *Regulatory Background*, the project site is not within a 100-year or 500-year floodplain, according to the most recent FIRM that covers the project site (FIRM No. 06071C8666H dated August 28, 2008). The existing detention basin south of the site is within a 100-year flood zone (Zone A).

Dam Inundation

The project site is also not within a dam inundation zone or in an area of potential flooding from debris basins (San Bernardino County 2019). There also are no nearby aboveground water storage tanks that could cause flooding in the unlikely event of a tank failure. Therefore, the proposed project would not expose people or structures to flooding hazards from these sources.

Tsunami and Seiches

A tsunami is a sea wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site is not within a tsunami inundation zone. It is approximately 40 miles inland from the Pacific Ocean and is at an elevation of approximately 1,050 feet above mean sea level; therefore, no tsunami flood hazard impacts would occur.

A seiche is a surface wave generated in a closed or partially closed body of water that can be compared to the back-and-forth sloshing in a bathtub. Seiches can be created by winds, earthquakes, or tsunamis. Bodies of water such as bays, harbors, lakes, reservoirs, or large aboveground storage tanks can experience seiches. No large water bodies or storage tanks are near the project site; therefore, no seiche flood hazard impacts would occur.

5.5.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

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- HYD-3 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 a 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.
 - iv) Impede or redirect flood flows.
- HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.5.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and project design features for air quality, are identified below.

- PPP HYD-1 The proposed project is required to be developed in compliance with the following state, regional, and local regulations concerning grading, stormwater, and water quality control:

State

- Order No. 2009-0009-DWQ, Statewide General Construction Permit, State Water Resources Control Board, as amended by 2010-0014-DWQ and 2012-0006-DWQ and Storm Water Pollution Prevention Plan (SWPPP) Requirements
- Title 24 Green Building Standards Code

Regional

- San Bernardino County Hydrology Manual and Addendum

Local

- City of Fontana Storm Drain Construction Standards and Municipal Code requirements

5.5.4 Environmental Impacts

5.5.4.1 IMPACT ANALYSIS

It is anticipated that the stormwater from the project site would be collected on-site and treated to the best extent practical before being conveyed to the City's storm drain system. The proposed project would connect directly to the proposed City of Fontana 108-inch RCP storm drain that would be constructed on the adjacent

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housing development property to the south as shown on Figure 5.5-2, *Proposed Drainage Conditions*. With project implementation, the site drainage would be divided into seven basins, Basins A1 through A6, and B1. Basins A1 through A6 would confluence with Basin B1 at the onsite underground detention system and then connect to the proposed City of Fontana 108-inch RCP storm drain line in the adjacent housing development property to the south. Similar to the existing drainage pattern, Point of Interest #1 is at the 108-inch storm drain that eventually outlets to the resized detention basin to the south. The overflow from the chamber system would then be conveyed to the Declez Channel along Jurupa Avenue via a new underground storm drain pipeline, then to Declez Basin. The Declez Basin is tributary to the Santa Ana River Reach 3, and runoff ultimately would flow to the Pacific Ocean (Fontana 2021).

The following impact analysis addresses thresholds of significance related to hydrology and water quality. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.5-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. [Threshold HYD-1]

Urban runoff from storms or nuisance flows (runoff during dry periods) from development projects can carry pollutants to receiving waters. Runoff can contain pollutants such as oil, fertilizers, pesticides, trash, and sediment. This runoff can flow directly into local streams or into storm drains and continue through pipes until it is released untreated into a local waterway and eventually the ocean. Untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, and plant and animal habitats.

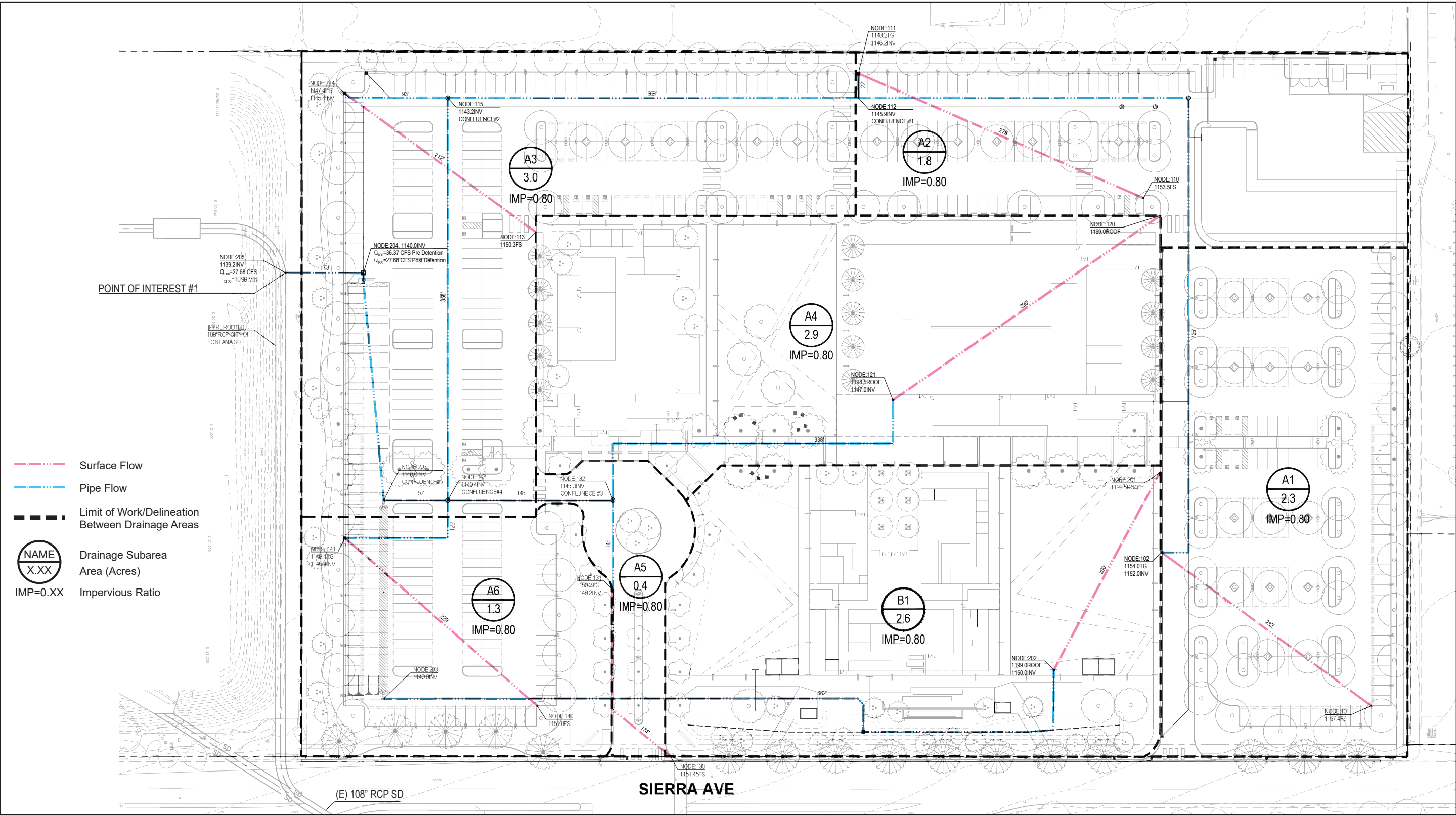
The construction and operational phases of the proposed project could have the potential to impact water quality. Construction activities may impact water quality due to sheet erosion of exposed soils. The operational phase would alter the existing land uses of the project site and would consequently alter the anticipated and potential pollutant sources at the site. The following is a discussion of the potential impacts that the construction and operational phases of the proposed project could have on water resources and quality.

Construction Activities

Clearing, grading, excavation, and construction activities associated with the proposed project may impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials such as fuels, solvents, and paints may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, the proposed project would be required to comply with the NPDES Construction General Permit (CGP) as well as prepare a SWPPP that requires the incorporation of BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The SWRCB mandates that projects that disturb one or more acres of land must obtain coverage under the Statewide CGP. The CGP also requires that prior to the start of construction activities, the project applicant

Figure 5.5-2 - Proposed Drainage Conditions
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Source: LPA, 2022



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must file PRDs with the SWRCB, which includes a Notice of Intent, risk assessment, site map, annual fee, signed certification statement, SWPPP, and post-construction water balance calculations. The construction contractor is required to maintain a copy of the SWPPP on-site at all times and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB, which include preparation of SWPPP.

The SWPPP must describe construction BMPs that address pollutant source reduction and provide measures/controls to mitigate potential pollutant sources. These include, but are not limited to:

- Erosion controls (e.g., earth dikes and swales, mulching, slope drains, compost blankets)
- Sediment controls (e.g., silt fence, sediment trap, sandbag or straw bale barriers)
- Tracking controls (e.g., stabilized construction entrance/exit, tire wash)
- Nonstorm water management (e.g., dewatering practices, vehicle and equipment cleaning)
- Materials and waste management (e.g., material storage, hazardous waste management, soil management)
- Good housekeeping practices

Submittal of the PRDs and implementation of the SWPPP and its associated BMPs throughout the construction phase of the proposed project will address anticipated and expected pollutants of concern due to construction activities. The proposed project would comply with all applicable water quality standards and waste discharge requirements.

Operational Phase

Once the proposed project has been constructed, urban runoff could include a variety of contaminants that could impact water quality. Runoff from buildings and parking lots typically contain oils, grease, fuel, antifreeze, byproducts of combustion (such as lead, cadmium, nickel, and other metals), as well as fertilizers, herbicides, pesticides, and other pollutants. Precipitation at the beginning of the rainy season may result in an initial stormwater runoff (first flush) with high pollutant concentrations.

The District is not regulated under the County MS4 permit, and the Phase II Small MS4 permit for K-12 school districts and community colleges has not yet been issued by the SWRCB. In the interim, the District is required to comply with the post-construction performance standards under the SWRCB's General Construction Permit (GCP). A Preliminary Water Quality Management Plan (PWQMP) (included as Appendix J to the Draft EIR) has been prepared in compliance with the San Bernardino County Stormwater Program, which is more stringent than the SWRCB's GCP. The following is a discussion of site-design, source-control, and treatment-control BMPs from the PWQMP that will be incorporated into the proposed project.

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Site Design BMPs

Site design BMPs would be incorporated into the project's design to reduce the potential impacts on surface and groundwater quality. These may include, but are not limited to, maximizing pervious areas, minimizing directly connected impervious areas, use of on-site ponding areas (i.e., at-grade detention basins), constructing hardscape with permeable materials, and implementing hydrologically functional landscape design.

Site design BMPs and features that have been incorporated into the Master Plan for this campus include:

- Minimize impervious areas: Proposed design assumed 80 percent imperviousness, where applicable planting and trees have been added throughout the site.
- Maximize natural infiltration capacity: Design proposes buildings to be in areas outside of high infiltration rates.
- Preserve existing drainage patterns and time of concentrations: The post development condition will have relatively the same drainage pattern and depression points compared to the pre-developed condition.
- Disconnect impervious areas: Several buildings roof drains allow runoff to permeable areas.
- Re-vegetate disturbed areas: Any impervious area will be stabilized with landscaping cover.
- Minimize unnecessary compaction in stormwater retention/infiltration basin/trench areas: Landscaping areas will be staked off after rough grading has been completed to prevent excess compaction.
- Incorporate trees, open space, and landscaping to mitigate urban heat island impacts.
- Include mostly native plants and drought-tolerant plants in landscaping plans.
- Use of effective irrigation systems to minimize water usage.

Source Control BMPs

Source control BMPs effectively minimize the potential for typical urban pollutants to contact stormwater, thereby limiting water quality impacts downstream. A variety of source control BMPs would be incorporated into the proposed project and implemented throughout the operation of the campus. The applicable source control BMPs are listed below in Table 5.5-3, Source Control BMPs, and in Form 4.1-1, Non-Structural Source Control BMPs, and Form 4.1-2, Structural Source Control BMPs, of the PWQMP.

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Table 5.5-3 Source Control BMPs

ID	Name	Description of BMP Implementation
Non-Structural Source Control BMPs		
N1	Education of Property Owners, Tenants and Occupants on Stormwater BMPs	General information shall be provided to tenants on maintenance practice that involves the protection of stormwater.
N2	Activity Restrictions	Tenants or occupants shall not be allowed to discharge chemicals, chemical residues, wastewater or other prohibited discharges listed in the City of Fontana stormwater ordinance.
N3	Landscape Management BMPs	Maintenance shall be conducted to ensure the irrigation system is functioning efficiently and repaired as needed. Adjust the irrigation heads and system run times to prevent overwatering, overspray, or run-off from landscaped areas. Mowing and trimming waste shall be properly disposed of and fertilizer and pesticides shall be used in limited amounts.
N4	BMP Maintenance	The owner shall inspect BMP's for standing water within 48 hours after of storm events.
N6	Local Water Quality Ordinances	Property Owner shall ensure tenants comply with the City of Fontana Storm Water Ordinance through the operation and maintenance of BMP's.
N7	Spill Contingency Plan	The Property Owner shall develop a spill contingency plan which mandates stockpiling of cleanup materials, notification of responsible agencies, disposal of cleanup materials, and documentation.
N10	Uniform Fire Code Implementation	The project will be developed and operated in accordance with Article 80 of the Uniform Fire Code.
N11	Litter/Debris Control Program	Property owner shall implement a trash management and litter control procedure, aimed at reducing pollution of stormwater. They may contract with their landscape maintenance firm to provide this service during regularly scheduled maintenance, which should consist of litter patrol, emptying of trash receptacles, and noting trash disposal violations by tenants.
N12	Employee Training	The property owner shall develop an education program to train future employees in good housekeeping practices for the protection of stormwater
N14	Catch Basin Inspection Program	The on-site catch basins shall be inspected monthly during the rainy season and before/after each storm to ensure proper operation.
N15	Vacuum Sweeping of Private Streets and Parking Lots	The paved areas shall be swept and cleaned monthly.
N17	Comply with all other applicable NPDES permits	The developer shall comply with the California Statewide General Construction Storm Water Permit.
Structural Source Control BMPs		
S1	Provide storm drain system stenciling and signage	Storm drain stencils are highly visible source control messages placed directly adjacent to inlets. Stencils shall include prohibitive language such as "NO DUMPING – DRAINS TO OCEAN" and graphical icons to discourage illegal dumping. Owner shall maintain legibility of stencils and signs.
S2	Design and construct outdoor material storage areas to reduce pollution introduction	Hazardous material storage areas were designed to properly store hazardous materials in an enclosure that prevents contact to storm water.
S3	Design and construct trash and waste storage areas to reduce pollution introduction	Trash enclosures were designed to not allow run-on from adjoining areas and are walled to prevent off-site transport of trash. There is also a solid roof to prevent direct precipitation.
S4	Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control	Owner shall utilize rain shutoff valves to prevent irrigation after precipitation.

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Table 5.5-3 Source Control BMPs

ID	Name	Description of BMP Implementation
S5	Finish grade of landscaped areas at a minimum of 1-2 inches below top of curb, sidewalk, or pavement	Landscaped areas shall be 1-2 inches below top of curb, sidewalk, or pavement.
S6	Protect slopes and channels and provide energy dissipation	All slopes shall be hard lined, rip-rapped or vegetated to provide erosion protection and prevent sediment transport.

Source: LPA 2023b.

Treatment Control BMPs

Treatment control BMPs remove anticipated pollutants of concern from on-site runoff. They can range from natural treatment systems such as vegetated swales, detention basins, and constructed wetlands, to proprietary control measures. The proposed project has been designed to minimize impacts to hydrology and water quality by creating underground detention basins and bioretention planters with underdrains to reduce peak flows and treat stormwater prior to discharge into the City's storm drain system. Storm water tributary to the northern, western, and southern portions of the project site would receive treatment via drywells along the western drive aisle. A bioretention planter with underdrains would be provided in the frontage along Sierra Avenue and stormwater tributary to the eastern portion of the site would be in this bioretention planter. Figure 5.5-3, *Preliminary WQMP Exhibit*, illustrates the drainage areas to be treated with the drywells and bioretention planters with underlain. The soil beneath the site is classified as Type A, which is conducive to infiltration.

These treatment control BMPs are designed to provide preliminary water quality treatment through the settling of sediments and pollutants and detain peak flows prior to discharge into the City's storm drain system. In addition, landscaping for the project would provide infiltration from impervious surfaces. The maintenance requirements, inspection schedule, and maintenance responsibilities for the stormwater treatment systems would also be provided by the District.

Furthermore, as part of the statewide mandate to reduce trash in receiving waters, the District would adhere to the requirements of the SWRCB Trash Amendments. The requirements include the installation and maintenance of full-capture trash screening devices at curb inlets, grate inlets, and catch basin inlets. The trash screening devices must be certified by the SWRCB. With the implementation of the BMP features described in PWQMP (included as Appendix J) in compliance with State, County, and local regulations and code requirements, the proposed project would have a less than significant impact on surface or groundwater quality during the operational phase.

Level of Significance Before Mitigation: Less than significant impact.



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Impact 5.5-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. [Threshold HYD-2]

The proposed project would result in a significant impact if it would substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Development of the proposed project would result in an increase in impervious surfaces, reducing the existing pervious surface of disturbed native soil. This could result in a decrease in groundwater recharge to the Chino Groundwater Basin.

The 2020 geotechnical report by Geocon West reported no groundwater was encountered at the project site at a maximum depth of 20.5 feet bgs, and groundwater levels for the Chino Basin aquifer are typically at depths greater than 200 feet bgs.

The proposed project would result in an increase in water demand but would not involve the extraction or installation of any groundwater wells on the property. The project would be served by the FWC, which uses a combination of surface water, local groundwater, and imported Metropolitan District water to supply its customers. Groundwater accounts for approximately 50 percent of FWC's total water supplies and is pumped from FWC owned wells in the underlying Chino Basin, Rialto-Colton Basin, and Lytle Basin (FWC 2021). The Chino Basin is the main source of water for FWC and is an adjudicated basin. According to DWR, the Chino Basin has not been identified as being in critical condition of overdraft. FWC receives groundwater from 12 active Chino Basin wells, with an additional well drilled in 2018 which is in the process of being placed into service.

Based on FWC's 2020 Urban Water Management Plan (UWMP), no adverse impacts to groundwater resources were forecast to occur from implementing the approved land uses anticipated as part of the buildout of the Fontana General Plan. The zoning designation for the area including the project site is WMXU-1, which is Walkable Mixed-Use Corridor & Downtown. This zoning designation was considered in the projected future water demand in the 2020 UWMP and would typically result in a higher water demand than an institutional land use (such as this proposed project) since it includes residential housing. The FWC 2020 UWMP states that there are sufficient water supplies to meet demands in their service area in normal, single-dry-year, and multiple-dry-year conditions through 2045. The proposed project would also include sustainable design features that conserves water and the District would be partnering with FWC in reducing its reliance on water resources. Therefore, the proposed project would not adversely impact groundwater supplies and with the implementation of below-grade and at-grade detention basins that promote infiltration and groundwater recharge, the potential groundwater impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

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Impact 5.5-3: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site. [Threshold HYD-3.i]

The proposed project would increase impervious surfaces, which in turn would increase stormwater runoff and peak discharges with the potential to cause erosion and siltation. The proposed project would not involve the alteration of any natural drainage channels or any watercourse. The project drainage would include below-grade and at-grade detention basins and a new on-site storm drain system to connect to the City's existing storm drain system.

Most of the potential erosion and siltation impacts would occur during the construction phase (e.g., grading, clearing, excavating, and cut-and-fill activities) of the proposed project. During construction, the project site would be cleared of vegetation in preparation for grading, which would expose loose soil to potential wind and water erosion. If not controlled, the transport of these materials to local waterways would temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles into local waterways. As previously stated, the project would be required to submit PRDs and a SWPPP to the SWRCB for approval prior to the commencement of construction activities. The SWPPP would describe the BMPs to be implemented during the project's construction activities, including:

- Minimize disturbed areas of the site.
- Preserve existing vegetation to the maximum extent practicable.
- Revegetate exposed areas as quickly as possible.
- Install on-site sediment basins to prevent off-site migration of erodible materials, as needed.
- Install velocity dissipation devices at outlets of sediment basins.
- Implement dust control measures, such as silt fences and regular watering of areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.
- Install sediment control measures along the site, such as silt fences or gravel bag barriers.

The operational phase of the project would contain a number of features to reduce the impact of erosion and siltation. The site design, source control, and treatment control BMPs for the operational phase would include the following:

- Control peak runoff through the installation of on-site below-grade and at-grade detention basins.
- Use native or drought-tolerant vegetation and shrubs in landscaped areas to minimize water usage and reduce stormwater flows.

BMPs that would be included in the SWPPP and during the operational phase are discussed in additional detail under Impact 5.5-1. Implementation of the project's proposed construction phase and operational phase BMPs would ensure that erosion and siltation impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

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Impact 5.5-4: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. [Threshold HYD-3.ii]

The project site is currently undeveloped and is 100 percent pervious with a 100-year peak flow rate of 27.95 cubic flow per second (cfs) as shown in Table 5.5-4, *Existing and Proposed Project Site Flow Rate*. The proposed project would be designed to be approximately 80 percent impervious and provide stormwater detention facilities as shown on Figure 5.5-3, which would attenuate the 100-year peak flow rates from the project site to 27.68 cfs. Therefore, the proposed project would result in a net reduction of 100-year peak flow rates of 0.27 cfs. And as shown on Figures 5.5-1 and 5.5-2, which illustrate the existing and proposed drainage patterns of the project site respectively, the proposed project would not substantially alter the existing drainage pattern of the site or area. As with the existing conditions, the on-site stormwater would be conveyed to the adjacent detention basin to the south, which would then be directed to the City's existing drainage system along Jurupa Avenue, then to the Declez Channel.

Table 5.5-4 Existing and Proposed Project Site Flow Rate

Basin ID	Basin Acreage	Percent Impervious	Tc (Min)	Q ₁₀₀ (cfs)
Existing Flow Rate				
A1	0.7	0%	7.72	2.49
A2	7.6	0%	12.49	20.87
B1	0.2	0%	9.27	0.62
B2	5.8	0%	26.59	8.27
Total*	14.3	N/A	12.49	27.95
Proposed Flow Rate				
A1	2.3	80%	10.17	6.88
A2	1.8	80%	9.95	5.47
A3	3.0	80%	9.43	9.46
A4	2.9	80%	16.17	6.19
A5	0.4	80%	8.47	1.36
A6	1.3	80%	10.44	3.82
B1	2.6	80%	12.94	6.54
Total*	2.4	N/A	10.98	27.68

Source: LPA 2023a.

* Total encompasses peak flow Q.

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The proposed project would not involve the alteration of any natural drainage or watercourse. With the implementation of the site BMPs as described under Impact 5.5-1 above and the PWQMP included as Appendix J to this Draft EIR, the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would cause flooding. Therefore, impacts related to stormwater drainage and flooding are less than significant.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.5-5: **The proposed project would not 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 exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. [Threshold HYD-3.iii]**

As stated in the previous impact discussions, an increase in impervious surfaces with development of the proposed project could result in increases in stormwater runoff, which in turn could exceed the capacity of the existing or planned storm drain systems.

The Master Plan proposes to install drywells, underground chamber system, and a bioretention basin to reduce peak flows and treat stormwater prior to discharge to the City's existing drainage system. The current plan is to detain runoff on-site, treat and allow infiltration, and discharge excess water from the underground chamber system directly to the City's new 108-inch RCP south of the project site. All treatment BMPs would be designed to meet San Bernardino County Hydrology Manual sizing standards. In addition, the District would submit a hydrology study to the City when designing offsite improvements. California Government Code Section 53097 requires school districts to comply with city or county ordinances regulating drainage improvements and conditions as they relate to design and construction of onsite improvements that affect drainage. The hydrology study would include calculations to show that post-development flow rates do not substantially differ from pre-development flow rates and there are no hydromodification impacts. Additionally, the hydrology study would include calculations regarding the potential flow rates from the site into the City's storm drain system and demonstrate that these flows would not exceed the carrying capacity of the storm drain.

The project would not create substantial additional sources of polluted runoff. During the construction phase, the project would be required to prepare a SWPPP that includes erosion controls, thus limiting the discharge of pollutants from the site. During operation, the Project would implement low-impact development and BMP measures that minimize the amount of stormwater runoff and associated pollutants.

With implementation of City and County regulatory requirements, the project would not substantially increase the rate or amount of stormwater runoff in a manner that would cause flooding. Therefore, stormwater runoff would not exceed the capacity of existing or planning storm drain facilities.

Level of Significance Before Mitigation: Less than significant impact.

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Impact 5.5-6: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would Impede or redirect flood flows. [Threshold HYD-3.iv]

As discussed in Section 5.5.1.2, *Existing Conditions*, the project site is not located within a 100-year flood zone mapped by FEMA nor a dam inundation zone. Therefore, the proposed project would not impede or redirect flood flows.

Level of Significance Before Mitigation: No impact.

Impact 5.5-7: The proposed project would not risk release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zone. [Threshold HYD-4]

As discussed in Section 5.5.1.2, *Existing Conditions*, the project site is not located within a 100-year flood zone nor a dam inundation zone. Additionally, the project is over 40 miles inland from the Pacific Ocean so a tsunami would not impact the site. There are no large water bodies in the vicinity of the project that could trigger a seiche. Therefore, the project would not risk pollutant release due to project inundation in a flood hazard, tsunami, or seiche.

Level of Significance Before Mitigation: No impact.

Impact 5.5-8: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5]

The proposed project would not conflict or obstruct with implementation of a water quality control plan or a sustainable groundwater management plan. The project construction would be subject to the Statewide CGP and implementation of BMPs specified in the SWPPP. This would minimize the potential for erosion or siltation impacts to occur that could impact receiving waters. Also, the installation of underground chamber system, drywells, and bioretention planters would improve the water quality of stormwater by physical filtration of sediment and solids and biological activity to remove pollutants. Therefore, the project would comply with the Santa Ana River Basin Plan.

Because the Type A soils at the project site are conducive to infiltration, the underground chamber system has the capability to contribute to groundwater recharge. Although the project would be connected to the FWC's water supply system, which includes groundwater as a significant water source, the 2020 UWMP states that there is sufficient water available to meet demand for normal, single-dry year, and multiple-dry years through 2045. Also, the Chino Groundwater Basin is not in critical overdraft, according to DWR. Therefore, the project would not obstruct or conflict with the RWQCB's Basin Plan or any groundwater management plan, and impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

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5.5.5 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. The cumulative impact area considered for this project is the Santa Ana River Watershed. This is an area of intense urban development, and many projects are being implemented and planned within the watershed.

As with the proposed project, future projects in the City of Fontana and within the Santa Ana River Watershed would be required to comply with the MS4 permit, the SWRCB's CGP, respective municipal codes, and ordinances that control runoff and regulate water quality. The proposed project and cumulative projects within the Santa Ana Watershed would be required to demonstrate that stormwater volumes could be managed by downstream conveyance facilities and would not induce flooding. Individual projects would be reviewed and a WQMP would be prepared and applicable BMPs implemented if identified as priority projects requiring a WQMP by the MS4 program. New projects or redevelopment projects would be required to submit SWPPPs and WQMPs to minimize the potential hydrology and water quality impacts associated with future development.

The proposed project and other cumulative projects would be required to mitigate potential water quality and hydrology impacts by incorporating site design elements that do not allow significant increases in peak flows and allow for filtration or removal of pollutants prior to off-site discharge. Also, a detailed hydrology/hydraulics report would be required to be prepared and submitted to the City or County to ensure that off-site flooding would not occur and that the existing storm drain system has the capacity to accept overflow runoffs. Therefore, the project's contribution to cumulative hydrology impacts is considered less than significant.

5.5.6 Level of Significance Before Mitigation

Upon implementation of PPP HYD-1, the following impacts would be less than significant: 5.5-1 through 5.5-8.

5.5.7 Mitigation Measures

No mitigation measures are required.

5.5.8 Level of Significance After Mitigation

The existing applicable regulations would reduce potential impacts associated with hydrology and water quality impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to hydrology and water quality have been identified.

5.5.9 References

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5.6 NOISE

This section of the Draft Environmental Impact Report (EIR) evaluates the potential for implementation of the proposed Master Plan to result in noise and vibration impacts at nearby noise and vibration sensitive receptors. This section discusses the fundamentals of sound; examines state and local noise guidelines, policies, and standards; characterizes existing noise levels in the project area; and evaluates potential noise and vibration impacts associated with the proposed Master Plan. Noise modeling worksheets are in Appendix K of this Draft EIR.

5.6.1 Environmental Setting

5.6.1.1 NOISE AND VIBRATION FUNDAMENTALS

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as “noisiness” or “loudness.” The following are brief definitions of terminology used in this section:

Technical Terminology

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}); also called the Energy-Equivalent Noise Level.** The value of an equivalent, steady sound level which, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the L_{eq} metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.
- **Statistical Sound Level (L_n).** The sound level that is exceeded “n” percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the “median sound level.” The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and

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this is often known as the “intrusive sound level.” The L_{90} is the sound level exceeded 90 percent of the time and is often considered the “effective background level” or “residual noise level.”

- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.
- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 pm to 10:00 pm and 10 dB from 10:00 pm to 7:00 am. For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive, that is, higher than the L_{dn} value). As a matter of practice, L_{dn} and CNEL values are interchangeable and are treated as equivalent in this assessment.
- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.
- **Peak Particle Velocity (PPV).** The peak rate of speed at which soil particles move (e.g., inches per second) due to ground vibration.
- **Vibration Decibel (VdB).** A unitless measure of vibration, expressed on a logarithmic scale and with respect to a defined reference vibration velocity. In the U.S., the standard reference velocity is 1 micro-inch per second (1×10^{-6} in/sec).

Sound Fundamentals

Sound is a pressure wave transmitted through the air. It is described in terms of loudness 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 loudness of sound is dBA. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A 3 dBA change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dBA is readily discernable to most people in an exterior environment, and a 10 dBA change is perceived as a doubling (or halving) of the sound.

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are “felt” more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

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Sound Measurement

Sound pressure is measured through the A-weighted measure to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. On a logarithmic scale, an increase of 10 dBA is 10 times more intense than 1 dBA, 20 dBA is 100 times more intense, and 30 dBA is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dBA. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as "spreading loss." For a single point source, sound levels decrease by approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dBA for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases by 4.5 dBA for each doubling of distance.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_2 , L_8 , and L_{25} values represent the noise levels that are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour. These "L" values are typically used to demonstrate compliance for stationary noise sources with a city's noise ordinance, as discussed below. Other values typically noted during a noise survey are the L_{min} and L_{max} . These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, an artificial dB increment is added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (L_{dn}). The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 pm to 10:00 pm and 10 dBA for the hours from 10:00 pm to 7:00 am. The L_{dn} descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 pm and 10:00 pm. Both descriptors give roughly the same 24-hour level with the CNEL being only slightly more restrictive (i.e., higher).

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing

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body tensions, and thereby affecting blood pressure, functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA could result in permanent hearing damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. Table 5.6-1, *Typical Noise Levels*, shows typical noise levels from familiar noise sources.

Table 5.6-1 Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Onset of physical discomfort	120+	
	110	Rock Band (near amplification system)
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at three feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 2013.

Vibration Fundamentals

Vibration is an oscillating motion in the earth. Like noise, vibration is transmitted in waves, but in this case through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard. Vibration amplitudes can be described in terms of peak particle velocity, which is the maximum instantaneous peak of the vibration signal. Peak particle velocity (PPV) is appropriate for evaluating potential

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building damage. The units for PPV are normally inches per second (in/sec). Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration.

The way in which vibration is transmitted through the earth is called propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

5.6.1.2 REGULATORY BACKGROUND

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a general plan that includes a noise element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the noise element is to "limit the exposure of the community to excessive noise levels."

CALGreen

The California Green Building Standards Code (CALGreen) has requirements for insulation that affect exterior-interior noise transmission for non-residential structures. Pursuant to CALGreen Section 5.507.4.1, Exterior Noise Transmission, an architectural acoustics study may be required when a project site is within a 65 dBA CNEL or L_{dn} noise contour of an airport, freeway or expressway, railroad, industrial source or fixed-guideway source. Where noise contours are not readily available, if buildings are exposed to a noise level of 65 dBA L_{eq} during any hour of operation, specific wall and ceiling assembly and sound-rated windows may be necessary to reduce interior noise to acceptable levels. Under the prescriptive method, wall and roof-ceiling assemblies exposed to the noise source making up the building and windows shall meet specific composite sound transmission class ratings or a composite outdoor-indoor transmission class ratings. Under the performance method, wall and roof-ceiling assemblies and windows are required to be constructed to provide an interior noise environment that does not exceed an hourly L_{eq} of 50 dBA.





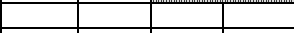








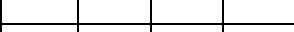


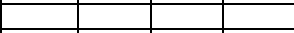

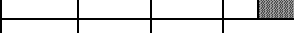
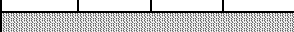
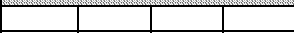
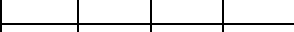


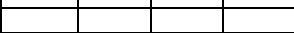

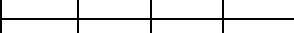
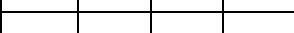
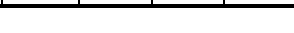

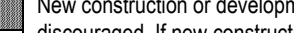
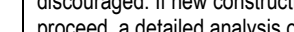
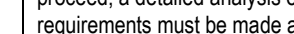
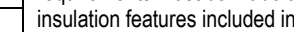
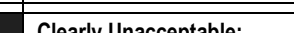
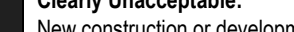







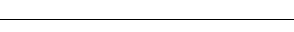




General Plan Guidelines

The State of California's General Plan Guidelines discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at different noise levels expressed in CNEL. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. Local municipalities adopt these compatibility standards as part of their general plans and modify them as appropriate for their local environmental setting. The City of Fontana has not adopted its own noise and land use compatibility standards. Therefore, the Governor's Office of Planning and Research noise and land use compatibility table is referenced in Table 5.6-2, *State Community Noise and Land Use Compatibility*.

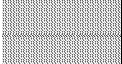



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Table 5.6-2 State Community Noise and Land Use Compatibility

Land Uses	CNEL or Ldn (dBA)					
	55	60	65	70	75	80
Residential-Low Density Single Family, Duplex, Mobile Homes						
Residential- Multiple Family						
Transient Lodging: Hotels and Motels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playground, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Businesses, Commercial and Professional						
Industrial, Manufacturing, Utilities, Agricultural						

Explanatory Notes

	Normally Acceptable: Specified land use is satisfactory, based on the assumption that any buildings are of normal conventional construction, without any special noise insulation requirements		Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.
	Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.		Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: OPR 2017.

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Local Noise Standards

City of Fontana General Plan

The Noise and Safety Element of the Fontana General Plan provides goals, policies, and actions aimed to reduce intrusive and excessive environmental noise associated with the future development. The primary source of noise identified in the Noise and Safety Element is roadway noise. Second to traffic noise in the City of Fontana is airport noise from the LA/Ontario International Airport operations. Other noise sources to consider are stationary noise sources including, industrial (e.g., loading docks), construction, playgrounds, outdoor sports facilities, landscaping, mechanical equipment, and typical residential noises (power tools, barking dogs, etc.)

Applicable goals include Noise and Safety Goal 8, which states that the City of Fontana protects sensitive land uses from excessive noise by diligent planning. This goal includes the following policies and actions:

Policies

- New sensitive land uses shall be prohibited in incompatible areas.
- Noise-tolerant land uses shall be guided into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors.
- Where sensitive uses are to be placed along transportation routes, mitigation shall be provided to ensure compliance with state-mandated noise levels.
- Noise spillover or encroachment from commercial, industrial and educational land uses shall be minimized into adjoining residential neighborhoods or noise-sensitive uses.

Actions

- The following uses shall be considered noise-sensitive and discouraged in areas in excess of 65 $L_{eq}(12hr)$: Schools; Libraries; Places of Worship; and Passive Recreation Uses.
- The State of California Office of Planning and Research General Plan Guidelines shall be followed with respect to acoustical study requirements.

City of Fontana Municipal Code

Section 30-469, Noise, under Division 6, Performance Standards, of the City of Fontana Municipal Code establishes daytime (7:00 am to 10:00 pm) and nighttime (10:00 pm to 7:00 am) exterior noise standards of 65 dBA for residential-zoned property.¹ Section 30-470, Vibration, states that no person shall create or cause

¹ Noise standard *level*, as defined in Sec.30-12, List of Definitions, means the "A" weighted sound pressure level in decibels obtained by using a sound level meter at slow response with a reference pressure of 20 micropascals. The unit of measurement shall be designated as dBA.

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to be created any activity which causes vibration which can be felt beyond the property line with or without aid of an instrument.

Article II, Noise, Section 18-63(b)(7), under Chapter 18, Nuisances, prohibits the erection (including excavating), demolition, alteration or repair of any building or structure outside the hours 7:00 am to 6:00 pm on weekdays and 8:00 am to 5:00 pm on Saturdays. This also includes pile drivers, steam shovel, pneumatic hammer, derrick, steam or electric hoist, or other appliance which is loud, excessive, impulsive or intrusive noise.

Article II, Noise, Section 18-63(b)(11), Blowers. The operation of any noise-creating blower or power fan or any internal combustion engine other than from the hours of 7:00 am and 6:00 pm on a weekday and the hours of 8:00 am and 5:00 pm on a Saturday, the operation of which causes noise due to the explosion of operating gases or fluids, unless the noise from such blower or fan is muffled and such engine is equipped with a muffler device sufficient to deaden such noise.

Chapter 18, Article II, Noise, Section 18-63 (6) Loading, Unloading or Opening Boxes, prohibits the creation of a loud, excessive, impulsive, or intrusive and excessive noise in connection with loading or unloading of any vehicle, or the opening and destruction of bales, boxes, crates, and containers.

The City of Fontana does not establish quantified thresholds for temporary construction noise and vibration. Therefore, to determine impact significance, the Federal Transit Administration (FTA) criteria for vibration annoyance are used and are summarized below in Section 5.6.2, *Thresholds of Significance*.

5.6.1.3 EXISTING CONDITIONS

Ambient Noise Monitoring

To determine baseline noise levels within the project area, ambient noise monitoring was conducted in the vicinity of the proposed project in the City of Fontana. PlaceWorks' staff conducted noise monitoring at nearby neighborhoods of the project site from December 6, 2021, through December 8, 2021. Noise measurements consisted of four short-term (15-minute) locations during peak traffic hours of 3:00 pm to 6:00 pm and one long-term (48-hours) location.

The primary noise source at all measurement locations was traffic. Urban and residential activity (such as dogs barking, and garage doors opening and closing) and aircraft overflights were secondary noise sources. Meteorological conditions during the measurement period were favorable for outdoor sound measurements and were noted to be representative of the typical conditions for the season. Generally, conditions included clear and partly cloudy skies with temperatures varying between 43 to 73 degrees Fahrenheit (°F) with calm winds (less than 1 mph) during the monitoring period.² All sound level meters were equipped with a windscreen during measurements.

² Source: Weather Underground History. Nearest weather station to project site is Ontario International Airport Station.

Figure 5.6-1 - Approximate Noise Monitoring Locations
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All sound level meters used (Larson Davis LxT) for noise monitoring satisfy the American National Standards Institute (ANSI) standard for Type 1 instrumentation. All sound level meters were set to “slow” response and dBA. The meters were calibrated prior to and after the monitoring period. All measurements were at least 5 feet above the ground and away from reflective surfaces. Approximate noise measurement locations are described below; shown on Figure 5.6-1, *Approximate Noise Monitoring Locations*; and results are summarized in

Table 5.6-3, *Long-Term Noise Measurement Summary*, and Table 5.6-4, *Short-Term Noise Measurements Summary in A-weighted Sound Levels*. Long-term measurement graphs can also be found in Appendix K.

- **Long-Term Location 1 (LT-1)** was mounted along Sierra Avenue near 11020 White Oak Lane (residence) approximately 20 feet east from the nearest northbound travel lane centerline. A 48-hour noise measurement was conducted, beginning at 3:00 pm on Monday, December 6, 2021. The noise environment is characterized primarily by traffic along Sierra Avenue.
- **Short-Term Location 1 (ST-1)** was along Santa Ana Avenue, near 10895 Nuevo Drive (residence). The measurement location was approximately 20 feet north of the nearest westbound travel lane centerline. A 15-minute noise measurement began at 4:52 pm on Monday, December 6, 2021. The noise environment is characterized primarily by Santa Ana Avenue traffic. Traffic noise levels generally ranged from 70 dBA to 80 dBA. Secondary noise sources included a dog barking.
- **Short-Term Location 2 (ST-2)** was east of the project site near 11068 Post Oak Lane (residence) inside a residential neighborhood. A 15-minute noise measurement began at 4:30 pm on Wednesday, December 8, 2021. The noise environment is characterized primarily by traffic noise from Sierra Avenue and aircraft overflights. Secondary noise sources included occasional car pass-bys on Post Oak Lane. Aircraft overflight noise levels generally ranged from 60 dBA to 70 dBA and noise levels from traffic on Sierra Avenue ranged between 54-56 dBA.
- **Short-Term Location 3 (ST-3)** was on-site at the southwest corner of the project site. A 15-minute noise measurement began at 3:50 pm on Monday, December 6, 2021. The noise environment is characterized primarily by the birds chirping and distant traffic from Sierra Avenue and Jurupa Avenue. With birds chirping and traffic present in the background, noise levels were generally around 52 dBA. One aircraft overflight was observed during ST-3 with noise levels reaching up to 57 dBA.
- **Short-Term Location 4 (ST-4)** was south of the project site along Sierra Avenue near 11204 Sierra Avenue (residence). A 15-minute noise measurement began at 4:10 pm on Monday, December 6, 2021. The noise environment is characterized primarily by traffic along Sierra Avenue. Traffic noise levels generally ranged between 73 to 77 dBA. One aircraft overflight was observed during ST-4 with noise levels reaching up to 70 dBA.

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Table 5.6-3 Long-Term Noise Measurement Summary

Monitoring Location	Description	15-minute Noise Level, dBA		
		CNEL	Lowest L _{eq} (1hr)	Highest L _{eq} (1hr)
LT-1	Along Sierra Avenue near 11020 White Oak Lane property line 12/06/2021, 3:00 pm	77	64.0	75.2

Table 5.6-4 Short-Term Noise Measurements Summary in A-weighted Sound Levels

Monitoring Location	Description	15-minute Noise Level, dBA						
		L _{eq}	L _{max}	L _{min}	L ₂₅	L ₁₆	L ₈	L ₂
ST-1	Along Santa Ana Avenue near 10895 Nuevo Drive (residence) 12/06/2021, 4:52 pm	70.0	85.8	53.1	69.1	72.2	75.7	78.2
ST-2	At 11068 Post Oak Lane (residence) 12/08/2021, 4:30 pm	57.7	72.8	44.9	56.1	58.3	62.1	67.3
ST-3	Southwest corner of project site (on-site) 12/6/21, 3:50 pm	53.5	61.7	49.4	54.1	54.6	55.4	57.0
ST-4	Along Sierra Avenue near 11204 Sierra Avenue (residence) 12/6/21 4:10 pm	69.2	78.1	55.0	70.9	72.0	73.4	75.3

Sensitive Receptors

Certain land uses, such as residences, schools, and hospitals, are particularly sensitive to noise and vibration. Sensitive receptors include residences, senior housing, schools, places of worship, and recreational areas. These uses are regarded as sensitive because they are where citizens most frequently engage in activities that are likely to be disturbed by noise, such as reading, studying, sleeping, resting, working from home, or otherwise engaging in quiet or passive recreation. Commercial and industrial uses are not particularly sensitive to noise or vibration.

The closest sensitive receptors to the project site are residences to the east across Sierra Avenue. The project would also be adjacent to future residential uses to the south. Additional residential uses are further to the north and south of the project site.

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would result in:

- N-1 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.

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- N-2 Generation of excessive groundborne vibration or groundborne noise levels.
- N-3 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, if the project would expose people residing or working in the project area to excessive noise levels.

5.6.2.1 TRANSPORTATION NOISE THRESHOLDS

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an outdoor environment. Based on this, a significant impact would occur if traffic noise increases the existing noise environment by the following:

- 1.5 dBA or more for ambient noise environments of 65 dBA CNEL and higher.
- 3 dBA or more for ambient noise environments of 60 to 64 CNEL.
- 5 dBA or more for ambient noise environments of less than 60 dBA CNEL.

5.6.2.2 STATIONARY NOISE THRESHOLDS

As discussed above in Section 5.6.1.2, *Regulatory Background*, the City's Municipal Code establishes exterior residential noise standards in Section 30-469, Noise. For the purposes of this analysis, these exterior noise standards are used to determine potentially significant stationary noise impacts.

5.6.2.3 CONSTRUCTION NOISE THRESHOLDS

The City of Fontana does not have an established construction noise threshold. Therefore, the Federal Transit Administration's (FTA) criteria for temporary construction noise is used. The FTA recommends a noise limit of 80 dBA L_{eq} at receiving residential receptor property lines. A significant impact would occur if construction noise would exceed 80 dBA L_{eq} at residential receptors.

5.6.2.4 VIBRATION THRESHOLDS

The City of Fontana does not provide a quantified vibration perception (human annoyance) standard, nor does it establish a specific vibration damage standard. The FTA criterion for vibration annoyance is 72 VdB for residential uses and acceptable vibration damage levels for various types of buildings are shown in Table 5.6-5, *Groundborne Vibration Damage Criteria*.

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Table 5.6-5 Groundborne Vibration Damage Criteria

Building Category		PPV (in/sec)
I.	Reinforced concrete, steel, or timber (no plaster)	0.5
II.	Engineered concrete and masonry (no plaster)	0.3
III.	Non-engineered timber and masonry buildings	0.2
IV.	Buildings extremely susceptible to vibration damage	0.12

Source: FTA 2018.
PPV = peak particle velocity

5.6.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and project design features for air quality, are identified below.

- PPP N-1 The Chaffey Community College District will comply with the City of Fontana’s exterior noise standard of 65 dBA as presented in Section 30-469 of the City’s Municipal Code.
- PPP N-2 The Chaffey Community College District (District) will comply with nonresidential development standards set forth by the California Building Code, Title 24, Building Standards Administrative Code, Part 11, CALGreen, which requires that where ambient noise environments exceed 65 dBA CNEL (or 65 dBA L_{eq} where contours are not readily available), interior noise levels be reduced to 50 dBA L_{eq} or less. This would involve the District hiring a qualified acoustical consultant to prepare a detailed analysis with recommendations for building treatments to reduce school interior noise levels to 50 dBA L_{eq} (during the loudest hour) or lower. Treatments would include but are not limited to, sound-rated windows and doors, sound-rated wall and window constructions, acoustical caulking, protected ventilation openings, etc. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the District, along with the building plans and approved design, prior to issuance of a building permit.
- PPP N-3 The Chaffey Community College District will ensure that project development will be constructed in accordance with Section 18-63(b)(7), of the City of Fontana’s Municipal Code, which generally prohibits the erection (including excavating), demolition, alteration or repair of any building or structure outside the hours of 7:00 am to 6:00 pm on weekdays, 8:00 am to 5:00 pm Saturdays.

5.6.4 Environmental Impacts

5.6.4.1 METHODOLOGY

This section analyzes impacts related to short-term construction noise and vibration, as well as operational noise and vibration due to buildout of the Master Plan. Construction noise modeling is conducted using the

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Federal Highway Administration (FHWA) Roadway Construction Noise Model. Traffic noise increases are calculated using a version of the FHWA RD-77-108 Traffic Noise Prediction Model. The model takes in the following inputs: average daily traffic volumes, vehicle mix, speeds, number of lanes, and day, evening, and night traffic splits. Model inputs were provided by Urban Crossroads. Project vibration impacts are addressed using reference vibration levels for construction equipment published by FTA (FTA 2018).

5.6.4.2 IMPACT ANALYSIS

The following impact analysis addresses the thresholds of significance; the applicable thresholds are identified in brackets after the impact statement.

Impact 5.6-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project. [Threshold N-1]

Construction Vehicles

The transport of workers and materials to and from the construction site would incrementally increase noise levels along access roadways, including but not limited to Sierra Avenue south of I-10. Individual construction vehicle pass-bys and haul trucks may create momentary noise levels of up to 85 dBA (L_{max}) at 50 feet from the vehicle, but pass-bys would be temporary and generally short-lived. No haul truck trips are anticipated based on information provided by the District and CalEEMod modeling outputs.

Existing average daily trips south of I-10 range from 31,339 to 44,379 trips.³ The project would generate up to 486 temporary construction worker and vendor trips during Phase 1 (and less during Phase 2). The addition of up to 486 temporary worker and vendor trips would result in a negligible temporary traffic noise increase of less than 0.1 dBA CNEL.⁴ In addition, this would not exceed the most stringent transportation noise threshold of 1.5 dBA CNEL. Therefore, impacts would be less than significant.

Construction Equipment

Noise generated during construction is based on the type of equipment used, the location of the equipment relative to sensitive receptors, and the timing and duration of the noise-generating activities. Each activity phase of construction involves the use of different construction equipment and therefore each activity phase has its own distinct noise characteristics. Noise levels from construction activities are dominated by the loudest piece of construction equipment. The dominant noise source is typically the engine, although work piece noise (such as dropping of materials) can also be noticeable. Construction is anticipated to be completed in two development phases. Phase 1 is anticipated to start in June of 2024 and be completed by June of 2026. Phase 2 is anticipated to start in June of 2027 and be completed by June of 2029.

The noise generated at each activity phase is determined by combining the L_{eq} contributions from each piece of equipment used at a given time. Construction activities associated with the proposed project would not require blasting or pile driving. Grading typically generates the highest noise levels because it requires the largest

³ Existing average daily traffic provided by Urban Crossroads (see Table 5.6-7).

⁴ Temporary noise increase due to construction trips = $10 \times \log(\text{existing trips} + \text{temporary worker and vendor trips} / \text{existing trips})$.

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equipment. Construction noise quite often exhibits a high degree of variability because factors such as noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction activity phase result in different noise levels at a given sensitive receptor. Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of 85 dBA at 50 feet. Since noise from construction equipment is intermittent and diminishes at a rate of 6 dBA per doubling distance,⁵ the average noise levels at noise-sensitive receptors would be lower, because mobile construction equipment would move around the site with different loads and power requirements.

Noise levels from project-related construction activities were calculated from the simultaneous use of the three loudest pieces of construction equipment during each phase at spatially averaged distances (i.e., from the acoustical center of each disturbance area per phase) to the nearest receptors. Although construction may occur across the entire construction area, the area around the center of construction of each phase (e.g., grading, paving, building construction) best represents the potential average construction-related noise levels at the various sensitive receptors. Construction noise modeling was conducted for development Phase 1 and development Phase 2. As seen in Table 5.6-6, *Construction Noise Levels*, construction noise would not exceed 80 dBA L_{eq} at the nearest noise sensitive receptors for either phase.

Table 5.6-6 Construction Noise Levels

Activity Phase	RCNM Reference Noise Level (dBA L_{eq})	Noise Level at Residences to East (dBA L_{eq})	Noise Level at Future Residences to South (dBA L_{eq})
Phase 1 Construction Noise Levels			
<i>Distance in feet</i>	50 ft	447 ft	525 ft
Site Preparation	83	64	62
Fine Grading	85	66	65
Rough Grading	85	66	65
<i>Distance in feet</i>	50 ft	545 ft	900 ft
Building Construction	83	62	58
Architectural Coating	74	53	49
<i>Distance in feet</i>	50 ft	450 ft	115 ft
Paving	84	64	76
<i>Distance in feet</i>	50 ft	135 ft	NA ft
Utility Trenching	77	68	N/A
Phase 2 Construction Noise Levels			
<i>Distance in feet</i>	50 ft	447 ft	523 ft
Grading	85	66	65
<i>Distance in feet</i>	50 ft	545 ft	900 ft
Building Construction	82	61	57
Architectural Coating	74	53	49
<i>Distance in feet</i>	50 ft	450 ft	115 ft
Paving	83	63	75

Source: RCNM & CalEEMod Equipment Defaults.

Notes: NA=Not Applicable

⁵ The sound attenuation rate of 6 dBA is generally conservative and does not consider additional attenuation provided by existing buildings, structures, and natural landscapes around the project site.

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Level of Significance Before Mitigation: Less than significant impact.

Impact 5.6-2 Project implementation would result in long-term operation-related noise that would not exceed standards. [Threshold N-1]

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA are detectable under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an exterior environment. Based on this, the following thresholds of significance, similar to those recommended by the Federal Aviation Administration, are used to assess traffic noise impacts at sensitive receptor locations. As discussed in Section 5.13.2, *Thresholds of Significance*, a significant impact would occur if traffic noise increases the existing noise environment by the following:

- 1.5 dBA or more for ambient noise environments of 65 dBA CNEL and higher.
- 3 dBA or more for ambient noise environments of 60 to 64 CNEL.
- 5 dBA or more for ambient noise environments of less than 60 dBA CNEL.

As shown in Table 5.6-7, *Traffic Noise Levels for Existing and Project Buildout Conditions*, project-related noise increase would be up to 1.1 dBA CNEL; therefore, impacts would be less than significant. Cumulative traffic noise impacts are discussed in Section 5.6.5, *Cumulative Impacts*.

Table 5.6-7 Traffic Noise Levels for Existing and Project Buildout Conditions

Roadway Segment	Traffic Volumes (average daily trips)			Traffic Noise Increase (dBA CNEL)		
	Existing No Project	2030 No Project	2030 With Project	Project Noise Increase	Cumulative Plus Project Noise Increase	Project Contribution to Cumulative Noise Increase
Sierra Avenue - north of I-10 Ramps	53,829	61,724	61,724	0.6	0.6	0.0
Sierra Avenue - south of I-10 Ramps	44,379	54,745	54,745	0.2	0.9	0.0
I-10 Ramps - east of Sierra Avenue	21,128	26,095	26,095	1.1	0.9	0.0
I-10 Ramps - west of Sierra Avenue	27,400	31,245	31,245	0.7	0.6	0.0
Sierra Avenue - north of Slover Avenue	47,331	58,018	58,976	0.2	1.0	0.1
Sierra Avenue - south of Slover Avenue	32,339	37,492	39,431	0.4	0.9	0.2
Slover Avenue - east of Sierra Avenue	32,248	37,071	37,096	0.0	0.6	0.0
Slover Avenue - west of Sierra Avenue	20,049	27,812	27,837	0.1	1.4	0.0
Sierra Avenue - north of Santa Ana Avenue	32,943	38,161	40,100	0.4	0.9	0.2
Sierra Avenue - south of Santa Ana Avenue	33,135	38,101	41,023	0.5	0.9	0.3
Santa Ana Avenue - east of Sierra Avenue	7,298	8,808	8,833	0.2	0.8	0.0
Santa Ana Avenue - west of Sierra Avenue	9,118	10,871	10,896	0.1	0.8	0.0
Sierra Avenue - north of Driveway 1	32,173	37,034	39,957	0.5	0.9	0.3
Sierra Avenue - south of Driveway 1	32,173	37,034	39,957	0.5	0.9	0.3

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Table 5.6-7 Traffic Noise Levels for Existing and Project Buildout Conditions

Roadway Segment	Traffic Volumes (average daily trips)			Traffic Noise Increase (dBA CNEL)		
	Existing No Project	2030 No Project	2030 With Project	Project Noise Increase	Cumulative Plus Project Noise Increase	Project Contribution to Cumulative Noise Increase
Sierra Avenue - north of Driveway 2	32,173	37,034	39,957	0.5	0.9	0.3
Sierra Avenue - south of Driveway 2	29,155	33,827	34,682	0.2	0.8	0.1
Sierra Avenue - north of Jurupa Avenue	27,288	31,668	32,522	0.2	0.8	0.1
Sierra Avenue - south of Jurupa Avenue	29,185	33,085	33,370	0.1	0.6	0.0
Jurupa Avenue - east of Sierra Avenue	10,131	11,570	11,595	0.1	0.6	0.0
Jurupa Avenue - west of Sierra Avenue	23,340	26,822	27,365	0.1	0.7	0.1
Maximum CNEL Increase				1.1	1.4	0.3
Potentially Significant?				No	No	No

Source: Urban Crossroads 2021.

Mechanical and Operational Noise

The Master Plan proposes to construct several new buildings throughout the campus. Buildings are anticipated to have heating, ventilation, and air conditioning (HVAC) systems which are anticipated to be installed on the rooftops. The nearest sensitive receptors to proposed buildings are the single-family homes approximately 250 feet to the east. Typical HVAC noise is 72 dBA at a distance of 3 feet. At a distance of 250 feet, noise levels would attenuate to 34 dBA, which is below the daytime and nighttime exterior noise standard of 65 dBA. Therefore, HVAC noise impacts would be less than significant.

Building 4 would be the operational and maintenance building. The maintenance building could involve the inspecting and repairing of electrical systems, HVAC systems, and other utility services. Some noise could be generated during certain activities at this building. However, this would be periodic and on as-needed basis. Furthermore, the nearest noise sensitive receptors to this building are residences approximately 700 feet to the east. Noise levels would greatly attenuate at that distance and increases to the existing ambient noise would not be substantial. Therefore, impacts would be less than significant.

Noise and Land Use Compatibility

The City's Noise and Safety Element, does not provide a noise and land use compatibility table but does provide an action under Goal 8 stating that schools shall be considered a noise-sensitive land use and discouraged in areas in excess of 65 L_{eq} (12-hour) and that the State of California General Plan Guidelines shall be followed with respect to acoustical requirements. The State of California General Plan noise and land use compatibility guidelines, summarized in Table 5.6-2, designate existing environments of up to 70 dBA CNEL to be Normally Acceptable for schools. Table 5.6-8, *Noise and Land Use Compatibility Levels*, shows the existing CNEL at a distance of 20 feet from the adjacent roadway, Sierra Avenue. Based on available site plans, the estimated distance from the nearest southbound travel lane centerline to the nearest proposed college building is 125 feet.

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At 125 feet, the attenuated CNEL would be approximately 69 dBA CNEL. This would place the building in the Normally Acceptable category. However, the L_{eq} (12-hour) would attenuate to approximately 66 dBA, one decibel above the suggested level in the Noise and Safety Element. Therefore, this would potentially result in interior noise levels impacting the classroom learning environment. However, with implementation of PPP N-2, the project would comply with the CALGreen, and buildings would be constructed to achieve interior noise levels of 50 dBA L_{eq} or less. Impacts would be less than significant.

Table 5.6-8 Noise and Land Use Compatibility Levels

Scenario	LT-1 Measured Noise Level at 20 feet from the nearest travel lane centerline	Attenuated Noise Level at 125 feet (nearest building façade)
Measured CNEL, dBA	77.0	69
Exceeds OPR's 70 dBA CNEL Normally Acceptable Category?		No
Measured L_{eq} (12-hour), 7:00 am – 7:00 pm	73.6	66
Exceeds City of Fontana's General Plan Goal 8, Action B, 65 dBA L_{eq} (12-hour) Guideline for schools?		Yes

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.6-3: The project would not create short-term nor long-term operational groundborne vibration and groundborne noise that would exceed standards. [Threshold N-2]

Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels to low rumbling sounds, and perceptible vibrations at moderate levels to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

Vibration Damage

Table 5.6-9 summarizes vibration levels for typical construction equipment at a reference distance of 25 feet. Typical construction equipment can generate vibration levels ranging up to 0.21 in/sec PPV at 25 feet. Vibration levels at a distance greater than 25 feet would attenuate to 0.2 in/sec PPV or less. The nearest structures, as measured from the edge of the project site, are retail/commercial buildings to the north at approximately 50 feet. Commercial buildings would typically fall under building Category II, Engineered Concrete and Masonry (see Table 5.6-5), with a corresponding threshold of 0.3 in/sec PPV. The nearest residential structures are approximately 175 feet to the east. Residential buildings would typically fall under building Category III, Non-Engineered Timber and Masonry with a corresponding threshold of 0.2 in/sec PPV. As shown in Table 5.6-9, *Vibration Levels for Typical Construction Equipment*, at these distances, vibration levels would attenuate below 0.2 and 0.3 in/sec PPV, and vibration impacts would be less than significant.

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Table 5.6-9 Vibration Levels for Typical Construction Equipment

Equipment	PPV (in/sec) at 25 feet	PPV (in/sec) at Commercial/Retail to north at 50 feet	PPV (in/sec) at residential to east at 175 feet
Vibratory Roller	0.21	0.074	0.011
Hoe Ram	0.089	0.031	0.005
Large Bulldozer	0.089	0.031	0.005
Caisson Drilling	0.089	0.031	0.005
Loaded Trucks	0.076	0.027	0.004
Jackhammer	0.035	0.012	0.002
Small Bulldozer	0.003	0.001	<0.001

Source: FTA 2018.

Vibration Annoyance

For vibration annoyance, attenuated vibration levels at the nearest sensitive receptors are determined by measuring from the acoustical center of various phases to the nearest sensitive receptors. Unlike architectural damage, which is typically in terms of peak particle velocity, vibration annoyance is typically measured in terms of vibration decibels (VdB), which corresponds best with the human response to vibration. Therefore, average VdB levels are determined similarly to that of construction noise. Table 5.6-10, *Vibration Annoyance Levels for Typical Construction Equipment*, summarizes vibration annoyance levels for typical construction equipment. As shown in Table 5.6-10, vibration levels would not exceed the 72 VdB threshold at sensitive receptors. Therefore, vibration annoyance impacts would be less than significant.

Table 5.6-10 Vibration Annoyance Levels for Typical Construction Equipment

Phase	Equipment	FTA Reference (VdB)	Residential to East (VdB)	Residential to South (VdB)
Grading/Site Preparation	Distance in feet	25 ft	475 ft	900 ft
	Large Bulldozer	87	49	40
	Loaded Trucks	86	48	39
	Small Bulldozer	58	20	11
Building Construction (Phase II)	Distance in feet	25 ft	700 ft	300 ft
	Caisson Drilling	87	44	55
	Loaded Trucks	86	43	54
Paving (Phase I)	Distance in feet	25 ft	450 ft	500 ft
	Vibratory Roller	94	56	55

Source: FTA 2018.

Operational Vibration

The proposed project would not have any significant sources of vibration. Such sources typically include above-ground or underground rail system such as a subway or railroad tracks. Therefore, no impact would occur.

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Level of Significance Before Mitigation: Less than significant impact.

Impact 5.6-4: The proximity of the project site to an airport or airstrip would not result in exposure of future workers to excessive airport-related noise. [Threshold N-3]

The nearest airport is Flabob Airport in Riverside, California, approximately 4.5 miles south of the project site. At that distance from the proposed project, airport noise would not expose people working in the project area to excessive aircraft noise levels. Therefore, no impact would occur.

Level of Significance Before Mitigation: No impact.

5.6.5 Cumulative Impacts

5.6.5.1 CUMULATIVE TRAFFIC

A significant cumulative traffic noise increase would occur if 1) the cumulative increase exceeded 1.5 dBA or more for ambient noise environments of 65 dBA CNEL and higher; 3 dBA or more for ambient noise environments of 60 to 64 CNEL; or 5 dBA or more for ambient noise environments of less than 60 dBA CNEL, and if 2) the project's contribution to the cumulative increase (Cumulative Plus Project scenario) were calculated to be 1 dBA or greater. As shown in Table 5.6-7, the Cumulative Plus Project increase is up to 1.4 dBA CNEL along Slover Avenue, west of Sierra Avenue. Therefore, cumulative traffic noise impacts are less than significant.

5.6.5.2 CUMULATIVE CONSTRUCTION

The traffic study prepared for the proposed project included as Appendix L provided a list of planned and approved projects in the vicinity of the project site. Based on the cumulative list of planned and approved projects, construction activities could overlap with nearby planned and approved projects. Because construction noise attenuates at a high rate of 6 dBA per doubling of the distance of the noise source, only projects within 1,000 feet of the project site are considered to contribute to cumulative construction noise. Projects farther than 1,000 feet from the project site would typically not significantly contribute to overlapping construction noise. The traffic study was prepared in March 2022 and identified two planned and approved projects within 1,000 feet of the project site, the Fontana Foothills high-cube warehouse/distribution center project adjacent to the west of the project site and the Goodman Logistics Center Fontana III warehousing project on Juniper Avenue adjacent to the Fontana Foothills warehouse project, approximately 700 feet west of the project site. These projects have been constructed as of January 10, 2023. Therefore, the only construction project within 1,000 feet of the project site that has not been completed is the affordable housing project (Courtplace at Fontana) to the south of the project site. The noise analysis for the affordable housing project predicted construction noise levels of up to 76.8 dBA L_{eq} at a distance of 45 feet, the nearest existing sensitive receptor for the housing project. Noncumulative construction noise impacts are discussed in Impact 5.6-1 and noise levels at the future residences to the south are shown in Table 5.6-6 and Table 5.6-7, which would be up to 76 dBA during paving activities. The distance from the project site to the housing project's nearest sensitive receptor is approximately 360 feet and the distance from the housing project to the project site's nearest existing sensitive receptor is approximately 415 feet. At these distances, the composite cumulative construction noise levels from these two projects would not exceed the FTA criterion of 80 dBA L_{eq} . Moreover, construction

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equipment would operate throughout the respective construction sites and the associated noise levels would not occur at a fixed location for extended periods of time and would not concentrate in one area near surrounding sensitive uses. Therefore, cumulative construction noise levels would be less than significant.

5.6.6 Level of Significance Before Mitigation

Upon implementation of PPP N-1 through PPP N-3, the following impacts would be less than significant: 5.6-1, 5.6-2, 5.6-3, and 5.6-4.

5.6.7 Mitigation Measures

No mitigation measures are required.

5.6.8 Level of Significance After Mitigation

Not applicable.

5.6.9 References

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5.7 TRANSPORTATION

This section of the draft environmental impact report (EIR) evaluates the potential for implementation of the New Fontana Campus Master Plan to result in transportation and traffic impacts in the City of Fontana. The analysis in this section is based in part on the following technical report(s):

- *Chaffey Community College District's Fontana Campus Master Plan Traffic Study*, Urban Crossroads, March 8, 2022 (Appendix L)
- *Chaffey Community College District's Fontana Campus Master Plan Vehicle Miles Traveled (VMT) Screening Evaluation*, Urban Crossroads, November 29, 2021 (Appendix M)

Complete copies of these studies are in Appendix L and Appendix M of the Draft EIR.

5.7.1 Environmental Setting

5.7.1.1 REGULATORY BACKGROUND

State Regulations

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. The legislature found that with the adoption of SB 375 (Sustainable Communities and Climate Protection Act), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32).

SB 743 eliminates auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. Instead, other measurements, such as VMT are to be utilized to measure impacts. Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018, and established new criteria for determining the significance of transportation impacts.

The purpose of SB 743 is to balance the needs of congestion management, infill development, public health, greenhouse gas reductions, and other goals. The Office of Planning and Research released the Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018.

The City's "Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment" (October 21, 2020) provides the City's VMT threshold.

California Department of Transportation

Intersections within incorporated cities associated with freeway on- and off-ramps fall under California Department of Transportation (Caltrans) jurisdiction. Caltrans approves the planning, design, and construction

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of improvements for all state-controlled facilities. Caltrans uses the Highway Capacity Manual 6 methodology to evaluate intersections within its jurisdiction. LOS criteria for unsignalized intersections differ from LOS criteria for signalized intersections because signalized intersections are designed for heavier traffic and therefore a greater delay. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable, which can reduce users' delay tolerance. For state-controlled intersections, LOS standards and impact criteria specified by Caltrans will apply.

Regional Regulations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

2020 Regional Transportation Plan/Sustainable Community Strategy (Connect SoCal)

Every four years SCAG updates the Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) for its six-county region. On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS, Connect SoCal, which encompasses four principles that are important to the region's future—mobility, economy, healthy/complete communities, and environment. Connect SoCal explicitly lays out goals related to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics in the region. The RTP/SCS outlines a development pattern for the region which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation (excluding good movement). The RTP/SCS is meant to provide growth strategies that would achieve the regional greenhouse gas emissions reduction targets identified by the California Air Resources Board. However, the RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; instead, it provides incentives to governments and developers for consistency.

San Bernardino County Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California, including San Bernardino County within which the City of Fontana is located, to prepare a Congestion Management Plan (CMP). Updated by the San Bernardino County Transportation Authority (SBCTA) in 2016, the CMP is an effort to align land use, transportation, and air quality management efforts in order to promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements.

The focus of the CMP is the development and coordination of a multimodal transportation system across jurisdictional boundaries, incorporating the goals of SCAG RTP/SCS. Per the Level of Service adopted by SBCTA, when a CMP segment falls to "F," a deficiency plan must be prepared by the local agency where the

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deficiency is located. The plan must contain mitigation measures, including Transportation Demand Management strategies and transit alternatives, and a schedule for mitigating the deficiency. It is the responsibility of local agencies to consider the traffic impacts on the CMP when reviewing and approving development proposals.

The intent of a CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. While SR-210 and Haven Avenue are designed CMP facilities serving the city, no traffic study intersections are identified as CMP intersections. It should be noted that SB 743 provides the option for local agencies to opt out of the CMP individually due to the outdated regulatory nature of CMP.

Regional Transportation Plan

The RTP is prepared by SCAG for the six-county SCAG region. This long-range transportation plan (approximately 20-year horizon) projects population and employment growth and defines the vision and overall goals for the regional multimodal transportation system. The RTP identifies future transportation infrastructure needs and defines planned multimodal transportation improvements, including freeways, high-occupancy vehicle facilities, bus and rail transit, freight movement, and aviation. This plan, therefore, sets the framework for the regional transportation infrastructure system that services Fontana.

Caltrans VMT-Focused Transportation Impact Study Guide

The Caltrans VMT-Focused Transportation Impact Study Guide provides a starting point and a consistent basis on which Caltrans evaluates traffic impacts to state highway facilities. The Guide was adopted on May 20, 2020, and provides guidance to Caltrans districts, lead agencies, tribal governments, developers, and consultants regarding Caltrans review of a land use project or plan's transportation analysis using a VMT metric. This guidance is not binding on public agencies but is intended to be a reference and informational document.

Measure I 2020-2040 Strategic Plan

First approved in 1989 and extended in 2004 by the voters, Measure I is the half-cent sales tax collected throughout San Bernardino County for transportation improvements. Administered by SBCTA, the Measure I 2010-2040 Strategic Plan is the official guide for the allocation and administration of the combination of local transportation sales tax, state and federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund the delivery of the Measure I 2010-2040 transportation programs. The strategic plan identifies funding categories, allocations, and planned transportation improvement projects in the county for freeways, major and local arterials, bus and rail transit, and traffic management systems. A regional nexus study was prepared by SBCTA and concluded that each jurisdiction should include a regional fee component in their local programs in order to meet the Measure I requirement. For the fiscal years 2021-22 through 2025-26, Fontana has identified improvements worth over \$35 million in programmed funding for various street improvement projects, citywide traffic system maintenance measures, and signal and striping maintenance, etc. These improvements are planned to be funded through the Measure I Local Streets Program.

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It is to be noted that the five-year Capital Improvement Program is overprogrammed to allow the use of this funding source if additional funding is available during the five-year planning period (SBCTA 2021). The funds raised through Measure I have funded in the past and will continue to fund new transportation facilities in San Bernardino County.

San Bernardino County Long-Range Transit Plan

SBCTA updates its Long-Range Transit Plan (LRTP) to address transit needs for an approximate 25-year horizon. The LRTP prioritizes goals and projects for transit growth. With the passage of SB 375 by the State legislature in 2008, the LRTP has been modified to more closely tie land use and transportation planning strategies. The LRTP addresses countywide travel challenges and create a system aimed to increase the role of transit in future travel choices. The LRTP anticipates that a premium transit service, such as rapid buses and rail modes, will offer solutions to future travel demands by providing competitive travel times and increased reliability, mobility, and accessibility. Premium transit will reduce dependence on cars, encourage community revitalization, and encourage more balanced transit-oriented land use development.

SBCTA Non-motorized Transportation Plan

SBCTA published its Non-motorized Transportation Plan in 2011 and revised in 2018, with the vision of creating a safe, interconnected cycling and walking system in the county. Supplemented by local jurisdiction inventory data, the plan provides both regional and city-level recommendations, and the jurisdictions are responsible for the implementation of the plan.

SBCTA Development Mitigation Nexus Study

The SBCTA Development Mitigation Nexus Study identifies the fair share contributions from new development for regional transportation improvements (e.g., freeway interchanges, railroad grade separations, and regional arterial highways). The Nexus Study is updated biennially or as requested by SBCTA Board of Directors and in close coordination with local jurisdictions.

Local Regulations

City of Fontana Active Transportation Plan

The Active Transportation Plan is a citywide plan that provides a clear and comprehensive framework for new and safer connectivity of nonmotorized transportation options throughout the city. It was adopted by the city council on November 14, 2017. The following goals and objectives are applicable to the proposed project:

Goal 1: Mobility & Access. Increase and improve pedestrian and bicyclist access to employment centers, schools, transit, recreation facilities, other community destinations across the City of Fontana, and facilities in neighboring cities for people of all ages and abilities.

- **Objective 1.A:** Reduce vehicle miles traveled (VMT) by 4 percent by 2035.
- **Objective 1.B:** Reduce barriers to pedestrian and bicyclist travel.

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- **Objective 1.C:** Work with transit providers to develop high quality pedestrian and bicycle accessible transit stops and stations.
- **Objective 1.D:** Regularly evaluate pedestrian and bicycle activity levels, facilities, and programs.

Goal 2: Safety. Improve safety for active transportation users through the design and maintenance of sidewalks, streets, intersections, and other roadway improvements such as signage, striping, lighting, wayfinding, and landscaping; as well as best practice, noninfrastructure programs (education and encouragement) to enhance and improve the overall safety of people walking and bicycling.

- **Objective 2.A:** Reduce the combined number of collisions, injuries, and fatalities involving people walking and bicycling by 5 percent from 2015 levels by 2025.

Goal 3: Infrastructure & Support Facilities. Maintain and improve the quality, operation, and integrity of the pedestrian and bicycle network infrastructure that allows for convenient and direct connections throughout Fontana. Increase the number of high quality support facilities to complement the network, and create public pedestrian and bicycle environments that are attractive, functional, and accessible to all people.

- **Objective 3.A:** Incorporate pedestrian and bicycle facilities and amenities into private and public development projects.
- **Objective 3.B:** Provide and maintain walkways and bikeways that are clean, safe, and attractive in accordance with the Americans with Disabilities Act and Public Right of Way Accessibility Guidelines guidelines.

Goal 4. Non-infrastructure Programs. Increase awareness of the value of pedestrian and bicycle travel for commute and non-commute trips through encouragement, education, enforcement, and evaluation programs that support walking and bicycling.

- **Objective 4.A:** Establish and enhance safe routes to and from schools that will enable and encourage more students to walk or ride a bicycle or scooter to/from school.

City of Fontana Community Mobility and Circulation Element

This element of the General Plan is focused on connecting neighborhoods and city destinations by expanding transportation choices in Fontana. While the element supports continuing programs to improve travel by cars and trucks, it provides guidance on expanding the options for transit and “active transportation” (pedestrian and bicycle mobility) for Fontana.

City of Fontana Municipal Code

Chapter 17, Motor Vehicles and Traffic, of the municipal code includes regulations and standards that govern traffic enforcement, parking and loading, pedestrian rights, bicycles, and truck routes in the city.

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City of Fontana Development Impact Fee

The City of Fontana adopted the latest update to its development impact fee (DIF) program in February 2016. Fees from new residential, commercial and industrial development are collected to fund Measure “I” compliant regional facilities as well as local facilities. Under the City’s DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

After the City’s DIF fees are collected, they are placed in a separate restricted use account pursuant to the requirements of Government Code sections 66000 et seq. The timing to use the DIF fees is established through periodic capital improvement programs that are overseen by the City’s Engineering Department. Periodic traffic counts, a review of traffic accidents, and a review of traffic trends throughout the city are also periodically performed by City staff and consultants. The City uses this data to determine the timing of the improvements listed in its facilities list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the adopted LOS performance standards. The City’s DIF program establishes a timeline to fund, design, and build the improvements.

City of Fontana VMT Threshold

“Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment” (October 21, 2020) states that projects that meet certain screening thresholds based on their location and project type may be presumed to result in a less than significant transportation impact. Consistent with the screening criteria recommended in the State’s Technical Advisory, the City of Fontana utilizes the following project screening thresholds:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Low Project Type Screening
- Step 4: Project net daily trips less than 500 average daily trips

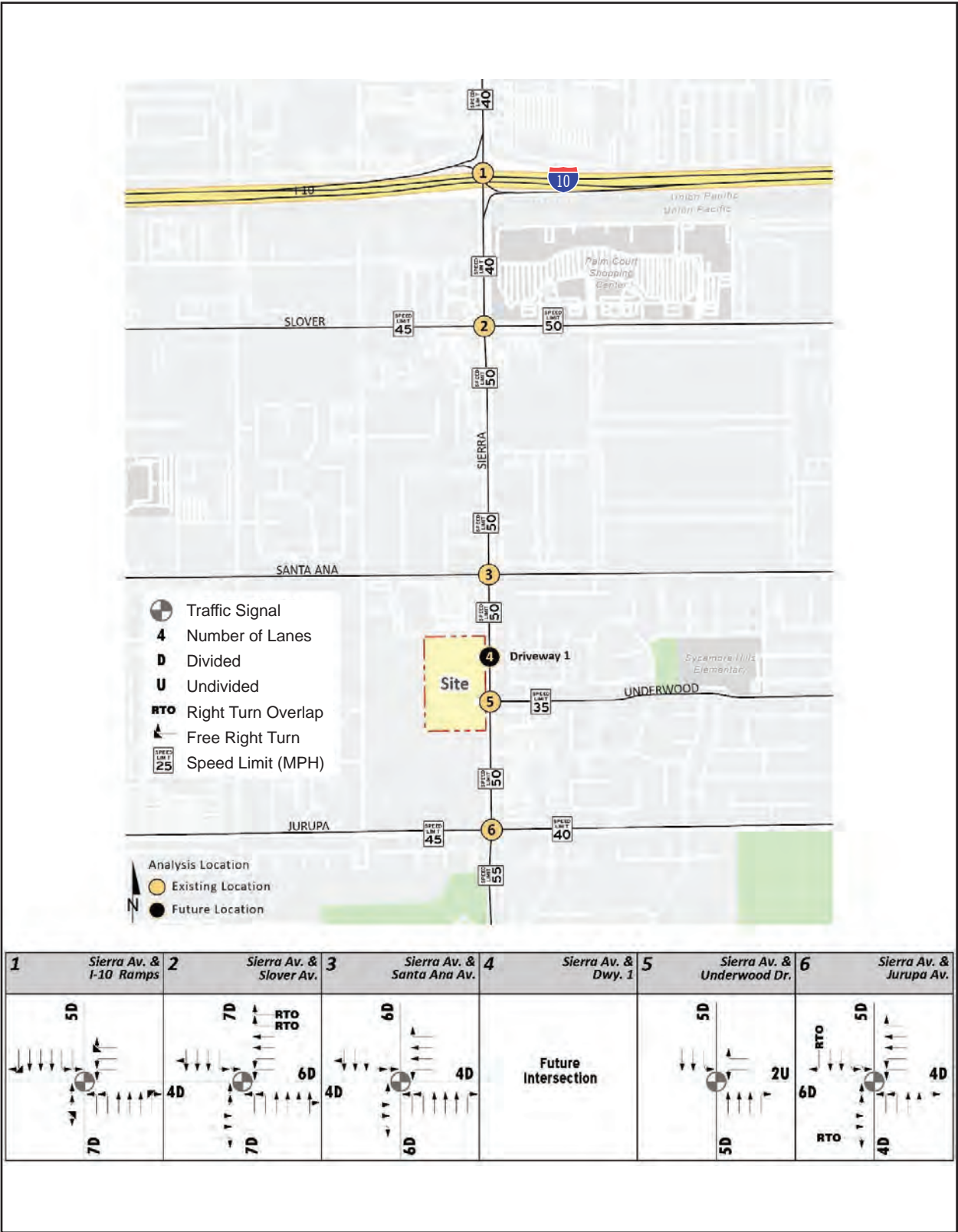
A land use project need only meet one of the above screening criteria to be screened out of further VMT analysis and be considered to have a less than significant impact. Detailed screening threshold description is provided under the VMT impact discussion in Section 5.7.4, Impact 5.7-2.

5.7.1.2 EXISTING CONDITIONS

Existing Circulation Network

The project site is accessed from Sierra Avenue. Figure 5.7-1, *Existing Roadways and Intersection Controls*, illustrates the number of through traffic lanes and intersection traffic controls. The Fontana General Plan classifies the roadways nearby the project site as major highways, primary highways, secondary highways, or collector streets as defined below.

Figure 5.7-1 - Existing Roadways and Intersection Controls
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0 1,500
Scale (Feet)



Source: Urban Crossroads, 2021

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- **Major Highways.** Four- to six-lane divided roadways (typically divided by a raised median or painted two-way turn-lane). These roadways serve both regional through-traffic and intercity traffic and typically direct traffic onto and off of the freeways. The following study area roadways within the City of Fontana are classified as Major Highways:
 - Sierra Avenue
 - Jurupa Avenue (8-lane Major Highway, west of Sierra Avenue)
- **Primary Highways.** Four-lane roadways and may include a painted median. These roadways typically direct traffic through major development areas. The following study area roadways within the City of Fontana are classified as Primary Highways:
 - Slover Avenue
 - Jurupa Avenue (east of Sierra Avenue)
 - Sierra Avenue (south of Jurupa Avenue)
- **Secondary Highways.** Two-lane streets, providing one lane in each direction, separated by a raised median. The following study area roadway within the study area is classified as a Secondary Highway:
 - Santa Ana Avenue
- **Collector Streets.** Two-lane streets, providing one lane in each direction. The following study area roadway within the study area is classified as a Collector Street:
 - Underwood Drive

Bicycle and Pedestrian Facilities

As shown on Figure 5.7-2, *Existing and Planned Bicycle Network*, there are no existing bikeways in the vicinity of the project site. The closest paved bikeway is approximately 0.73 mile northwest of the project site on Cypress Avenue from Slover Avenue to Valley Boulevard. However, the City's Active Transportation Plan identifies a proposed Class IV separated bikeway along Sierra Avenue adjacent to the project site, and other planned and proposed Class I through Class IV bikeways in the vicinity of the project site. Figure 5.7-3, *Existing Pedestrian Facilities*, illustrates the existing pedestrian facilities, including sidewalks and crosswalk locations. As shown, there is no sidewalk (or curb and gutter improvements) on Sierra Avenue fronting the project site, but there are sidewalks along the west side of Sierra Avenue north of the project site and along the east side of Sierra Avenue.

Transit Service

The project site is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County, including the City of Fontana, with bus service along Slover Avenue, Sierra Avenue, and Jurupa Avenue via Route 82. The existing Omnitrans transit routes within the area are shown on Figure 5.7-4, *Existing Transit Routes*. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate.

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5.7.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).
- T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-4 Result in inadequate emergency access.

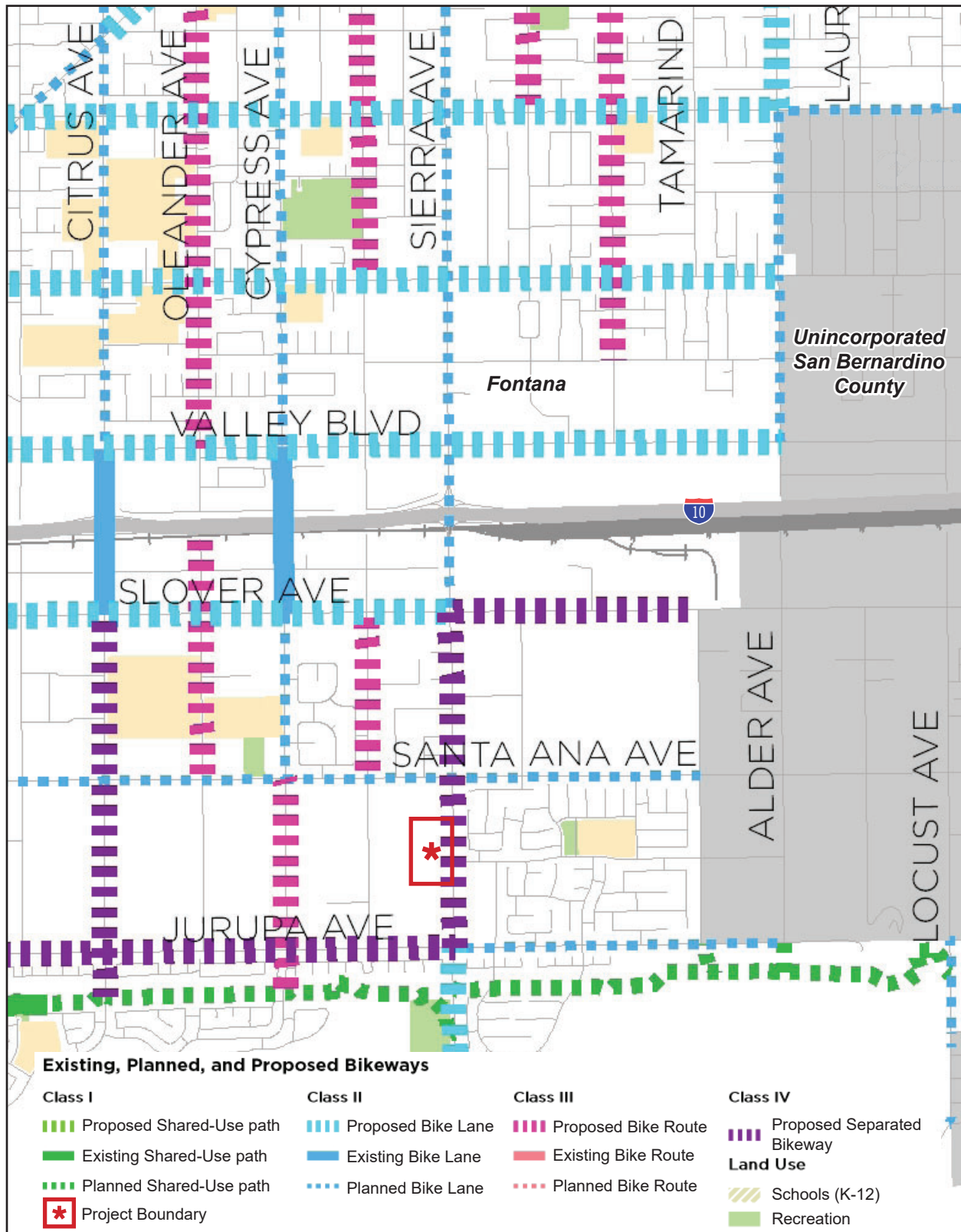
5.7.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and project design features for transportation, are identified below.

PPP TRAN-1 The Chaffey Community College (District) will coordinate with the City of Fontana (City) to complete the necessary site access improvements along Sierra Avenue per the requirements of the City's development standards, as shown on Figure 5.7-5, *Project Site Access Improvements*, of the New Fontana Campus Master Plan Draft Environmental Impact Report and described below.

- Sierra Avenue and Driveway 1 (#4)
 - Implement a stop control on the eastbound approach with a right turn lane.
 - Stripe a 3rd southbound through lane along the project site's frontage.
 - Restrict driveway access to right-in/right-out only.
- Sierra Avenue and Driveway 2/Underwood Drive. (#5)
 - Install signal equipment to accommodate a new 4th (west) leg of the intersection to facilitate site access (signal equipment on the southeast corner). The new eastbound approach will accommodate a left turn lane and shared through-right turn lane.
 - Restripe the existing northbound left turn pocket to accommodate a minimum 150-foot northbound left turn lane.
 - Restripe the westbound right turn lane as a shared through-right turn lane.
 - Stripe a 3rd southbound through lane along the project site's frontage.
 - Maintain the existing cycle lengths as established by the San Bernardino County Transportation Authority as part of the San Bernardino Valley Coordinated Traffic Signal System program (Tier ¾ intersections).

Figure 5.7-2 - Existing and Planned Bicycle Network
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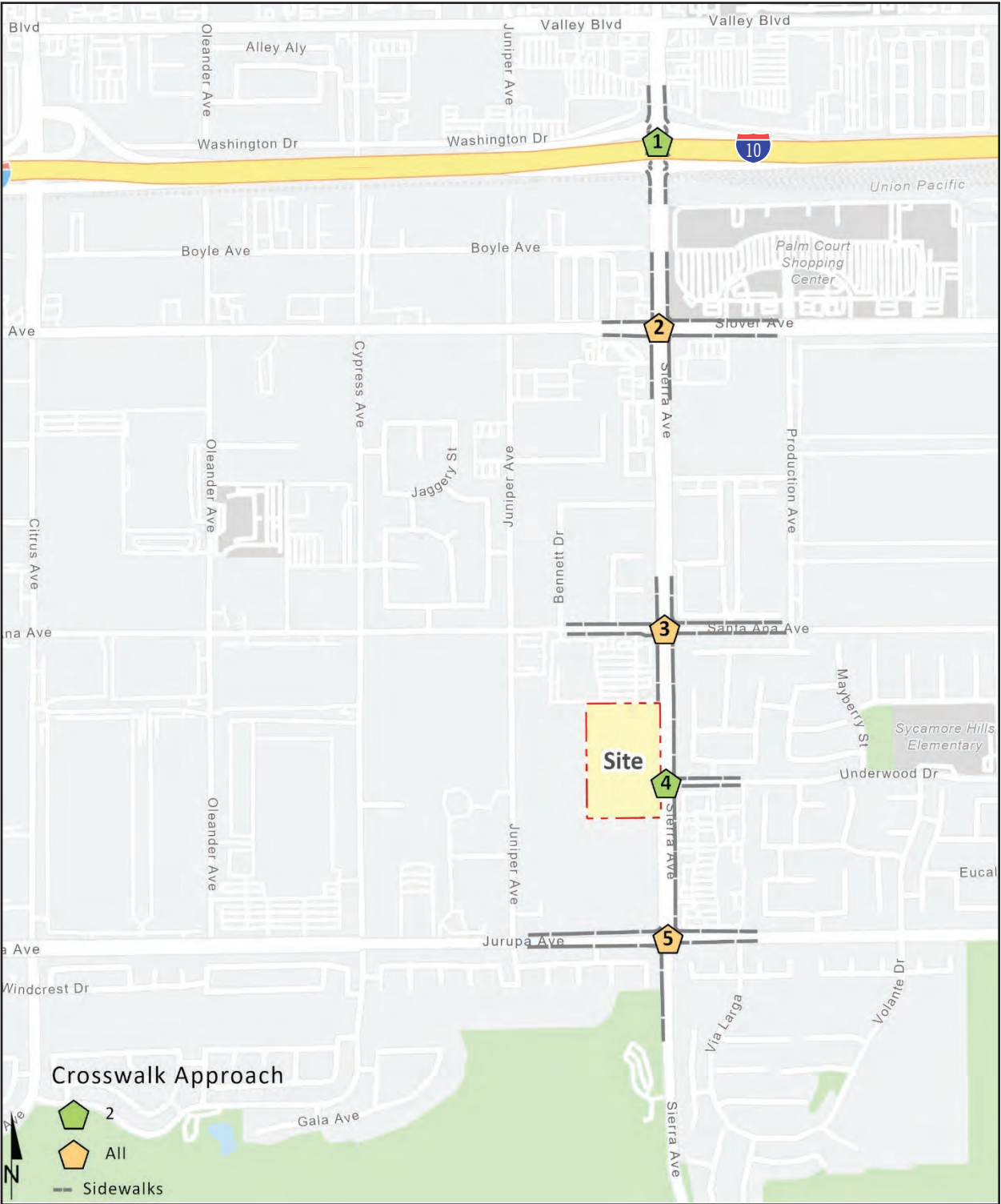


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Figure 5.7-3 - Existing Pedestrian Facilities
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0 1,500
Scale (Feet)



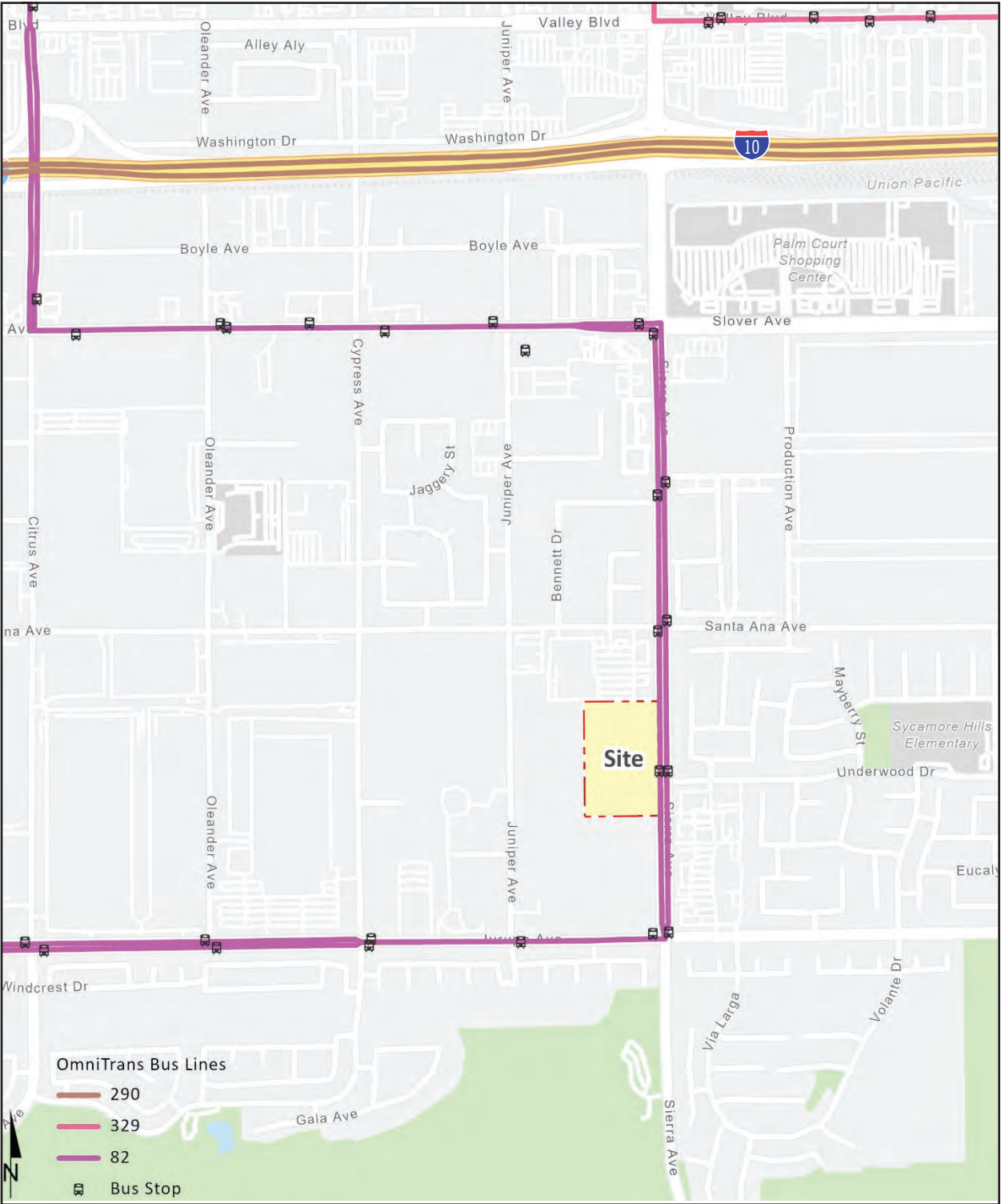
Source: Urban Crossroads, 2021

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Figure 5.7-4 - Existing Transit Routes
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Source: Urban Crossroads, 2021

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- **Sierra Avenue Improvements.** Sierra Avenue is a north-south roadway on the project site's eastbound boundary. The District will be responsible for the construction of Sierra Avenue at its ultimate half-width as a Major Highway (134-foot right-of-way, 112-foot curb-to-curb) from its northern boundary to the southern boundary consistent with the City's standards. The half-section street improvements include three travel lanes and accommodating a Class IV (separated) bikeway along with landscaping and sidewalk improvements. A Class IV bikeway is proposed along Sierra Avenue between Slover Avenue and Jurupa Avenue per the City's Active Transportation Plan. The separated bikeway is typically five to seven feet and provides a curb, flexible post, or other physical barrier as a separation between the bike lane and adjacent travel lane. The physical barriers will be accommodated within a 3- to 5-foot pavement width.

- PPP TRAN-2 The Chaffey Community College will prepare on-site traffic signing and striping plans for review and approval by the City of Fontana and implement the plans in conjunction with detailed construction plans for the project site per the City standards.
- PPP TRAN-3 Sight distance at both project access points will be reviewed with respect to standard City of Fontana sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.
- PPP TRAN-4 When construction of any part of development phases would result in temporary lane or roadway closures, the Chaffey Community College District will contact the Fontana Police Department to disclose temporary closures and alternate travel routes in order to ensure adequate access for emergency vehicles.
- PPP TRAN-5 At the time of preparation of final grading, landscape, and street improvement plans, sight distance at each project access point will be reviewed with respect to standard City of Fontana sight distance standards.

5.7.4 Environmental Impacts

5.7.4.1 TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by development and is based on the specific land uses planned for a given project. The trip generation rates used for this analysis are based on the ITE *Trip Generation Manual* (11th edition, 2021) for the Junior/Community College land use (ITE Land Use Code 540). The trip generation summary illustrates daily and peak hour trip generation estimates for the proposed project in Table 5.7-1, *Project Trip Generation Summary*. As shown in Table 5.7-1, the existing Fontana campus is in operation in the city with 3,641 unduplicated students. Therefore, the proposed project with 4,495 unduplicated students is anticipated to generate a net increase of 982 two-way trip-ends per day, with 94 AM peak hour trips and 94 PM peak hour trips. However, the full trip generation with the reallocated existing students has been evaluated for both phases of the project. Therefore, the proposed project was evaluated assuming a total of 5,170 two-way trips per day, with 495 AM peak hour trips and 495 PM peak hour trips at project buildout, not the net increase from the existing Fontana campus.

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Table 5.7-1 Project Trip Generation Summary

Land Use	Units (ITE Code)	In	Out	Total	In	Out	Total	Daily
Trip Generation Rates								
Junior/Community College	STU (ITE 540)	0.09	0.02	0.11	0.06	0.05	0.11	1.15
Proposed Project Trip Generation Summary								
Existing Fontana Campus	3,641 STU	324	76	400	224	176	400	4,188
New Fontana Campus (Phase 1)	4,295 STU	383	90	473	265	208	473	4,940
Phase 1 – Net Increase	654 STU	58	14	72	40	32	72	752
New Fontana Campus (Phase 2)	4,495 STU	401	94	495	277	218	495	5,170
Phase 2 – Net Increase	854 STU	76	18	94	53	41	94	982

¹ STU = students

5.7.4.2 TRIP DISTRIBUTION

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the project traffic would distribute. The project trip distribution was developed based on anticipated travel patterns to and from the project site. The project trip distribution patterns are graphically depicted on Figure 5.7-6, *Project Trip Distribution*.

5.7.4.3 IMPACT ANALYSIS

The following impact analysis addresses the thresholds of significance; the applicable thresholds are identified in brackets after the impact statement.

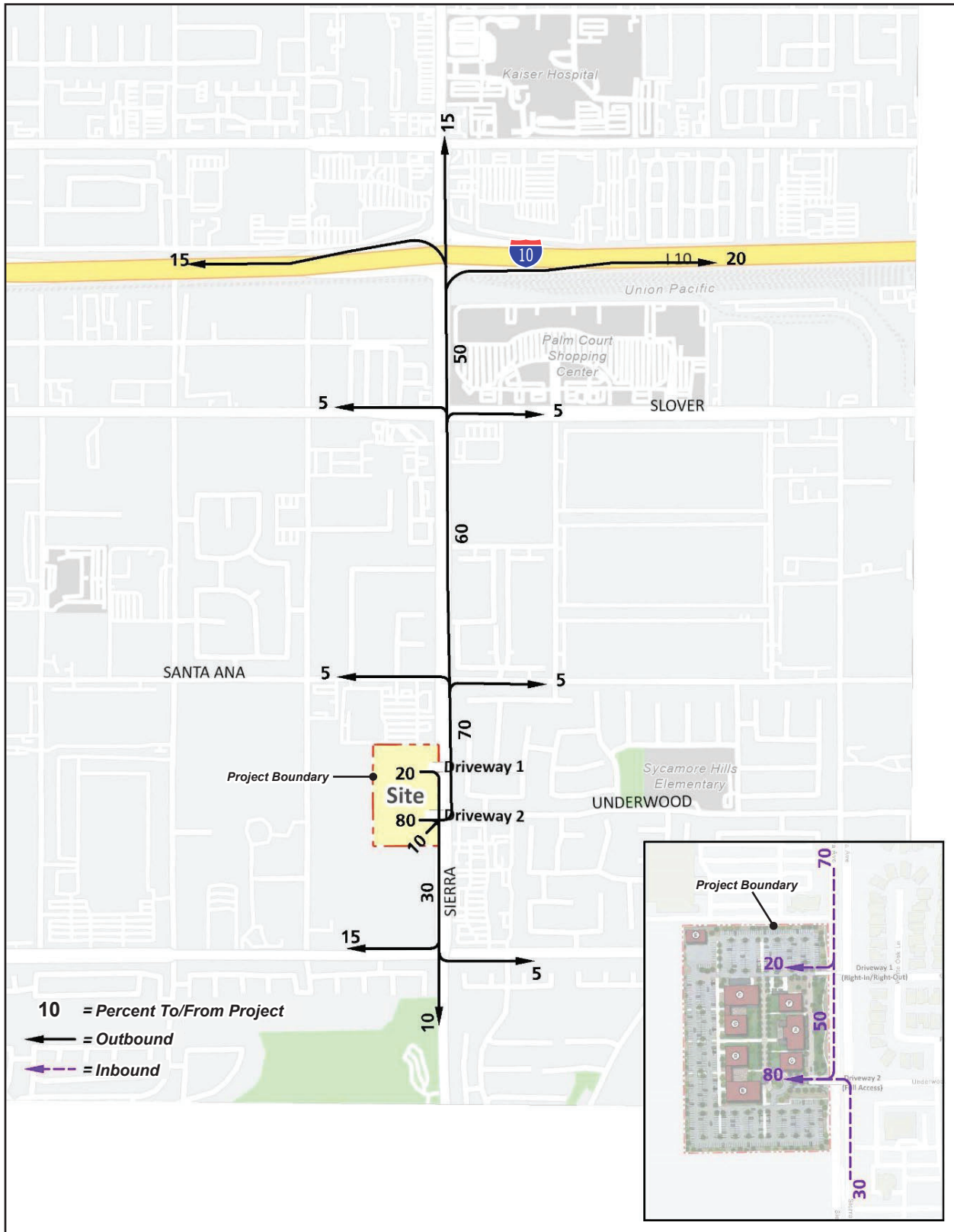
Impact 5.7-1: The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

City of Fontana General Plan

The City's Community Mobility and Circulation Element of the General Plan focuses on connecting neighborhoods and city destinations by expanding transportation choices. While the element supports continuing programs to improve travel by cars and trucks, it provides guidance on expanding the options for transit and "active transportation" (pedestrian and bicycle mobility) for Fontana. The goals and policies of the Community Mobility and Circulation Element that are applicable to the proposed project are:

Goal 1: The City of Fontana has a comprehensive and balanced transportation system, with safety and multimodal accessibility as the top priority of citywide transportation planning, as well as accommodating freight movement.

Figure 5.7-6 - Project Trip Distribution
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■ Policies:

- Provide roadways that serve the needs of Fontana residents and commerce, and that facilitate safe and convenient access to transit, bicycle facilities, and walkways.
- Make safety and multimodal accessibility the top priority of citywide transportation planning.
- Make land use decisions that support walking, bicycling, and public transit use, in alignment with the 2014-2040 Regional Transportation Plan and Sustainable Communities Strategy.

Consistent with Goal 1. The project site would be served by the existing roadway network, and the proposed project would be required to provide necessary site access improvements as described in PPP TRAN-1 through PPP TRAN-5 to provide roadways that do not result in deficient or hazardous roadway conditions. The proposed project would provide convenient access to transit, bicycle facilities, and walkways by providing on-campus bus stop, on-campus bike storage, and sidewalk on west side of Sierra Avenue and shaded trail along four edges of the project site. Additionally, the proposed project's consistency with the 2020 SCAG RTP/SCS, Connect SoCal, is detailed in Table 8-3, *SCAG's Connect SoCal Consistency Analysis*, of Chapter 8, *Impacts Found Not to Be Significant*. The proposed project is consistent with Goal 1 of the Community Mobility and Circulation Element.

Goal 2: Fontana's street network is safe and accessible to all users, especially the most vulnerable such as children, youth, older adults and people with disabilities.

■ Policies:

- When constructing or modifying roadways, design the roadway space for use by all users when feasible, including motor vehicles, buses, bicyclists, mobility devices, and pedestrians, as appropriate for the context of the area.
- Support designated truck routes that avoid negative impacts on residential and commercial areas while accommodating the efficient movement of trucks on designated truck routes and arterial streets.

Consistent with Goal 2. The proposed project requires modification to Sierra Avenue to accommodate the proposed project. As stated in PPP TRAN-1, the District is required to coordinate with the City to complete the necessary site access improvements along Sierra Avenue per the requirements of the City's development standards, as shown on Figure 5.7-5, Project Site Access Improvements. Therefore, the proposed project would contribute to the City's safe and accessible street network.

Goal 3: Local transit within the City of Fontana is a viable choice for residents, easily accessible and serving destinations throughout the city.

■ Policies:

- Maximize the accessibility, safety, convenience, and appeal of transit service and transit stops.
- Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.

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Consistent with Goal 3. The proposed project would relocate Omnitrans' bus stop for Route 82, currently along southbound Sierra Avenue north of Underwood Drive, to south of the Underwood Drive intersection and with a shelter and turnout lane. The proposed relocation would maximize the accessibility, safety, and convenience for the students, thereby maximize efficiency and ridership for the Fontana Campus students. The proposed project is consistent with Goal 3 of the Community Mobility and Circulation Element.

Goal 5: Fontana's commercial and mixed-use areas include a multifunctional street network that ensures a safe, comfortable, and efficient movement of people, goods, and services to support a high quality of life and economic vitality.

■ **Policies:**

- Provide a transportation network that is compatible with the needs of commerce and those who live, work and shop in mixed-use areas.
- Encourage mixed use and commercial developments that support walking, bicycling, and public transit use while balancing the needs of motorized traffic to serve such developments.

Consistent with Goal 5. The proposed project is consistent with the intent of the WMXU-1 (Walkable Mixed-Use Downtown and Corridors) land use designation as it would allow Fontana residents and visitors to study, work, and shop within walking distance of each other. The Fontana Campus is within walking distance from various commercial uses to the north and east, and there are residential uses to the east. The project site would also accommodate an on-campus bus stop with a turnout lane and shelter, and a proposed Class IV bike lane is along Sierra Avenue and on-street Class II bike lanes on Santa Ana Avenue. The proposed project is consistent with Goal 5 of the Community Mobility and Circulation Element.

Goal 6: The city has attractive and convenient parking facilities for both motorized and non-motorized vehicles that fit the context.

■ **Policies:**

- Provide the right amount of motor vehicle and bicycle parking in commercial and employment centers to support vibrant economic activity.
- Encourage approaches that reduce the overall number of new parking spaces that must be provided on-site for new development.

Consistent with Goal 6. The proposed project would provide an adequate number of vehicle and bicycle parking spaces to serve the needs of the students and the parking lots would be enveloped by an approximately eight-to-ten-foot-wide trail along the four property edges that could accommodate pedestrians and cyclists, with sufficient landscape buffer with shade. The proposed project is consistent with Goal 6 of the Community Mobility and Circulation Element.

Consistency with SCAG's Connect SoCal

The proposed project is not considered a project of regionwide significance pursuant to Section 15206 of the CEQA Guidelines and the proposed project is consistent with the intent of the City's WMXU-1 (Walkable

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Mixed-Use Downtown and Corridors) land use designation as it would allow Fontana residents and visitors to study, work, and shop within walking distance of each other. Therefore, the proposed project is not anticipated to conflict with the adopted 2020-2045 RTP/SCS. However, consistency analysis with each of the goals has been provided as informational purposes in Chapter 8, *Impacts Found Not to Be Significant*, Table 8-3, *SCAG's Connect SoCal Consistency Analysis*. As described, the proposed project would be consistent with the overarching goals of the RTP/SCS. Impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.7-2: The proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). [Threshold T-2]

TPA Screening

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”¹ or an existing stop along a “high-quality transit corridor”²) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a floor area ratio of less than 0.75.
- 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).
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization).
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

As shown in Attachment A of the VMT Screening Evaluation (Appendix M to the Draft EIR), the project site is not near a major transit stop or high-quality transit corridor. The TPA screening criteria is not met.

Low VMT Area Screening

City Guidelines state that “residential and office projects in a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary” (Fontana 2020). Furthermore, OPR’s Technical Advisory notes that “projects that locate in areas with low VMT and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT” (OPR 2018).

¹ Pub. Resources Code, § 21064.3 (“‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”).

² Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”).

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The City uses the SBCTA Screening Tool to determine low areas of VMT. The Screening Tool uses the subregional San Bernardino Transportation Analysis Model to measure VMT performance within individual traffic analysis zones (TAZ) within the region. The project site is within TAZ 53724202, and the Screening Tool indicated that the project site is not in a low VMT generating TAZ. Attachment A of Appendix M, *VMT Screening Evaluation*, contains a screenshot of the SBCTA VMT Screening Tool result. Low VMT Area screening criteria are not met.

Project Type Screening

The City Guidelines indicate that local serving essential services (e.g., student housing projects on or adjacent to college campuses, community institutions, local serving community colleges that are consistent with the assumptions noted in the RTP/SCS, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary.

The District would develop a replacement campus approximately three miles south of the District's existing Fontana campus. Additionally, student enrollment data provided by the District indicates that the student population is comprised of the local population traveling a median distance of 4.88 miles to the campus (see Attachment C to Appendix M).

The project site is designated WMXU-1 (Walkable Mixed-Use Downtown and Corridors) by the City's General Plan Land Use Plan and zoned Transitional District of the Form Based Code (FBC) Zoning District. WMXU-1 land use category is intended to provide for the creation of areas that allow residents and visitors to walk, bike, and take transit to other uses for work, study, shopping, entertainment, recreation, and civic activities, and to provide compact residential development within walking distance of planned public transit stops and neighborhood shopping areas. The proposed project does not require amendments to the City's general plan and is consistent with the intended uses for WMXU-1 land use designation. The RTP/SCS outlines a development pattern for the region, which is partially based on land use designations in city/county general plans. Because the proposed project is consistent with the City's existing land use designation, the proposed project is also consistent with the assumptions in the RTP/SCS. The existing college is a local-serving essential service and would continue to serve the local student population. Without the local-serving community colleges such as the proposed project, students would need to drive farther distances to other campuses. Therefore, the proposed project is local serving and is presumed to have a less than significant impact to VMT. The Project Type screening threshold is met.

Project Net Daily Trips Less Than 500 ADT Screening

Projects that generate fewer than 500 average daily trips (ADT) are deemed to not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT. Substantial evidence in support of this daily trip threshold is documented in the City Guidelines. As shown in Table 5.7-1, at project buildout, the proposed project would generate 5,170 vehicle trip-ends per day, which would exceed the City's screening threshold of 500 ADT. Project Net Daily Trips screen threshold is not met.

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Conclusion

The proposed project meets the Project Type screening criteria based on the student population traveling within the local area; the land use is consistent with the assumptions in the City's General Plan and in the RTP/SCS. The project is presumed to result in a less than significant VMT impact; no further VMT analysis is required. The proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.7-3: The proposed project could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). [Threshold T-3]

The Master Plan proposes a signalized intersection at Sierra Avenue and Underwood Drive as the main entrance driveway into the campus and a secondary right-in and right-out only driveway access to the north of the main entrance. As shown in Table 5.7-1, the proposed project is anticipated to accommodate 5,170 ADT at buildout. In order to adequately and safely accommodate the traffic at site access, the following improvements shown on Figure 5.7-5, *Site Access Recommendations*, and described below are required and would be provided as part of the proposed project per the Traffic Study recommendations.

- Sierra Avenue and Driveway 1 (#4)
 - Implement a stop control on the eastbound approach with a right turn lane.
 - Stripe a 3rd southbound through lane along the project site's frontage.
 - Restrict driveway access to right-in/right-out only.
- Sierra Avenue and Driveway 2/Underwood Dr. (#5)
 - Install signal equipment to accommodate a new 4th (west) leg of the intersection to facilitate site access (signal equipment on the southeast corner). The new eastbound approach will accommodate a left turn lane and shared through-right turn lane.
 - Restripe the existing northbound left turn pocket to accommodate a minimum 150-foot northbound left turn lane.
 - Restripe the westbound right turn lane as a shared through-right turn lane.
 - Stripe a 3rd southbound through lane along the project site's frontage.
 - Maintain the existing cycle lengths as established by SBCTA as part of the San Bernardino Valley Coordinated Traffic Signal System program (Tier $\frac{3}{4}$ intersections).
- **Sierra Avenue Improvements.** Sierra Avenue is a north-south oriented roadway located on the project site's eastbound boundary. The District will be responsible for construction of Sierra Avenue at its ultimate half-width as a Major Highway (134-foot right-of-way, 112-foot curb-to-curb) from its northern boundary

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to the southern boundary, consistent with the City's standards. The half-section street improvements include three travel lanes and accommodate a Class IV (separated) bikeway along with landscaping and sidewalk improvements. A Class IV bikeway is proposed along Sierra Avenue between Slover Avenue and Jurupa Avenue per the City's Active Transportation Plan. The separated bikeway is typically 5 to 7 feet wide and provides a curb, flexible post, or other physical barriers as a separation between the bike lane and adjacent travel lane. The physical barriers will be accommodated within a 3- to 5-foot pavement width.

- On-site traffic signing and striping will be implemented in conjunction with detailed construction plans for the project site per the City of Fontana standards.
- Sight distance at both project access points would be reviewed with respect to standard City of Fontana sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

A queuing analysis was conducted at the Sierra Avenue and Driveway 1 intersection and the Sierra Avenue and Driveway 2 intersection for Opening Year Cumulative (2030) With Project traffic conditions to determine the adequate turn pocket lengths to accommodate 95th percentile queues and to see if additional storage is needed for the existing left turn pockets. SimTraffic model was used to conduct the queuing analysis for the weekday AM and PM peak hours, and the detailed results are provided in Appendix 1.2 of the Traffic Study in Appendix L to the Draft EIR. The SimTraffic model concluded that there are no anticipated queue issues at the studied driveway intersections that would block the adjacent driveways or cause queues within turn lanes to spill back into the adjacent through lanes. Provided that required site access improvements are provided per PPP TRAN-1 through PPP TRAN-5, the existing storage at four turn pockets—southbound left turn pocket, northbound left turn and right turn pockets, and westbound left turn pocket—would provide adequate storage lengths; and impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.7-4: The proposed would not result in inadequate emergency access. [Threshold T-4]

The project site provides two access points in and out of the project site, one signalized and one unsignalized, from Sierra Avenue. The proposed project would provide internal fire lanes along the east, central, and west corridors of the campus designed to operate and aesthetically feel like pedestrian promenades but would be designed to withstand heavy-duty vehicles and provide easy access for emergency vehicles. The factors that determine whether a project has sufficient access for emergency vehicles include: 1) number of access points (both public and emergency access only); 2) width of access points; and 3) width of internal roadways. Although project site has only one street frontage, two driveways in and out of the project site, simple internal circulation pattern with three straight corridors for emergency vehicles with adequate width would ensure that adequate emergency access is provided. The final design of the driveway and other roadway improvements would be required to meet the Fontana Fire Protection District standards and turning radii to accommodate emergency vehicles.

Level of Significance Before Mitigation: Less than significant impact.

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5.7.5 Cumulative Impacts

The proposed project would be consistent with adopted policies, plans, and programs regarding circulation, including public transit, bicycle, and pedestrian facilities. The proposed project is also a local-serving project that would result in a less-than-significant VMT impact. Therefore, when combined with other development projects in the city as listed in Table 4-1, *Cumulative Development Land Use Summary*, the proposed project would not result in conflict with applicable policies and plans and would not result in increased VMT for residents of Fontana. Cumulative transportation impacts would be less than significant.

5.7.6 Level of Significance Before Mitigation

Upon implementation of PPP TRAN-1 through TRAN-5, the following impacts would be less than significant: 5.7-1, 5.7-2, 5.7-3, and 5.7-4.

5.7.7 Mitigation Measures

No mitigation measures are required.

5.7.8 Level of Significance After Mitigation

Not applicable.

5.7.9 References

- Fontana, City of. 2017, November 14 (adopted). City of Fontana Active Transportation Plan. <https://www.fontana.org/DocumentCenter/View/27009/ATP-Final-Report>.
- . 2018, November 13 (adopted). City of Fontana General Plan, Community Mobility and Circulation. <https://www.fontana.org/DocumentCenter/View/26748/Chapter-9---Community-Mobility-and-Circulation>.
- . 2020, October 21. City of Fontana Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment. <https://www.fontana.org/DocumentCenter/View/35928/TIA-Guidelines---VMT-Assessment>.
- Governor's Office of Planning and Research (OPR). 2018, December. Technical Advisory of Evaluating Transportation Impacts in CEQA.
- San Bernardino County Transportation Authority (SBCTA). 2017, September (revised). Measure I 2010-2040 Strategic Plan. <https://www.gosbcta.com/plan/measure-i-strategic-plan/>.
- . 2021, July 2. Measure I Local Street Pass-Through Funds Five Year Capital Improvement Plan, Plan Period: FY 2021-2022 to FY 2025/2026, Agency Name: City of Fontana. <https://www.gosbcta.com/wp-content/uploads/2022/01/CIP-Report-All-2021-22-to-2025-26-GPC-attachment-final.pdf>.

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Urban Crossroads. 2021, November 29. Chaffey Community College District's Fontana Campus Master Plan Vehicle Miles Traveled (VMT) Screening Evaluation. Appendix M.

———. 2022, March 8. Chaffey Community College District's Fontana Campus Master Plan Traffic Study. Appendix L

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5.8 TRIBAL CULTURAL RESOURCES

Tribal Cultural Resources (TCR) include landscapes, sacred places, or objects with a cultural value to a California Native American tribe. This section of the Draft Environmental Impact Report (EIR) evaluates the potential for the proposed project to impact TCRs in Fontana. Potential impacts to other cultural resources (i.e., historic, archaeological, and disturbance of human remains) are evaluated in Section 5.3, *Cultural Resources*.

The analysis in this section is based in part on the following information:

- *Cultural and Paleontological Resources Assessment for the Fontana Campus Master Plan Environmental Impact Report Project, City of Fontana, San Bernardino County, California*, Cogstone, November 2021. (Appendix G)

A complete copy of this study is in Appendix G of this Draft EIR.

5.8.1 Environmental Setting

5.8.1.1 REGULATORY BACKGROUND

Federal

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (US Code, Title 16, Sections 470aa–mm) became law on October 31, 1979, and has been amended four times. It regulates the protection of archaeological resources and sites that are on federal and Indian lands.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (US Code, Title 25, Sections 3001 et seq.) is a federal law passed in 1990 that established a process for museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants and culturally affiliated Indian tribes.

State

California Public Resources Code

Archaeological resources are protected pursuant to a wide variety of state policies and regulations under the California Public Resources Code (PRC). In addition, cultural resources are recognized as a nonrenewable resource and therefore receive protection under the PRC and CEQA.

PRC Sections 5097.9 to 5097.991 protect Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. They also require notification to descendants regarding Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

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California Health and Safety Code

California Health and Safety Code Section 7050.5 requires that if human remains are discovered on the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

California Register of Historical Resources

The California Register of Historical Resources is the state version of the National Register of Historic Places (see also Section 5.3, *Cultural and Paleontological Resources*). It was enacted in 1992 and became official January 1, 1993. The California Register was established to serve as an authoritative guide to the state's significant historical and archaeological resources. Resources that may be eligible for listing include buildings, sites, structures, objects, and historic districts. According to subsection (c) of PRC Section 5024.1, a resource may be listed as a historical resource in the California Register if it meets any of the four National Register criteria.

California Senate Bill 18

Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places may include sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic cultural and sacred sites. Senate Bill was signed into law September 2004 and went into effect on March 1, 2005. It placed new requirements on local governments for developments within or near "traditional tribal cultural places" (TTCP). SB 18 requires local jurisdictions to provide opportunities for the involvement of California Native American tribes in the land planning process for the purpose of preserving traditional cultural places. The Final Tribal Guidelines recommend that the NAHC provide written information as soon as possible but no later than 30 days after receiving a request to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to a local government if they want to consult to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation, or it may not.

SB 18 is triggered before the adoption, revision, amendment, or update of a city's or county's general plan. Because the proposed project does not require these discretionary actions from the City of Fontana, the proposed project is not subject to SB 18.

Assembly Bill 52

The Native American Historic Resource Protection Act (AB 52) took effect July 1, 2015, and incorporates tribal consultation and analysis of impacts to TCR into the CEQA process. It requires that impacts to TCRs be

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analyzed like any other CEQA topic and establishes a consultation process for lead agencies and California tribes. Projects that require a Notice of Preparation of an EIR or Notice of Intent to adopt an ND or MND are subject to AB 52.

Under AB 52, TCR is defined sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources. Or the lead agency, supported by substantial evidence, chooses at its discretion to treat the resource as a historical resource.

AB 52 requires consultation with tribes at an early stage to determine whether the project would have an adverse impact on TCRs and to define mitigation to protect them. Within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it. The tribes have 30 days after receiving the notification to respond if they wish to engage in consultation. The lead agency must initiate consultation within 30 days of receiving the request from a tribe.

AB 52 requires that the California Native American tribes first need to formally request to be notified of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe. The District did not receive formal requests from any of the tribes.

5.8.1.2 EXISTING CONDITIONS

A sacred lands file search was conducted by the NAHC for the project site. The NAHC responded on September 2, 2021, and indicated that there are no sacred lands or resources known within the project site (Cogstone 2021). Additionally, the NAHC identified the following 12 local Native American individuals/organizations that may have knowledge of cultural resources and/or sacred lands within or near the project site:

- Agua Caliente Band of Cahuilla Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Morongo Band of Mission Indians
- Quechan Tribe of the Fort Yuma Reservation
- San Manuel Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians

PlaceWorks sent query letters via email to the 12 tribes, providing location of the project and asking for information about potential resources at or near the project site. The query letters also indicated that although

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no tribes have formally submitted a written request to be notified of projects within the District's jurisdiction pursuant to AB 52, the District is willing to meet and consult with the tribe if requested. Responses were received from the Agua Caliente Band of Cahuilla Indians and Quechan Tribe of the Fort Yuma Reservation indicating that the project site is not within their tribe's traditional use area and they have no comments on the project. A response was also received from the San Manuel Band of Mission Indians indicating that the project site is in close proximity to previously identified tribal cultural resources site and they would like to consult with the District.

5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
 - ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.8.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for tribal cultural resources, are identified below.

- PPP TCR-1 Pursuant to California Health and Safety Code Section 7050.5, if human remains are discovered on the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of a Native American, he or she shall contact the NAHC by telephone within 24 hours.
- PPP CUL-1 All construction activities will be conducted in accordance with Section 7050.5 of the California Health and Safety Code regarding the potential discovery of human remains. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County Coroner has been contacted.

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If applicable, the Native American Heritage Commission will be responsible for designating the most likely descendant (MLD), as required by Section 5097.98 of the California Public Resources Code. If the landowner rejects the recommendations of the MLD, the burial location would be determined in compliance with California Public Resources Code, Section 5097.98.

5.8.4 Environmental Impacts

5.8.4.1 IMPACT ANALYSIS

The following impact analysis addresses the thresholds of significance; the applicable thresholds are identified in brackets after the impact statement.

Impact 5.8-1: The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). [Threshold TCR-1.i]

The project site is currently vacant and there is no cultural resource on-site that is listed or eligible for listing in the California Register (Cogtone 2021). One historic resource from the early 1950s, a concrete slab foundation (20211005.SD.001) containing five troughs, was identified within the project site. But this find was determined to be ineligible under California Register criteria. No tribal cultural resource, as defined in PRC Section 21074, was identified within the project site. Therefore, no impact would occur.

Level of Significance Before Mitigation: No impact.

Impact 5.8-2: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency to be significant pursuant to criteria in Public Resources Code section 5024.1(c). [Threshold TCR-1.ii]

The project site is vacant without any above-grade structures and is surrounded by commercial and residential uses to the north and east, and vacant lands to the west and south. The NAHC's sacred lands file search result was negative. Twelve tribes were contacted for information related to TRCs in the project site. A TCR is a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is either in or eligible for inclusion in the California Register of Historical Resources or is a resource that the lead agency, at its discretion and supported by substantial evidence, determines should be treated as a TCR (PRC Sections 21074[a][1], [2]). Out of the 12 tribes that received inquiries about the proposed project, 3 responded—the Agua Caliente Band of Cahuilla Indians, the Quechan Tribe of the Fort Yuma Reservation, and the San Manuel Band of Mission Indians. The Quechan Tribe of the Fort Yuma Reservation and the Agua Caliente Band of Cahuilla Indians indicated that they have no comments. The San Manuel Band of Mission Indians indicated that in the review of their files, the project site is northwest of the Serrano Village site where several archaeological isolates have been identified. They indicated that the project site is of great concern to them, and they would like to consult with the District. The District initiated the requested consultation, stating in an email on December 17, 2021, that the San Manuel Band of Mission Indians did not submit a formal

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request to be notified of the District's projects per AB 52, but the District would like to meet with the tribe in the interest of cooperation and full disclosure. On April 1, 2022, in an email to Ryan Nordness of San Manuel Band of Missions Indians, the District sent a Cultural Resources report prepared for the project site and an available version of the Cultural Resources and Tribal Cultural Resources sections of the Draft EIR with mitigation measures for review and comment and requested that the tribe provide some available dates and times for the consultation. The tribe confirmed receipt of the District's email and the District addressed their concern via email correspondence in April 2022. The San Manuel Band of Mission Indians requested that the District provide a mitigation measure language pertaining to the inadvertent discovery of human remains, which was already included as part of the existing regulatory requirements under PPP CUL-1. In an email dated April 18, 2022, Mr. Nordness of the San Manuel Band of Mission Indians indicated that the District's response is sufficient and concluded the consultation. No further consultation is required per AB 52.

As discussed in Section 5.3, *Cultural Resources*, for Impact 5.3-2, based on the history of ground disturbance, the results of the pedestrian survey and the cultural records search, and the negative sacred lands file search from the NAHC, the Cultural and Paleontological Resources Assessment concluded that the project site has low sensitivity for archaeological resources. However, during ground-disturbing activities, previously unidentified archaeological and/or TCR could be encountered. The San Manuel Band of Mission Indians commented that there are nearby archaeological sites and ground-disturbing activities could potentially unearth subsurface TCRs. The disturbance of these TCRs could cause a substantial adverse change in the significance of the resource(s) if not mitigated.

Level of Significance Before Mitigation: Potentially significant impact.

5.8.5 Cumulative Impacts

TCRs may be found throughout Fontana, but information about them is much more difficult to obtain than for most archaeological resources. Identification of TCRs requires coordination with Native American tribes, and their precise location is often difficult to determine because they may only be documented through the oral history of the tribe. As with the proposed project, each cumulative project from the cumulative projects list (see Draft EIR Chapter 4, *Environmental Setting*, Table 4-1, *Cumulative Development Land Use Summary*) is required to comply with AB 52 and PRC Section 21083.2(i), which addresses accidental discoveries of archaeological sites and resources, including tribal cultural resources; therefore, any discoveries of TCRs caused by the project or related projects would be mitigated to a less than significant level. Therefore, project impacts would not be cumulatively considerable.

5.8.6 Level of Significance Before Mitigation

The following impact would be less than significant: 5.8-1.

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.8-2** Project implementation could result in an adverse change in Native American resources during ground disturbing construction activities.

5. Environmental Analysis

TRIBAL CULTURAL RESOURCES

5.8.7 Mitigation Measures

Impact 5.8-2

Mitigation Measure CUL-1 and PPP CUL-1 in Section 5.3, *Cultural Resources*, would also reduce impacts to TCR. In addition, the following mitigation measure is specific to potential TCR impacts of the proposed project.

TCR-1 During grading and site preparation activities, the construction contractor retained by the Chaffey Community College District (District) shall monitor all construction activities. In the event that any pre-contact and/or historic-era cultural resources are inadvertently unearthed, work shall be halted immediately within 60 feet of the discovery and the construction contractor shall inform the project manager of the District. Construction activities may continue in other areas. As detailed in Mitigation Measure CUL-1, the District shall retain a qualified archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in Archaeology to analyze the significance of the discovery. Additionally, the San Manuel Band of Missions Indians Cultural Resources Department (SMBMI) shall be contacted, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. If the resources are Native American in origin and deemed significant as defined by CEQA Guidelines, a cultural resources monitoring and treatment plan shall be prepared by a qualified archaeologist in coordination with SMBMI and all subsequent finds shall be subject to the plan. The plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project development, should SMBMI elect to place a monitor on-site. The plan will outline the treatment plan for the find to retain it/them in the form and/or manner the Tribe deems appropriate for educational, cultural and/or historic purposes.

The District shall disseminate any and all archaeological/cultural documents created as part of the proposed project (isolated records, site records, survey reports, testing reports, etc.) to SMBMI and the District shall, in good faith, consult with SMBMI through the project development. Preservation in place (i.e., avoidance) is the preferred manner of treatment.

5.8.8 Level of Significance After Mitigation

Because the proposed project would require ground-disturbing activities for construction, there is potential to uncover TCRs. Mitigation Measure TCR-1 would reduce potential impacts associated with tribal cultural resources to a level that is less than significant. Mitigation Measure CUL-1 will also require inadvertent discovery of cultural resources to be evaluated by a qualified archaeologist and a formal treatment plan to be developed. Therefore, no significant unavoidable adverse impacts relating to tribal cultural resources remain.

5.8.9 References

Cogstone. 2021, November. Cultural and Paleontological Resources Assessment for the Fontana Campus Master Plan Environmental Impact Report Project, City of Fontana, San Bernardino County, California. DEIR Appendix G.

5. Environmental Analysis

TRIBAL CULTURAL RESOURCES

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6. Significant Unavoidable Adverse Impacts

At the end of Chapter 1, *Executive Summary*, is a table that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Mitigation measures would reduce all potentially significant impacts to a less than significant level, and no significant and unavoidable impact remains.

6. Significant Unavoidable Adverse Impacts

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7. Alternatives to the Proposed Project

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines Section 15126.6[a]). As required by CEQA, this chapter identifies and evaluates potential alternatives to the proposed project.

Section 15126.6 of the CEQA Guidelines explains the foundation and legal requirements for the alternatives analysis in an EIR. Key provisions are:

- “[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” (15126.6[b])
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact.” (15126.6[e][1])
- “The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” (15126.6[e][2])
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.” (15126.6[f])
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries..., and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (15126.6[f][1]).
- “Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.” (15126.6[f][2][A])

7. Alternatives to the Proposed Project

- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.” (15126.6[f][3])

For each development alternative, this analysis:

- Describes the alternative.
- Analyzes the impact of the alternative as compared to the proposed project.
- Identifies the impacts of the project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic project objectives.
- Evaluates the comparative merits of the alternative and the project.

According to Section 15126.6(d) of the CEQA Guidelines, “[i]f an alternative would cause...significant effects in addition those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.”

7.1.2 Project Objectives

As described in Section 3.3, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts.

1. Implement the vision created for the new campus that aligns with the strategic direction of the eastern area of the Chaffey Community College District.
2. Provide facilities that support existing and planned academic programs with room to expand and add new programs as envisioned by the Vision 2025 Facilities Master Plan.
3. Provide a safe, accessible, and sustainable learning environment.
4. Build facilities, utilities infrastructure, and site improvements that will enable the new Fontana campus to implement its strategies for environmental sustainability and energy resilience through energy reduction and clean energy sources.
5. Development of college facilities that provide modern maintenance and operations.
6. Develop a campus that accommodates the long-term enrollment needs for the population in southwestern San Bernardino County.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this EIR.

7. Alternatives to the Proposed Project

7.2.1 Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis are whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR (CEQA Guidelines Section 15126.6[b]). In general, any development of the size and type proposed by the project would have substantially the same impacts on biological resources, cultural resources, geology and soils, greenhouse gas emissions, mineral resources, public services, recreation, transportation, and tribal cultural resources. As discussed in the Draft EIR Section 5.2, *Biological Resources*, much of the city of Fontana is mapped as Delhi fine sands soils and is within the USFWS Jurupa Recovery Unit for the DSF. Therefore, it is likely that vacant undeveloped alternative development sites in the city would have similar impacts to DSF and require the same mitigation measures as the proposed project. As with the proposed project, alternative development areas would also require excavation and various soil-disturbing activities that could potentially impact previously unidentified archaeological and tribal cultural resources. Alternative sites would also require compliance with the seismic design parameters of the California Building Code (CBC) and the Division of the State Architect (DSA). Development on alternative sites within the city of Fontana would also have similar GHG emissions and VMT impacts as the proposed project since it would be considered a local-serving project and the average distance from student residences to campus would not change substantially. Without a site-specific analysis, impacts on aesthetics, air quality, hazards and hazardous materials, hydrology/water quality, noise, utilities and service systems, and wildfire cannot be evaluated. The proposed project would not result in any significant and unavoidable environmental impacts, therefore, the alternative development areas alternative would not avoid or substantially lessen any significant effects of the project pursuant to CEQA Guidelines section 15126.6(b). For this reason, this alternative was rejected.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/No Development Alternative
- Delhi Sands Flower-loving Fly Habitat Conservation Alternative with Structured Parking Facility
- Delhi Sand Flower-loving Fly Habitat Conservation Alternative Without Structured Parking Facility

An EIR must identify an “environmentally superior” alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. Section 7.7 identifies the Environmentally Superior Alternative. The preferred land use alternative (proposed project) is analyzed in detail in Chapter 5 of this Draft EIR.

7. Alternatives to the Proposed Project

7.4 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

CEQA Guidelines require the analysis of a “no project” alternative. This analysis must discuss the existing site conditions as well as what would be reasonably expected in the foreseeable future based on any current plans if the project were not approved. Under the “No Project” alternative, the project site would not be developed. Conditions on-site would remain unimproved. The project site is designated WMXU-1 (Walkable Mixed-Use Downtown and Corridors) by the City’s General Plan Land Use Plan and zoned FBC (Form Based Code) district. Uses envisioned in this designation include a variety of medium-to high-density residential types, retail and services, office, entertainment, education, civic, and open space development. Determining reasonable future use for the project site would be speculative given the mix of uses surrounding the project site. Thus, the No Project alternative assumes that the project site would remain undeveloped.

7.4.1 Air Quality

This alternative would not generate construction-related air quality impacts. It would not result in short-term emissions in exceedance of South Coast Air Quality Management District’s (South Coast AQMD) threshold criteria and would not result in construction health risk impacts. The long-term operational air quality impacts would also be eliminated as there would be no increase in criteria air pollutant emissions from area sources (e.g., landscaping equipment, architectural coating) and energy (i.e., natural gas used for heating). Therefore, this alternative would have less construction and operational air quality impact compared to the proposed project. No mitigation measures would be required. Air quality is not a significant and unavoidable impact of the proposed project.

7.4.2 Biological Resources

This alternative would not disturb the existing natural habitat on-site, and therefore would not impact any of the potential on-site biological resources. The project site contains special status plant species such as Southern California black walnut trees, suitable habitat for Delhi Sands flower-loving fly (DSF), four wildlife bird species, and burrowing owls. This alternative would eliminate impacts related to biological resources and no mitigation measures are required. This alternative would reduce impacts related to biological resources. The biological resources impact is not a significant and unavoidable impact of the proposed project.

7.4.3 Cultural Resources

This alternative would not involve ground disturbance, as the project site would not be cleared and graded. Therefore, there would no impacts to cultural resources and no mitigation measures are required. This alternative would reduce impact related to cultural resources. Cultural impact is not a significant and unavoidable impact of the proposed project.

7.4.4 Greenhouse Gas Emissions

This alternative would not generate construction-related GHG emissions nor any new operational-related GHG emissions. Under this alternative, the additional 406 metric tons of carbon dioxide equivalent (MTCO₂e)

7. Alternatives to the Proposed Project

per year from the proposed project would be eliminated. Therefore, this alternative would have less GHG emissions impact compared to the proposed project. GHG is not a significant and unavoidable impact of the proposed project.

7.4.5 Hydrology and Water Quality

In this alternative, no changes would be made to the drainage pattern or volumes on the project site, and no water pollutants would be introduced onto the project site by construction or operation. Therefore, this alternative would reduce impacts related hydrology and water quality. Hydrology and water quality impact is not a significant and unavoidable impact of the proposed project.

7.4.6 Noise

This alternative would not generate construction noise nor any new operational noise, since the project site would not be developed. This alternative would reduce impacts related to construction and operational noise. Noise is not a significant and unavoidable impact of the proposed project.

7.4.7 Transportation

This alternative would not generate any construction-related traffic nor any operational traffic, since the project site would not be developed. The existing Fontana Campus is approximately three miles north of the project site and the vehicle miles traveled (VMT) would not change from the existing conditions. This alternative would reduce impacts related to transportation compared to the proposed project. Transportation is not a significant and unavoidable impact of the proposed project.

7.4.8 Tribal Cultural Resources

This alternative would not require any ground-disturbing activities. Therefore, this alternative would not result in any impacts related to tribal cultural resources, and no mitigation would be necessary. This alternative eliminates the tribal cultural resources impact identified under the proposed project. However, tribal cultural resources is not a significant and unavoidable impact of the proposed project.

7.4.9 Conclusion

The No Project/No Development Alternative would lessen the proposed project's environmental impacts in all areas. However, the proposed project would not result in any significant and unavoidable impact, and this alternative would not meet any of the project objectives in Section 7.1.2, as described below.

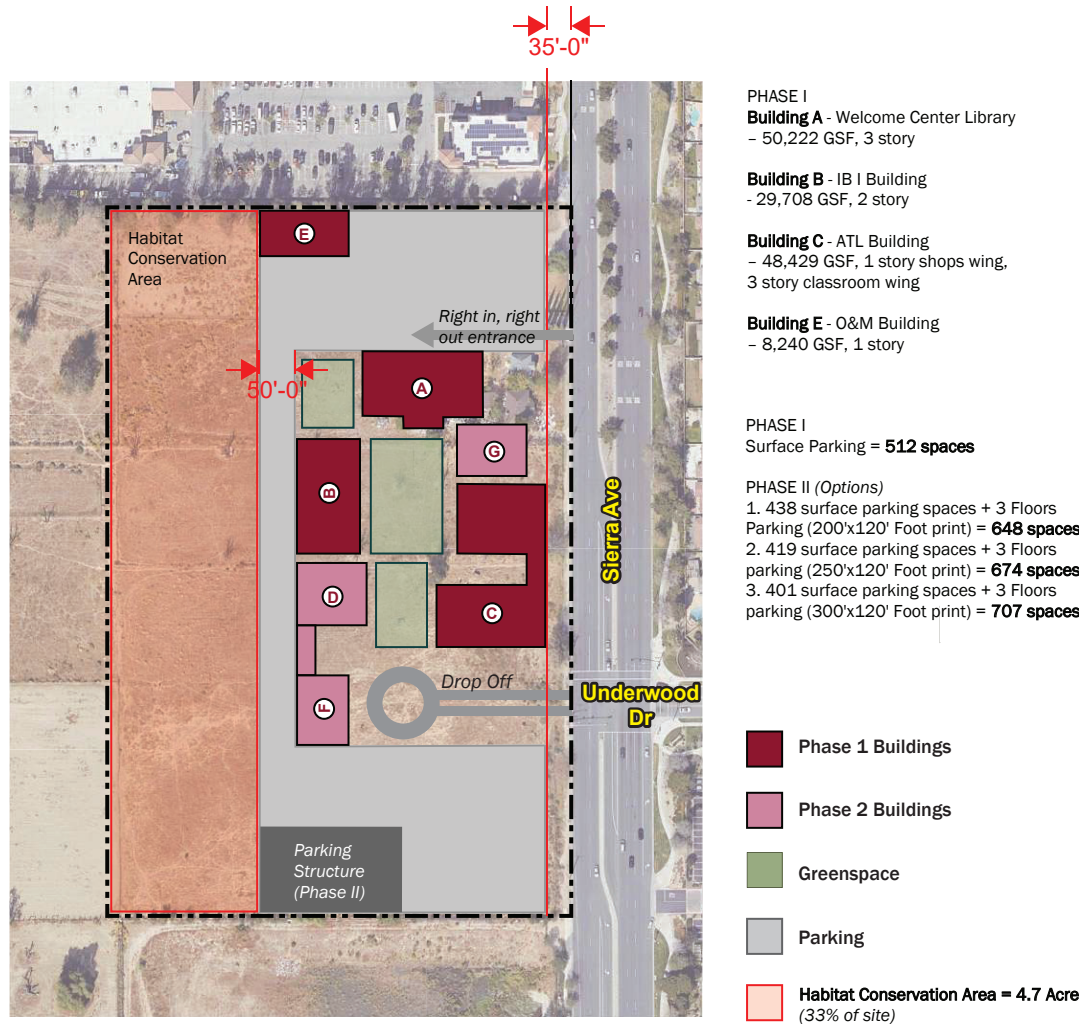
7. Alternatives to the Proposed Project

Project Objectives	Ability to Meet Project Objectives	Explanation
1. Implement the vision created for the new campus that aligns with the strategic direction of the eastern area of the Chaffey Community College District.	No	No new and expanded campus would be provided. This alternative would not implement any of the vision created for the new campus and would not be aligned with the strategic direction.
2. Provide facilities that support existing and planned academic programs with room to expand and add new programs as envisioned by the Vision 2025 Facilities Master Plan.	No	No new and expanded campus facilities would be provided. The Vision 2025 Facilities Master Plan would not be implemented.
3. Provide a safe, accessible, and sustainable learning environment.	No	No new safe, accessible, and sustainable learning environment would be provided because new and expanded campus facilities would not be constructed.
4. Build facilities, utilities infrastructure, and site improvements that will enable the new Fontana Campus to implement its strategies for environmental sustainability and energy resilience through energy reduction and clean energy sources.	No	No facilities, utilities infrastructure, and site improvements to support the Master Plan's strategies for environmental sustainability and energy resilience through energy reduction and clean energy sources would occur because no new campus would be constructed.
5. Development of college facilities that provide modern maintenance and operations.	No	Development of college facilities that provide modern maintenance and operations would not occur.
6. Develop a campus that accommodates the long-term enrollment needs for the population in southwestern San Bernardino County.	No	The long-term enrollment needs would not be accommodated because no new and expanded campus would be constructed.

7.5 DELHI SANDS FLOWER-LOVING FLY HABITAT CONSERVATION ALTERNATIVE WITH STRUCTURED PARKING FACILITY

Under this alternative, approximately 33 percent (4.7 acres) of the project site along the western boundary would be preserved for habitat conservation should it be determined that the Delhi Sands flower-loving fly (DSF) is present on the site upon the completion of a two consecutive season protocol survey, in such a case the new campus would be constructed on the remaining 67 percent (9.6 acres) of the project site. Figure 7-1, *Alternative Site Plan with Structured Parking Facility*, illustrates the conceptual site plan for this alternative. The protocol survey for 2022 found no DSF within the project site.

Figure 7-1 - Alternative Site Plan with Structured Parking Facility
7. Alternatives to the Proposed Project



0 275
Scale (Feet)



7. Alternatives to the Proposed Project

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7. Alternatives to the Proposed Project

Under this alternative, the eastern 9.6 acres of the 14.3-acre site would be developed into the new Fontana Campus and the western 4.7 acres would remain undeveloped and would be preserved in cooperation with the US Fish and Wildlife Service (USFWS) for habitat conservation and education. The 4.7 acres of habitat conservation area would be fenced for security purposes, and no access would be allowed unless the access was related to approved biological educational programs, maintenance, or habitat monitoring. This alternative assumes the same total new building area of 209,000 GSF with the same uses and programs as the proposed project to implement the vision for the Master Plan. In Phase 1 under this alternative, approximately 137,000 square feet of building area and 512 surface parking spaces would be constructed. In Phase 2, 72,000 square feet of building area and a multilevel, 108,000-square-foot¹ parking structure would be constructed, providing a combined total of 707 spaces consisting of 306 parking structure spaces and 401 surface parking spaces.

Therefore, the total building square footage would increase from 209,000 GSF to 317,000 GSF, an approximately 52 percent increase driven by parking demands and the land set aside for conservation, if needed. This alternative is subject to an economic feasibility analysis to determine if the campus development can reasonably sustain the significant increases in costs associated with constructing a structured parking facility vs. a surface parking lot. The smaller development area with increased building area would result in a more clustered site layout and a less landscaped area. As with the proposed project, the new campus would be developed with energy-efficient strategies and sustainable building materials, infrastructure, and landscaping. And as with the proposed project, this alternative would be constructed to accommodate a total of 4,495 unduplicated students (or 1,101 full-time-equivalent students) and 192 unduplicated employees (53 full-time employees).

7.5.1 Air Quality

Under this alternative, 33 percent less area would be disturbed, and the total building area to be developed would increase by 108,000 square feet to construct a multilevel, 306-space parking structure. This would represent an approximately 52 percent increase in the total building area. Therefore, construction air quality impacts would increase from the proposed project. During the operational phase, this alternative would result in the same vehicle trips and VMT impacts as the proposed project because it would not affect programs to be offered at the campus, and the buildout of student enrollment. This alternative would have increased construction phase air quality impacts and the same operational air quality impacts compared to the proposed project. The same construction mitigation measures would be necessary. Air quality is not a significant and unavoidable impact of the proposed project.

7.5.2 Biological Impacts

This alternative would preserve the western 4.7 acres of the project site for habitat conservation area. Though the majority of the project site is characterized as disturbed/nonnative grassland habitat, generally, the entire project site is mapped as Delhi fine sand soils and is within the USFWS' Jurupa Recovery Unit for the DSF, providing a moderate quality habitat, so it provides a moderate quality habitat for the DSF species. A focused survey for DSF species was conducted from July 2022 through September 2022 and found no DSF species. A consecutive second-year survey is required to obtain a determination from USFWS that no DSF is present on-

¹ Assumes 350 square feet per parking structure space.

7. Alternatives to the Proposed Project

site. The project site also contains eight sensitive Southern California black walnut trees (*Juglans californica*) and provides suitable habitat for five wildlife bird species—Cooper’s hawk, California horned lark, white-tailed kite, loggerhead shrike, and burrowing owls—that could occur within the disturbed/nonnative grasslands and mature trees. As with the proposed project, impacts to these sensitive species would be mitigated to a less than significant level with implementation of mitigation measures. Therefore, though all of the mitigation measures incorporated for the proposed project would still be required, this alternative would create a habitat conservation area for DSF, and impacts to DSF would be reduced compared to the proposed project. Biological resources is not a significant and unavoidable impact of the proposed project.

7.5.3 Cultural Resources

Due to the cluster design that preserves 33 percent of the project site, this alternative would redevelop and disturb a smaller area of the project site compared to the proposed project and would reduce impacts to cultural resources. As with the proposed project, the foundation slab and five matching concrete troughs that could be dated back to 1953 with the historical context of agriculture in California would not be preserved. However, this find is not a historical resource meeting the National Register of Historic Places/ California Register of Historical Resources evaluation criteria. Because this alternative would disturb a smaller area than the proposed project, cultural resources impact would be less than the proposed project. This alternative would require the same mitigation measure pertaining to archaeological resources as the proposed project. Cultural resources is not a significant and unavoidable impact of the proposed project.

7.5.4 Greenhouse Gas Emissions

This alternative would increase GHG emissions during construction because there would be a 52 percent increase in total building area. The construction schedule would also be extended. This alternative would result in greater GHG impacts during construction. Under this alternative, the total building square footage for college programs and the buildout student enrollment would not change. During long-term operation, the vehicle trips, VMT, and off-site energy production would be the same as the proposed project. GHG emission is not a significant and unavoidable impact of the proposed project.

7.5.5 Hydrology and Water Quality

This alternative would disturb less area of the project site and preserve approximately 4.7 acres as previous undeveloped land. Therefore, the volume and rate of overflow to the offsite drainage system would be less than the proposed project, and hydrology and water quality impacts during construction would be less than the proposed project. As with the proposed project, this alternative would be required to comply with the existing local, regional, and state water quality and hydrology requirements, including the NPDES Construction General Permit and California Green Building Standards Code, and incorporate appropriate best management practices. This alternative would result in fewer hydrology and water quality impacts compared to the proposed project. Hydrology and water quality is not a significant and unavoidable impact of the proposed project.

7. Alternatives to the Proposed Project

7.5.6 Noise

Under this alternative, a multilevel 108,000-square-foot parking structure would be constructed in addition to the 209,000 GSF of the campus buildings under the proposed project. Therefore, the construction noise impact would be greater than for the proposed project. The operational noise impacts would be similar to the proposed project because the buildout enrollment would not change. This alternative would have increased construction noise impact and would have the same operational noise impacts compared to the proposed project. Noise is not a significant and unavoidable impact of the proposed project.

7.5.7 Transportation

This alternative would increase construction-related traffic due to 52 percent more building square footage. Operational transportation impact would be the same since the total building area for academic programs and the buildout enrollment capacity would not change. This alternative would result in greater transportation impacts during construction and would have the same impact during operation compared to the proposed project. Transportation is not a significant and unavoidable impact of the proposed project.

7.5.8 Tribal Cultural Resources

This alternative would reduce the project site size by 33 percent, and therefore would reduce ground disturbance. The tribal cultural resources mitigation measure incorporated for the proposed project would still be required for the area to be developed. This alternative would result in less tribal cultural resources impact compared to the proposed project. Tribal cultural resources is not a significant and unavoidable impact of the proposed project.

7.5.9 Conclusion

The DSF Habitat Conservation Alternative With Structured Parking Facility would worsen the proposed project's environmental impacts in all areas for construction and result in the same impacts for operation. This alternative would meet all of the project objectives, as described below.

Project Objectives	Ability to Meet Project Objectives	Explanation
1. Implement the vision created for the new campus that aligns with the strategic direction of the eastern area of the Chaffey Community College District.	Yes	This alternative would allow the District to implement the vision created for the new campus that aligns with the strategic direction of the eastern area of the Chaffey Community College District.
2. Provide facilities that support existing and planned academic programs with room to expand and add new programs as envisioned by the Vision 2025 Facilities Master Plan.	Partially	This alternative would support the existing and planned academic programs as envisioned by the Master plan but because 4.7 acres would be preserved for conservation, expanding and adding new programs in the future would be challenging compared to the proposed project..

7. Alternatives to the Proposed Project

Project Objectives	Ability to Meet Project Objectives	Explanation
3. Provide a safe, accessible, and sustainable learning environment.	Yes	As with the proposed project, this alternative would provide a safe, accessible, and sustainable learning environment on a smaller project site.
4. Build facilities, utilities infrastructure, and site improvements that will enable the new Fontana Campus to implement its strategies for environmental sustainability and energy resilience through energy reduction and clean energy sources.	Yes	As with the proposed project, this alternative would allow development of environmentally sustainable and energy resilient facilities, utilities infrastructure, and site improvements through energy reduction and clean energy sources. Sustainable building materials and energy efficient system would be used and drought tolerant landscaping would be provided. Solar carports would also be installed.
5. Development of college facilities that provide modern maintenance and operations.	Yes	As with the proposed project, this alternative would provide modern maintenance and operations.
6. Develop a campus that accommodates the long-term enrollment needs for the population in southwestern San Bernardino County.	Yes	As with the proposed project, this alternative would accommodate the long-term enrollment needs of the population in southwestern San Bernardino County.

7.6 DELHI SANDS FLOWER-LOVING FLY HABITAT CONSERVATION ALTERNATIVE WITHOUT STRUCTURED PARKING FACILITY

Under this alternative, approximately 33 percent of the project site may be preserved for DSF habitat conservation should the protocol surveys determine its presence on the site, and the new campus would be constructed on the remaining 67 percent of the project site. Under this alternative, the development configuration may involve the northern portion of the site which is approximately 10 acres of the 14.3-acre site. Under this alternative, the site would be developed into the new Fontana Campus, and the western 4.7 acres would remain undeveloped. The 4.7-acre would be fenced for security purposes and no access would be allowed, unless it was for the purpose of educational training, maintenance, and monitoring. This alternative would eliminate the western parking lot, removing approximately 47 percent (334 spaces) of the total 718 surface parking spaces. Therefore, without the construction of a parking structure, the long-term student enrollment capacity may be reduced, unless additional public transportation and/or parking options are provided for the students. Here, it is assumed that the long-term student enrollment capacity would be reduced by approximately 30 percent to 3,100 unduplicated students and 53 unduplicated employees. And the total building area would also be reduced by 30 percent to 146,300 GSF. Due to the smaller project site, more clustered buildings and less landscaped areas would be provided. As with the proposed project, the new campus would be developed with energy-efficient strategies and sustainable building materials, infrastructure, and landscaping. And to offset any student enrollment losses and to reduce any associated traffic impacts the District will work cooperatively with the transportation agencies to provide expanded public transportation to the site should this alternative be required.

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7.6.1 Air Quality

This alternative would result in a shorter construction duration due to 30 percent less construction area for grading and parking lot paving and a 30 percent reduction in building area. Therefore, less construction air quality impact is anticipated. During the operational phase, this alternative would result in fewer vehicle trips and VMT impacts compared to the proposed project, because it would reduce the buildout enrollment capacity. This alternative would reduce both the construction phase and operational air quality impact compared to the proposed project. The same construction mitigation measures would be necessary. Air quality is not a significant and unavoidable impact of the proposed project.

7.6.2 Biological Impacts

This alternative would preserve the southern 4.7 acres of the project site for existing habitat conservation. Though the majority of the project site is characterized as disturbed/nonnative grassland habitat, generally, the entire project site is mapped as Delhi fine sand soils and is within the USFWS Jurupa Recovery Unit for the DSF, so it provides moderate quality habitat for the DSF species. A focused survey for DSF species was conducted from July 2022 through September 2022, and found no DSF species. A consecutive second-year survey is required to obtain a determination from USFWS that no DSF is present on-site. The project site also contains eight sensitive Southern California black walnut trees (*Juglans californica*) and provides suitable habitat for five wildlife bird species—Cooper’s hawk, California horned lark, white-tailed kite, loggerhead shrike, and burrowing owls that could occur within the disturbed/nonnative grasslands and mature trees. As with the proposed project, impacts to these sensitive species would be mitigated to a less than significant level with implementation of mitigation measures. Therefore, though all of the mitigation measures incorporated for the proposed project would still be required, this alternative would create habitat conservation area for DSF, and impacts to DSF would be reduced compared to the proposed project. Biological resources is not a significant and unavoidable impact of the proposed project.

7.6.3 Cultural Resources

Due to the cluster design that preserves 33 percent of the project site, this alternative would redevelop and disturb a smaller area of the project site compared to the proposed project and would reduce impacts to cultural resources. As with the proposed project, the foundation slab and five matching concrete troughs that could be dated back to 1953 with the historical context of agriculture in California would not be preserved. However, this find is not a historical resource meeting the National Register of Historic Places/ California Register of Historical Resources evaluation criteria. Because this alternative would disturb a smaller area than the proposed project, cultural resources impacts would be less than for the proposed project. However, this alternative would require the same mitigation measure pertaining to archaeological resources as the proposed project. Cultural resources is not a significant and unavoidable impact of the proposed project.

7.6.4 Greenhouse Gas Emissions

This alternative would reduce GHG emissions during construction because it would disturb a smaller project site and construct 30 percent less building area compared to the proposed project. The construction duration

7. Alternatives to the Proposed Project

would be shortened. This alternative would reduce the total building square footage and the buildout student enrollment. During long-term operation, then, vehicle trips, VMT, and off-site energy production would be less than the proposed project. GHG emission is not a significant and unavoidable impact of the proposed project.

7.6.5 Hydrology and Water Quality

This alternative would disturb less area of the project site and preserve approximately 4.7 acres as pervious undeveloped land. The area of soil disturbance would also be smaller than the proposed project, and hydrology and water quality impacts during construction would be less than the proposed project. As with the proposed project, this alternative would be required to comply with the existing state and regional water quality and hydrology requirements, including the NPDES Construction General Permit and California Green Building Standards Code, and incorporate appropriate best management practices. This alternative would reduce hydrology and water quality impacts compared to the proposed project. Hydrology and water quality is not a significant and unavoidable impact of the proposed project.

7.6.6 Noise

This alternative would reduce the area to be disturbed by 33 percent and the total building area by 30 percent. Therefore, this alternative would reduce construction noise impacts. The operational noise impacts would also be reduced because the buildout enrollment would be reduced. This alternative would reduce construction and operational noise impacts compared to the proposed project. Noise is not a significant and unavoidable impact of the proposed project.

7.6.7 Transportation

This alternative would reduce construction-related traffic due to the smaller development area and smaller total building area. A reduction of 33 percent in the project site area would require less grading and less parking lot pavement, and the reduced building area would require less construction equipment and worker trips compared to the proposed project. Operational transportation impact would be reduced since the total building area and the buildout enrollment capacity would decrease. This alternative would result in less transportation impacts during construction and operation compared to the proposed project. Transportation is not a significant and unavoidable impact of the proposed project.

7.6.8 Tribal Cultural Resources

This alternative would reduce the project site size by 33 percent, and therefore would reduce ground disturbance. However, the tribal cultural resources mitigation measure incorporated for the proposed project would still be required for the area to be developed. This alternative would result in less tribal cultural resources impact compared to the proposed project. Tribal cultural resources is not a significant and unavoidable impact of the proposed project.

7. Alternatives to the Proposed Project

7.6.9 Conclusion

The DSF Habitat Conservation Alternative Without Structured Parking Facility would lessen the proposed project's environmental impacts in all areas for construction and operation. This alternative would meet some of the project objectives, as described below.

Project Objectives	Ability to Meet Project Objectives	Explanation
7. Implement the vision created for the new campus that aligns with the strategic direction of the eastern area of the Chaffey Community College District.	Partially	This alternative would allow the District to implement the vision created for the new campus that aligns with the strategic direction of the eastern area of the Chaffey Community College District. However, because of the 30 percent reduction in site size, the total building area and parking supply would need to be decreased, and therefore, the maximum student enrollment would also need to be reduced. Therefore, the vision for the new campus would only be met partially.
8. Provide facilities that support existing and planned academic programs with room to expand and add new programs as envisioned by the Vision 2025 Facilities Master Plan.	No	Because of the smaller size and limited parking supply, the campus may not be able to support all planned academic programs with room to expand and add new programs as envisioned by the Master Plan.
9. Provide a safe, accessible, and sustainable learning environment.	Yes	As with the proposed project, this alternative would provide a safe, accessible, and sustainable learning environment on a smaller project site.
10. Build facilities, utilities infrastructure, and site improvements that will enable the new Fontana Campus to implement its strategies for environmental sustainability and energy resilience through energy reduction and clean energy sources.	Yes	As with the proposed project, this alternative would allow the development of environmentally sustainable and energy resilient facilities, utilities infrastructure, and site improvements through energy reduction and clean energy sources. Sustainable building materials and energy efficient systems would be used and drought tolerant landscaping would be provided. Solar carports would also be installed.
11. Development of college facilities that provide modern maintenance and operations.	Yes	As with the proposed project, this alternative would provide modern maintenance and operations.
12. Develop a campus that accommodates the long-term enrollment needs for the population in southwestern San Bernardino County.	No	Because of the small size of the project site and limited parking supply, this alternative may not accommodate the long-term enrollment needs for the population in southwestern San Bernardino County. The District will need to provide alternative parking solution to accommodate enrollment needs that exceed provided parking supply.

7.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” and, in cases where the “No Project” alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. As summarized in Table 7-1, *Summary of Proposed Project and Alternatives*, both No Project Alternative and the DSF Habitat Conservation Alternative Without Structured

7. Alternatives to the Proposed Project

Parking Facility are “environmentally superior” to the proposed project; therefore, DSF Habitat Conservation Alternative Without Structured Parking Facility is identified as the environmentally superior alternative.

Table 7-1 Summary of Proposed Project and Alternatives

Topic	Proposed Project	No Project Alternative	DSF Habitat Conservation Alternative With Structured Parking Facility	DSF Habitat Conservation Alternative Without Structured Parking Facility
5.1. Air Quality				
Short-Term Construction	LTS/MM	-	+	-
Long-Term Operation	LTS	-	=	-
5.2. Biological Resources	LTS/MM	-	-	-
5.3. Cultural Resources	LTS/MM	-	-	-
5.4. Greenhouse Gas Emissions	LTS	-	+	-
5.5. Hydrology and Water Quality	LTS	-	-	-
5.6. Noise				
Short-Term Construction	LTS	-	+	-
Long-Term Operation	LTS	-	=	-
5.7. Transportation				
Short-Term Construction	LTS	-	+	-
Long-Term Operation	LTS	-	=	-
5.8. Tribal Cultural Resources	LTS/MM	-	-	-

Notes: LTS: Less Than Significant; LTS/MM: Less Than Significant with Incorporation of Mitigation Measures

(-) The alternative would result in less of an impact than the proposed project.

(+) The alternative would result in more of an impact than the proposed project.

(=) The alternative would result in the same or similar impact as the proposed project.

8. Impacts Found Not to Be Significant

California Public Resources Code Section 21003 (f) states: “...it is the policy of the state that...[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment.” This policy is reflected in the California Environmental Quality Act Guidelines (CEQA Guidelines) Section 15126.2(a), which states that “[a]n EIR [environmental impact report] shall identify and focus on the significant environmental impacts of the proposed project” and Section 15143, which states that “[t]he EIR shall focus on the significant effects on the environment.” CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the Draft EIR (Chapter 5).

This chapter includes the analysis for the environmental topics where the project would have either no impact or a less than significant impact, as shown below.

- | | | |
|------------------------------------|---------------------------------|-------------------------------|
| ■ Aesthetics | ■ Hazards & Hazardous Materials | ■ Public Services |
| ■ Agriculture & Forestry Resources | ■ Land Use & Planning | ■ Recreation |
| ■ Energy | ■ Mineral Resources | ■ Utilities & Service Systems |
| ■ Geology & Soils | ■ Population & Housing | ■ Wildfire |

The following eight topics are analyzed in Chapter 5 of this Draft EIR.

- | | | |
|------------------------|-----------------------------|-----------------------------|
| ■ Air Quality | ■ Greenhouse Gas Emissions | ■ Transportation |
| ■ Biological Resources | ■ Hydrology & Water Quality | ■ Tribal Cultural Resources |
| ■ Cultural Resources | ■ Noise | |

8.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Vistas provide visual access or panoramic views to a large geographic area. The field of view from a vista location can be wide and extend into the distance. Panoramic views are usually

8. Impacts Found Not to Be Significant

associated with vantage points looking out over a section of urban or natural area that provides a geographic orientation not commonly available. Examples of panoramic views include an urban skyline, valley, mountain range, ocean, or other water bodies. The project site is in the southern part of the city, which has direct lines of sight to the Jurupa Hills approximately 0.5 miles to the south.

The project site is currently a vacant lot surrounded by commercial to the north, residential and commercial to the east, and future residential and commercial development to the south and west (see Figure 3-3, *Aerial Photograph*). The project site and the surrounding area are relatively flat without significant elevation difference and there is no tall structural development that obscures or interrupts the views of the Jurupa Hills. The new buildings would range from two to four stories high, with the tallest building being the four-story Welcome Center/Library building in Phase 1, which would be flanked by two three-story buildings to the north and south as shown on Figure 3-6, *Phase 2, Long-Term Plan*. The buildings would be clustered in the center of the project site surrounding by surface parking and landscaping.

Figure 3-7, *Perspective Views*, depicts a simulated view of the Welcome Center/Library with Jurupa Hills in the backdrop to the south. As shown, the proposed project would partially obscure views of Jurupa Hills in certain areas. However, the project site and the surrounding areas are not associated with any designated or special vantage points providing panoramic views or a geographic orientation of Jurupa Hills that are not commonly available. As shown on Figure 8-1, *Street Views from Surrounding Area*, views of Jurupa Hills are already partially obscured by street trees and other structures in various points in the project vicinity, and the proposed project would not obstruct a scenic vista. As shown on Figure 8-1, closest residences are across Sierra Avenue. However, these residences are not considered a vista location. Additionally, views from these residences of the Jurupa Hills would not be adversely impacted by the proposed project since the project location is to the west and Jurupa Hills are to the south. Therefore, although the proposed project would partially obscure views of Jurupa Hills in certain areas, scenic vista impacts would be less than significant.

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

No Impact. There are no officially designated or eligible state scenic highways in Fontana (Caltrans 2021). The closest official designated scenic highway is State Route 2 (SR-2), approximately 20 miles northwest of the campus. The closest eligible state scenic highway is SR-138, approximately 12.5 miles to the northeast. The proposed project would not damage scenic resources within a state scenic highway. No impacts would occur.

Figure 8-1 - Street Views from Surrounding Area
8. Impacts Found Not to Be Significant



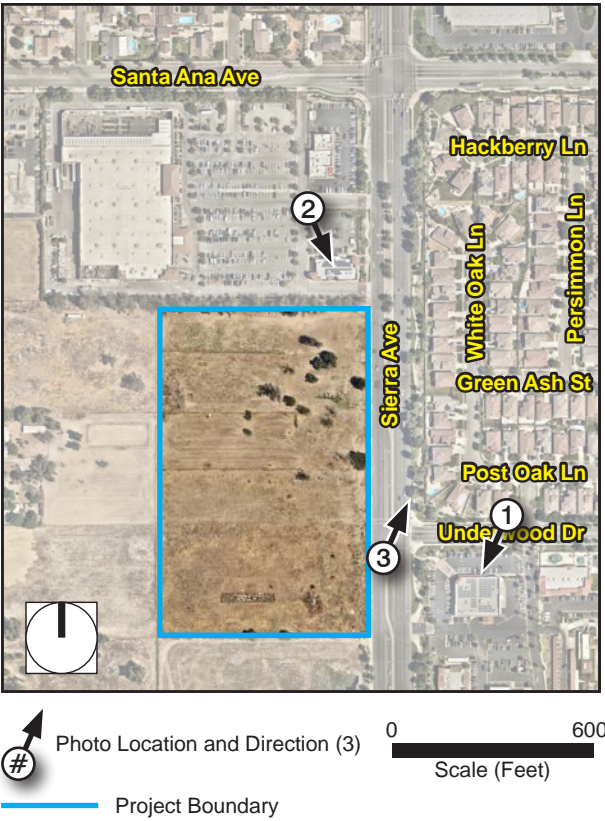
Photo 1.



Photo 2.



Photo 3.



8. Impacts Found Not to Be Significant

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8. Impacts Found Not to Be Significant

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

Less Than Significant Impact. The project site is in an “urbanized area”¹ pursuant to the CEQA Guidelines Section 15191(m)(1). Although the project site is vacant and adjoined by vacant parcels to the west and south, these parcels are planned to be developed as a large industrial warehousing use and residential use, respectively. The project site has Walkable Mixed-Use General Plan (WMXU) land use designation and is zoned Form Based Code in the Transitional District (Fontana 2022). The proposed facilities would be typical of a community college campus and would not be inconsistent or out of scale with the other school facilities. An educational use is permitted use under the WMXU General Plan land use designation, and there is no specific regulations governing scenic quality. The project would not conflict with residential zoning or regulations governing scenic quality. Impacts would be less than significant.

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

Less Than Significant Impact. The two major causes of light pollution are spill light and glare. Spill light is caused by misdirected light that illuminates areas outside the area intended to be lit. Glare occurs when a bright object is against (or reflects off) a dark background or shiny surface. The project site is currently vacant and does not generate any day or nighttime lighting. The proposed project would generate nighttime light from parking lot, security lights around the campus, and building lights (interior and exterior). Excessive light and glare can negatively affect sensitive land uses. The project site is bordered by commercial uses to the north and vacant properties to the south and west. These land uses are not light sensitive, and impacts would be less than significant.

Although the vacant property to the south would be developed as multifamily residences, the proposed project would provide an approximately eight- to ten-foot-wide trail with landscape buffer with shades along the four property edges. Therefore, parking lot lights would not directly impact future residences to the south. The parking lot lights would be minimal and lighted only for safety purposes. The residences to the west are over 170 feet from the project site, and separated by Sierra Avenue with street lights.

The lighting fixtures are anticipated to be shielded and directed downward so as not to cause light to spill outside of the intended areas. No electronic signage with blinking lights and/or unusually intense lights would be provided. The proposed project would not result in spill light impacts to any sensitive uses. Although no building design or materials have been developed, it is anticipated that building finishes would primarily consist of nonreflective materials and would not be of such nature to cause substantial glare impacts to vehicles on Sierra Avenue. The buildings would also be set back approximately 100 feet from Sierra Avenue. Therefore, the proposed project is anticipated to create less than significant light and glare impacts.

¹ PRC § 21071/CEQA Guidelines § 15191(m)(1). For an incorporated city, “urbanized area” means a city that either by itself or in combination with two contiguous incorporated cities has a population of at least 100,000 persons. The city of Fontana’s population is 208,393 (U.S. Census 2021).

8. Impacts Found Not to Be Significant

8.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

No Impact. The proposed project would not convert farmland to nonagricultural uses. There is no agricultural or farm use on or in the vicinity of the project site; therefore, no project-related farmland conversion would occur. The project site is mapped as Other Land by the Department of Conservation's Farmland Mapping and Monitoring Program (DOC 2016). No impact would occur.

- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact. The California Land Conservation Act of 1965 (Williamson Act) enables counties and cities to designate agricultural preserves and offer preferential taxation based on a property's agricultural-use value rather than on its market value. In return for the preferential tax rate, the landowner is required to sign a contract with the county or city, in which the landowner agrees not to develop the land for a minimum 10-year period. There are no areas in the city that are zoned for agricultural use (Fontana 2022). The City of Fontana zoning for the campus is Form Based Code in the Transitional District. No impact would occur.

- 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))?**

No Impact. Project development would not conflict with existing zoning for forest land, timberland, or timberland production. Forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." Timberland is defined as "land...which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees." The project site is zoned FBC in the Transitional District; it is not zoned for forest land or timberland use. No impact would occur.

8. Impacts Found Not to Be Significant

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Construction of the proposed project would not result in the loss or conversion of forest land. No vegetation on-site is cultivated for forest resources. No forest land would be affected by the project. No impact would occur.

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?

No Impact. There is no mapped important farmland or forest land on and near the project site, and project development would not indirectly cause conversion of such land to nonagricultural or nonforest use. No impact would occur.

8.3 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?

Less Than Significant Impact. The proposed project would result in short-term construction and long-term operational energy consumption. The following discusses the potential energy demands from activities associated with the construction and operation of the community college uses.

Short-Term Construction Impacts

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use.

Electrical Energy

Electricity use during construction of the proposed project would vary during different phases of construction. The majority of construction equipment during would be gas- or diesel-powered, and electricity would not be used to power most of the construction equipment. Later construction phases could result in the use of electric-powered equipment for interior construction and architectural coatings. However, it is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws) and lighting, which would result in minimal electricity usage during construction activities. Therefore, project-related construction activities would not result in wasteful or unnecessary electricity demands, and impacts would be less than significant.

Natural Gas Energy

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, impacts would be less than significant with respect to natural gas usage.

8. Impacts Found Not to Be Significant

Transportation Energy

Transportation energy use during construction of the proposed project would come from delivery vehicles and construction employee vehicles. In addition, transportation energy demand would come from use of off-road construction equipment. It is anticipated that the majority of off-road construction equipment, such as those used during site preparation and grading, would be gas or diesel powered. The use of energy resources by these vehicles would fluctuate according to the phase of construction.

To limit wasteful and unnecessary energy consumption, the construction contractors are anticipated to minimize nonessential idling of construction equipment during construction, in accordance with California Code of Regulations, Title 13, Section 2449. In addition, construction trips would not result in unnecessary use of energy since the project site is centrally located and is served by numerous regional freeway systems (e.g., I-10 and SR-60) that provide the most direct routes from various areas of the region. Furthermore, electrical energy would be available for use during construction from existing power lines and connections, precluding the use of less efficient liquid-fueled generators. Moreover, all construction equipment would cease operating upon completion of project construction. Overall, there are no aspects of the project that would foreseeably result in the inefficient, wasteful, or unnecessary consumption of energy during construction activities. For example, there are no unusual characteristics that would directly or indirectly cause construction activities to be any less efficient than would occur elsewhere (restrictions on equipment, labor, types of activities, etc.). Thus, energy use during construction of the proposed project would not be considered inefficient, wasteful, or unnecessary. Impacts would be less than significant.

Long-Term Impacts During Operation

Operation of the proposed project would generate new demand for electricity, natural gas, and transportation energy on the project site. Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and indoor, outdoor, and perimeter lighting.

Electrical Energy

Operation of the proposed community college would consume electricity for various purposes, including but not limited to heating, cooling, and ventilation of buildings, water heating, operation of electrical systems, lighting, and use of on-site equipment and appliances. Electrical service to the proposed project would be provided by Southern California Edison (SCE) through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 8-1, *Electricity Consumption*, implementation of the proposed project would result in 1,490,985 kilowatt hours (kWh) of electricity use per year, a net increase of 773,227 kWh per year.

8. Impacts Found Not to Be Significant

Table 8-1 Electricity Consumption

Land Use	Electricity (kWh/year)
Junior College	1,603,030
Parking Lot	87,955
Solar Carport PV System ¹	-200,000
Proposed Project Total	1,490,985
Existing Conditions Total	717,758
Net Change	773,227

Source: CalEEMod Version 2020.4.0

Note: kWh = kilowatt hour(s)

¹ Based on information provided by the District

While the proposed project would result in a higher electricity demand than existing conditions, it would be consistent with the requirements of the Building Energy Efficiency Standards. On August 11, 2021, the California Energy Commission adopted the 2022 Building Energy Efficiency Standards, which were subsequently approved by the California Building Standards Commission in December 2021. The 2022 standards become effective and replace the existing 2019 standards on January 1, 2023. The 2022 standards include prescriptive photovoltaic system and battery requirements for high rise multi-family buildings (i.e., more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021). Additionally, the proposed project would also be required to comply with CALGreen. Implementation of the proposed project would involve operation of the solar carports, which would offset some of the electricity use on the project site. Therefore, operation of the proposed project would not result in wasteful or unnecessary electricity demands and would not result in a significant impact related to electricity.

Natural Gas Energy

The potential natural gas consumption for the project site is shown in Table 8-2, *Natural Gas Consumption*. As shown in the table, implementation of the proposed project would generate an average natural gas demand of 2,861,210 kilo British thermal units (kBtu) per year, a net increase of 1,921,530 kBtu per year from existing conditions. This would be primarily due to natural gas use by the community college. While the proposed project would result in a higher natural gas demand than existing conditions, it would be consistent with the requirements of the Building Energy Efficiency Standards and would not result in wasteful or unnecessary natural gas demands. In addition, the new buildings would be designed and oriented to reduce surface heat up and create shades for campus pathways and open spaces, which would help to reduce building energy use. Therefore, operation of the proposed project would result in less than significant impacts with respect to natural gas usage.

8. Impacts Found Not to Be Significant

Table 8-2 Natural Gas Consumption

Land Use	Natural Gas (kBTU/year)
Junior College	2,861,210
Proposed Project Total	2,861,210
Existing Conditions Total	939,680
Net Change	1,921,530

Source: CalEEMod Version 2020.4.0
Note: kBTU = kilo British thermal units

Transportation Energy

The proposed project would consume transportation energy during operations from the use of motor vehicles. The efficiency of these motor vehicles is unknown, such as the average miles per gallon. Estimates of transportation energy use are based on the overall vehicle miles traveled (VMT) and associated transportation energy use. The project-related VMT would primarily come from the students of Chaffey Community College Fontana Campus. The VMT for the proposed project is estimated to be 37,347 miles daily, a net increase of 7,096 miles daily over the existing Fontana campus. While there would be an increase in VMT, the proposed improvements would help to accommodate any general student growth in the local region. In addition, the new campus is served by multiple public transit options and is situated near multiple amenities. The proposed project would also be in compliance with CALGreen and would include bicycle racks and storage for student and employee use. These features of the proposed project would contribute to minimizing VMT and transportation-related fuel usage. Thus, it is expected that operation-related fuel usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact.

California Renewables Portfolio Standard

The state's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill (SB) 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for publicly owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 established a new RPS requirement of 50 percent by 2026. The bill also established a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent

8. Impacts Found Not to Be Significant

of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as SCE, which is the utility that would provide all of electricity needs for the proposed project. Compliance of SCE in meeting the RPS goals would ensure the State meets its objective in transitioning to renewable energy. At minimum, the proposed project also would comply with the latest 2019 Building Energy Efficiency Standards and CALGreen in addition to the 2022 Building Energy Efficiency Standards for buildings permitted and built after January 1, 2023. Overall, the buildings would be designed with energy efficient systems to achieve the goal of net-zero energy use and developed with energy efficient strategies and sustainable building materials, infrastructure, and landscaping. The new campus would also include energy saving features through building design and orientation, the solar carport PV system, and bicycle storage for employees and students. Therefore, implementation of the proposed project would not conflict or obstruct plans for renewable energy and energy efficiency, and no impact would occur.

8.4 GEOLOGY AND SOILS

This section is based in part on the *Geotechnical Feasibility Investigation, Chaffey College Campus Extension, 11016-11098 Sierra Avenue, Fontana, California*, prepared by Geocon West, February 28, 2020 (included as Appendix H).

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.**

No Impact. The project site is not within a Alquist-Priolo Earthquake Fault Zone for fault rupture hazard (Geocon 2020). The San Jacinto Fault Zone and the Sierra Madre Fault Zone are the nearest faults to the project site and are approximately 4.8 miles northeast and 8.1 miles northeast, respectively, from the project site. No active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, no impacts related to fault rupture would occur.

- ii) **Strong seismic ground shaking?**

Less Than Significant Impact. As stated previously, the project site is not in an established Alquist-Priolo Earthquake Fault Zone. However, like all areas in southern California, movement associated with the active faults could cause strong ground motion at the project site. The degree of ground shaking, and earthquake-induced damage is dependent on multiple factors, such as distances to causative faults, earthquake magnitudes, and expected ground accelerations. The closest active fault is San Jacinto Fault

8. Impacts Found Not to Be Significant

Zone that is approximately 4.8 miles northeast. Movement along this or other regional faults could result in seismic ground shaking on the project site. The proposed project would be required to comply with the seismic design parameters of the California Building Code (CBC), California Code of Regulations, Title 24, which regulates all building and construction projects and implements a minimum standard for building design and construction that includes specific requirements for foundation and seismic safety. The Geotechnical Feasibility Investigation (Appendix H to the Draft EIR) determined that compliance with the CBC and standard engineering practices would ensure that buildings on-site could withstand ground shaking. Therefore, a less than significant impact related to ground shaking would occur.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Soil liquefaction is a phenomenon in which saturated, cohesionless soil layers within approximately 50 feet of the ground surface lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loadings. Primary factors that trigger liquefaction are moderate to strong ground shaking (seismic source), relatively clean and loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater).

The project site is not in an area identified as having a potential for liquefaction (Geocon 2020; Fontana 2018). Also, the groundwater level in the immediate area has been at a depth greater than 200 feet beneath the existing ground surface for over 100 years. Therefore, potential impacts related to seismic-related ground failure, including liquefaction would be less than significant.

iv) Landslides?

No Impact. The site is located on the valley floor and topography at the site is relatively level to gently sloping to the southwest (Geocon 2020). The project site is not within an area identified as having a potential for slope instability. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. According to the City of Fontana Local Hazard Mitigation Plan, the project site is outside of any landslide susceptibility area (Fontana 2018). Therefore, the project would not cause potential substantial adverse effects related to slope and instability or seismically induced landslides, and no impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Soil erosion increases substantially by earth-moving activities if erosion-control measures are not used. The following is a discussion of the potential erosion impacts resulting from the proposed project's construction and operational phases.

Construction Phase

Construction of the proposed project would result in excavation and exposure of underlying soils that could result in soil erosion. Construction of the proposed project would involve earthwork, such as grading and excavating, and construction equipment and vehicle use that could track soil off-site. Additionally, natural processes, such as wind and rain, could further lead to soil erosion during construction. However, construction

8. Impacts Found Not to Be Significant

of the proposed project would be required to comply with local and state codes regulating construction activities and soil erosion.

Concerning state regulations, the proposed project would be required to obtain a Construction General Permit (CGP) issued by the State Water Resources Control Board. The CGP is in place to minimize water pollution from construction activities, including erosion. Because the proposed project activities would occur on greater than 1 acre (14.3 acres total), the proposed improvements at the project site would be subject to the National Pollution Discharge Elimination System permitting regulations, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The proposed project's construction contractor would be required to prepare and implement a SWPPP and associated best management practices (BMP) in compliance with the CGP during grading and construction. Adherence with existing state and local laws regulating construction activities would minimize soil erosion from project-related construction activities. Therefore, soil erosion impacts from project construction would be less than significant.

Operation Phase

The proposed project includes seven buildings varying between one to four stories and infrastructure (such as driveways, entry points, parking lots with solar panels, utilities, and green space). Therefore, after completion of the proposed project, ground surfaces would be either hardscape or maintained landscaping, and no large areas of exposed soil would be left to erode. The new buildings and other campus improvements would not cause an increase in erosion of soils off campus. Operational phase soil erosion impacts would be less than significant.

- 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?**

Less Than Significant Impact. As discussed in Section 8.7(a)(iii) and 8.7(a)(iv), the project site is not in a liquefaction zone or an area designated as having landslide potential.

Lateral Spreading: Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquification. The amount of movement is dependent on soil strength, duration and intensity of seismic shaking, topography, and free face geometry. According to the Geotechnical Investigation, due to the relatively flat site topography, lateral spreading risks are low. Therefore, potential lateral spreading impacts would be less than significant.

Subsidence and collapse: Subsidence and collapse generally occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The project site is not located within an area of known ground subsidence (Geocon 2020; USGS 2021). No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the project site or in the general site vicinity. Therefore, there is no minimal potential for ground subsidence or collapse due to withdrawal of fluids or natural gases at the project site. Impacts would be less than significant.

8. Impacts Found Not to Be Significant

- 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?**

Less Than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall.

According to the Geotechnical Investigation (Appendix H to the Draft EIR), the upper 5 feet of the existing project site soils have “very low” expansive potential and are classified as “non-expansive.” Therefore, impacts related to expansive soils would be less than significant.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

No Impact. The proposed project does not propose the use of septic tanks or alternative wastewater disposal systems. The proposed site is in an urbanized area of Fontana, and the proposed project would connect to the City’s wastewater system. No impacts related to septic systems would occur.

- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Less Than Significant Impact. Paleontological resources are the fossilized remains of plants and animals.

The project site is mapped as late Pleistocene (less than 126,000 years old) to Holocene (less than 11,700 years old) young alluvial fan deposits. Late Pleistocene to Holocene alluvial fan floodplain deposits consist of unconsolidated to moderately consolidated, poorly sorted, permeable clays to sands. Deposits are poorly consolidated and may be capped by poorly to moderately developed soils. These sediments were deposited by streams and rivers on canyon floors and in the flat floodplains of the area.

A museum records search was performed by the Western Science Center, and additional searches were conducted in online databases of the University of California Museum of Paleontology, the PaleoBiology database, and in published literature. The results of the record search showed that no fossils were recovered from the project site or within a one-mile radius of the project site. However, Pleistocene fossils of saber-toothed cat, horse, mastodon, mammoth, bison, and camel have been found locally in the Riverside and Fontana areas. Pleistocene fossils typically begin appearing about 8 to 10 feet deep in California valleys. Shallower sediments in the valleys usually do not contain the remains of extinct animals, although Holocene remains may be present. Therefore, late Pleistocene to Holocene young alluvial fan deposits that are less than eight feet below the modern surface are assigned a low potential for fossils (PFYC 2). More than eight feet below the modern surface these sediments are assigned a moderate potential for fossils (PFYC 3) because of similar deposits producing fossils at that depth near the study area. Additionally, various amounts of artificial fill are on the project site. In California, most artificial fill is less than 100 years old and is associated with construction activities. Artificial fill has very low potential for scientifically significant paleontological resources (PFYC 1).

A ranking system was developed by professional resource managers in the Bureau of Land Management as a practical tool to assess the sensitivity of sediments for fossils. The Potential Fossil Yield Classification (PFYC)

8. Impacts Found Not to Be Significant

system has a multilevel scale based on demonstrated yield of fossils. Using the PFYC system, geologic units are classified according to the relative abundance of vertebrate fossils or scientifically significant invertebrate or plant fossils and their sensitivity to adverse impacts within the known extent of the geological unit. Although significant localities may occasionally occur in a geologic unit, a few widely scattered important fossils or localities do not necessarily indicate a higher PFYC value; instead, the relative abundance of localities is intended to be the major determinant for the value assignment.

The project site is mapped as late Pleistocene to Holocene young alluvial fan deposits. The record search did not find fossil localities within the project site or immediate vicinity. Although fossils have been identified from the same Pleistocene sediments in the Fontana and San Bernardino areas, Pleistocene fossils typically begin appearing about 8 to 10 feet deep in California valleys. Therefore, late Pleistocene to Holocene young alluvial fan deposits less than 8 feet below the modern surface are assigned a low potential for fossils (PFYC 2). More than 8 feet below the modern surface these sediments are assigned a moderate potential for fossils (PFYC 3) because similar deposits produce fossils at that depth near the study area. Artificial fill has very low potential for scientifically significant paleontological resources (PFYC 1).

According to the Geotechnical Feasibility Investigation in Appendix H, it is anticipated that the upper six feet in the building footprint areas would need to be excavated and compacted for building foundation and slab support. Therefore, the Cultural and Paleontological Resources Assessment concluded that the potential for adverse impacts from the proposed project to scientifically significant paleontological resources is low, and impacts would be less than significant.

8.5 HAZARDS AND HAZARDOUS MATERIALS

This section is based in part on the following studies:

Phase I Environmental Site Assessment Report, Chaffey Community College Property Fontana, California, Geocon, February 6, 2019. (Appendix N)

Subject: Limited Pesticide Assessment Report, Chaffey Community College, Land Acquisition for Future Campus Expansion, Sierra Avenue and Underwood Drive, Fontana, California, Geocon West, Inc. February 21, 2020. (Appendix O)

Would the project:

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

Less Than Significant Impact. Construction of the proposed project would likely involve the use of some hazardous materials, such as vehicle fuels, lubricants, greases, and transmission fluids in construction equipment, and paints and coatings in building construction. However, the handling, use, transport, and disposal of hazardous materials during the construction phase of the project would comply with existing regulations of several agencies—Department of Toxic Substances Control, US Environmental Protection Agency, Occupational Safety and Health Administration, and the Fontana Fire Protection District (FFPD).

8. Impacts Found Not to Be Significant

Compliance with the existing regulations would ensure that impacts during construction are less than significant.

Operation of the project would involve the use of small amounts of hazardous materials for cleaning and maintenance purposes typical of janitorial staff, and pesticides by college maintenance staff. The proposed project would also use some hazardous materials related to academic programs (automotive technology, advanced manufacturing, industrial electricity, and welding). The proposed project would be required to comply with existing regulations of applicable state and local agencies, and hazardous materials related to academic programs would be stored, used, and disposed in a controlled and safe environment with protective equipment. Therefore, implementation of the proposed project would not create significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. Impacts would be less than significant.

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?

Less Than Significant Impact. Construction projects typically maintain supplies on-site for containing and cleaning small spills of hazardous materials. However, construction activities would not involve a significant amount of hazardous materials, and their use would be temporary. Furthermore, project construction workers would be trained on the proper use, storage, and disposal of hazardous materials.

A 2019 Phase I Environmental Site Assessment (2019 Phase I ESA) report for the project site, prepared by Geocon, found that the project site was utilized for an orchard between 1938 and 1959 (included as Appendix N to this Draft EIR). The past agricultural use of the project site was identified in the report as a potential environmental concern due to the possible application of pesticides and the persistence of the pesticides and associated metals in the project site soil. Geocon followed up the 2019 Phase I ESA with a Limited Pesticide Assessment Report (2020 Limited PAR) for the project site in 2020 (included as Appendix O to this Draft EIR). Soil sampling from the 2020 Limited PAR found that arsenic concentrations at the project site are consistent with background concentrations found in San Bernardino County. The analysis found that concentrations of organochlorine pesticides were lower than their respective residential screening levels. The 2020 Limited PAR concluded that, based on the reported concentrations of arsenic and organochlorine pesticides, handling the soil will not present a health risk to onsite workers or future occupants. Impacts from reasonably foreseeable upset and accident conditions would be less than significant.

As discussed in Section 8.5(a), long-term operation of the project would involve very little transport, use, or disposal of any hazardous materials, typical of a community college. The types of hazardous materials associated with operation of the project would generally be limited to those associated with janitorial, maintenance, and repair activities, such as commercial cleaners, solvents, lubricants, paints, etc. Additionally, certain academic courses may involve small quantities of chemicals, solvents, and paints. These materials would be used in small quantities and would be stored in compliance with established federal, state, and local health and safety requirements. Therefore, the potential for the project's operation to result in a release, accidental or otherwise, of any hazardous materials into the environment is considered less than significant.

8. Impacts Found Not to Be Significant

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

Less Than Significant Impact. There are no existing or proposed schools located within a quarter mile of the proposed project. The nearest school is Sycamore Hills Elementary School located 0.5 miles east. Additionally, the proposed project would not emit hazardous emissions or handle significant quantities of hazardous or acutely hazardous materials, substances, or waste. Hazardous materials expected at the project site would be associated with janitorial, maintenance, and repair activities. These materials would be used in small quantities and would be stored in compliance with established state and federal requirements. Additionally, construction materials and site cleanup would comply with existing regulations. Operation of construction equipment and heavy trucks during project construction would generate diesel emissions, which are considered hazardous; however, the project construction period would be temporary. Health risk is based upon the conservative assumption that exposure is continuous and occurs over a 70-year lifetime. A determination of risk is not appropriate for short-term construction activities. Impacts would be less than significant.

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

Less Than Significant Impact. California Government Code Section 65962.5 requires the California Environmental Protection Agency to compile a list (updated at least annually) of hazardous waste and substances release sites, known as the Cortese List or California Superfund. Section 65962.5 requires the compiling of lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

Five environmental lists were searched for hazardous materials sites on the school campus and within a 2,000-foot radius from the center of the main campus:

- GeoTracker. State Water Resources Control Board
- EnviroStor. Department of Toxic Substances Control.
- EJScreen. US Environmental Protection Agency.
- EnviroMapper. US Environmental Protection Agency.

Solid Waste Information System (SWIS). California Department of Resources Recovery and Recycling.

The project site and its surroundings are not on any of the databases. The proposed project would not create a hazard to the public because of a hazardous materials site pursuant to Government Code Section 65962.5.

The 2019 Phase I ESA included a standard environmental records review of federal, state, and local environmental databases for the project site and two records were identified.

Jason McGraw, 11040 Sierra Avenue. The Clandestine Drug Labs database notes that the property was the location of an illegal drug lab or where drug lab equipment and/or materials were stored. The HAZNET

8. Impacts Found Not to Be Significant

listing is for disposal of “off-specification, aged, or surplus organics, liquids with pH ≤ 2 , and other inorganic solids.” Inclusion on these databases appears to be due to removal of an illegal drug lab and its contents from the address and does not represent an recognized environmental concern (REC) for the project site.

Sherrie Rice, Scott Letton, and Jason McGraw 11044 Sierra Avenue. The CHMIRS database notes that a spill of 15 gallons of non-PCB-containing mineral oil took place and was contained on the property in 2006. The nature of the activity is not considered an REC. The CDL database notes the same information.

The database records review found 31 properties within one mile of the project site, including a listing for an active drycleaners at 11251 Sierra Avenue in the Sierra Crossroads shopping center (approximately 850 southeast of the project site). However, the Phase I ESA indicated that no releases or violations are reported for the dry cleaner. Therefore, the 2019 Phase I ESA determined that given the lack of any reported releases or violations and the distance from the project site, this facility is unlikely to have caused an REC at the project site. The Phase I ESA also determined listings would not represent a significant environmental concern. Therefore, the proposed project would result in less than significant impacts.

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

No Impact. The project site is not in an airport land use plan area or within two miles of an airport. The project would not expose people residing or working in the project area to hazards. No impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The district maintains and implements the emergency evacuation plan for all District campuses, including the Fontana Campus. An emergency evacuation would be prepared for both phases of the campus master plan prior to opening of the campus. The proposed project would not interfere with implementation of an adopted evacuation plan for the District. During construction, all staging of construction equipment and materials would be done off public roadways and fire access routes as not to impair Sierra Avenue.

According to the City’s local hazard mitigation plan, the city streets and roads are engineered in a safe, reliable manner in order to allow emergency vehicles to respond quickly, and the City’s development review process ensures that numerous alternative routes, secondary points of access, cul-de-sac turnarounds, and other features that improve traffic circulation are provided. The city also provides traffic signal preemption devices at critical signalized intersections to help emergency vehicles to respond faster. The City of Fontana adopted the national incident management system designed to cover the prevention, preparation, response and recovery from terrorist attacks, major disasters, and other emergencies. The proposed development would be required to provide the necessary on- and off-site access and circulation for emergency vehicles and services during the construction and operation phases. At project completion, the proposed project would not result in any lane

8. Impacts Found Not to Be Significant

or roadway closures to adversely impact an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

g) 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 in a local responsibility area and is not in a Very High Fire Hazard Severity Zone (CAL FIRE 2008). There is no wildland vegetation in the vicinity of the project site. Implementation of the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

8.6 LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The project site is currently vacant and different uses surround the project site such as commercial/retail uses to the north, residential and commercial/retail to the west, vacant lot (future warehousing development) and residential uses to the west, and vacant lot (future residential development) to the south. Implementation of the proposed project would be limited to the project site and would not physically divide the neighborhoods. The proposed project would not introduce new roadways or other infrastructure improvements that would transect existing neighborhoods. Therefore, no impact would occur.

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?

Less Than Significant Impact. The District is a state agency and its own lead agency, and it is not subject to the City's local government planning and land use plans, policies, or regulations. Government Code Section 53094 allows the governing board of a school district, by a vote of two-thirds of its members, to render a city or county zoning ordinance inapplicable to a proposed use of property by the school district. The term "school district" has been applied broadly to various agencies operating public schools, including county boards of education and community college districts. The District plans to exempt itself from the City zoning regulations, and consistency with the City's FBC Transitional District would not apply to the proposed project. However, the below analysis has been provided solely for informational purposes.

The project site is designated WMXU-1 (Walkable Mixed-Use Downtown and Corridors) by the City's General Plan Land Use Plan and zoned FBC (Form Based Code) district. Within the FBC zone, the project site is in the Transitional District. WMXU-1 land use category is intended to provide for the creation of areas that allow residents and visitors to walk, bike, and take transit to other uses for work, study, shopping, entertainment, recreation, and civic activities, and to provide compact residential development within walking distance of planned public transit stops and neighborhood shopping areas. The designation was created to cover the half-mile walking distance radii (known as "walksheds") from planned public transit stops. Uses include a variety of medium- to high-density residential types, retail and services, office, entertainment, education, civic, and open

8. Impacts Found Not to Be Significant

space. Both vertical and horizontal mixed use is acceptable within this land use designation. The proposed project is consistent with the intent of the WMXU-1 as it provides education use next to a bus stop and various neighborhood shopping areas.

The WMXU-1 land use designation is accompanied by the form-based zoning code. Form-based zoning focuses more on building form—the physical character of the building and how it addresses the street and public realm—than on land uses. Form-based codes are a reaction to conventional zoning’s separation of land uses, making it impossible to build mixed-use neighborhoods and districts, and its neglect of the public realm, sometimes resulting in visually and functionally impoverished public environments that can be unattractive and functional for only one type of user. Form-based codes use many visuals to give a positive vision of what is desired, rather than focusing on what should be excluded. The project site is in the Transitional District of FBC. Transitional district is adjacent to more intense commercial uses, providing a transition to more sensitive uses and a mixture of commercial office, retail, personal services, and residential.

The project site is currently vacant, and implementation of the proposed project would be consistent with the intent of the WMXU-1 land use designation because it would allow Fontana residents and visitors to study, work, and shop within walking distance. Additionally, the proposed project includes relocation of the Omnitrans bus stop to a more convenient location with a shelter and turnout lane, secure and visible bike parking, and a walking trail along the edges of the project site, encouraging Fontana campus population to walk, bike, and take transit to attend and/or work at the campus. Therefore, the proposed project would not conflict with existing local plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. Impacts would be less than significant.

SCAG Connect SoCal Consistency

The proposed project is not considered a project of regionwide significance pursuant to Section 15206 of the CEQA Guidelines, and the proposed project does not require a general plan amendment. Therefore, the proposed project is not anticipated to conflict with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). However, consistency analysis with each of the goals has been provided as informational purposes in Table 8-3, *SCAG’s Connect SoCal Consistency Analysis*. As described, the proposed project would be consistent with the overarching goals of the RTP/SCS. Impacts would be less than significant.

Table 8-3 SCAG’s Connect SoCal Consistency Analysis

Goals	Consistency Analysis
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	Not Applicable: The proposed project involves relocation and expansion of an existing community college within the city of Fontana. The proposed project is anticipated to accommodate additional 854 unduplicated students by 2030 from 3,641 unduplicated students in 2019, a 23.5 percent increase. The existing Fontana campus primarily serves the local population with a median traveling distance of approximately 5 miles to the campus. The proposed project is not a project of regional significance and would have no applicability to regional economic prosperity and global competitiveness.

8. Impacts Found Not to Be Significant

Table 8-3 SCAG's Connect SoCal Consistency Analysis

Goals	Consistency Analysis
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Not Applicable: As discussed in Section 5.7, <i>Transportation</i> , the proposed project would be served by the existing transportation system, and with improvements, the existing mobility, accessibility, reliability, and travel safety for people and goods would not be adversely impacted. The proposed project would not substantially increase safety hazards or impair mobility or accessibility for on- or offsite circulation systems. The proposed project is not a project of regional significance with regional mobility implications.
RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.	Not Applicable: The proposed project would continue to serve the student population with a median traveling distance of approximately 5 miles to the campus. The proposed project is not a project of regional significance with implication to the resiliency of regional transportation.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.	Consistent: The proposed project includes relocation of an Omnitrans bus stop, currently along southbound Sierra Avenue north of Underwood Drive, to the south of the Underwood Drive intersection and with a shelter and turnout lane. The new location of the bus stop and shelter. Bicycle parking would also be provided with secure and visible bike racks. The relocation of the bus stop and provision of bike racks are anticipated to increase bus and bicycle ridership, increasing person and goods travel choices within the transportation system.
RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.	Not Applicable: The proposed project is a local serving project that is screened from further VMT analysis. As discussed in Section 5.1, <i>Air Quality</i> , and Section 5.4, <i>Greenhouse Gas Emissions</i> , the proposed project would result in less than significant operational air quality and GHG emissions impacts.
RTP/SCS G6: Support healthy and equitable communities.	Consistent: The proposed project provides the local serving educational facility, and without the proposed project, students would need to drive a longer distance to other communities. The proposed project would also provide a trail along the four property edges that could accommodate pedestrians and cyclists. The trail would be accessible to the public.
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Not Applicable. The proposed project is a local serving project that is screened from further VMT analysis. The proposed project would continue to serve the student population with a median traveling distance of approximately 5 miles to the campus. The proposed project is not a project of regional significance that has implications to regional development patterns and transportation networks.
RTP/SCS G8: Leveraging new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent: The proposed project would be served by the existing transportation facilities with necessary improvements required by the City of Fontana. The required roadway improvements include a traffic signal installation at the southeast corner of Sierra Avenue and project driveway/Underwood, which would be provided to maintain the existing cycle lengths as established by SBCTA based on the San Bernardino Valley Coordinated Traffic Signal System program; it, therefore, incorporates transportation technologies and data-driven solutions to achieve more efficient travel.
RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Not Applicable. The proposed project is not a housing development.
RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent: The project site is not agricultural land. Although the project site has the potential to disturb some special status biological habitats, incorporation of mitigation measures that require preconstruction surveys for burrowing owls and other nesting bird surveys would ensure that impacts are reduced to a less than significant level. Mitigation has also been incorporated to reduce potential impacts to Delhi sands flower-loving fly to reduce impacts to a less than significant level. Therefore, the proposed project would not conflict with promoting natural habitat conservation and restoration.

Source: SCAG 2020.

8. Impacts Found Not to Be Significant

8.7 MINERAL RESOURCES

Would the project:

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

No Impact. The California Geological Survey Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources as mandated by the Surface Mining and Reclamation Act of 1975. The California Geological Survey classifies mineral resources area as one of the four Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs). Areas designated MRZ-2 indicates are areas where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled. The project site is in an area designated as Urban Area (CGS 2008). The project site was previously used for agriculture and has no history of mining. Based on the project site's location, development of the proposed project would not result in the loss of availability of known mineral resources. No impact would occur.

- 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?**

Less Than Significant Impact. The project site is not located in an area designated as MRZ-2. The proposed project would not impact the availability of a locally important mineral resource. No impacts would occur.

8.8 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)?**

Less Than Significant Impact.

Construction

Construction of the proposed project would require contractors and laborers. The District expects that the supply of general construction labor would be available from the local and regional labor pool. Therefore, it is anticipated that general construction laborers would not need to move close to the construction site for work, thereby resulting in unplanned population growth in the City. The proposed project would not result in a long-term increase in employment from short-term construction activities.

8. Impacts Found Not to Be Significant

Operation

The District proposes to relocate and expand the existing Fontana Campus to the project site. The project site is currently vacant, and at buildout, the new Fontana campus would serve 4,495 unduplicated students and 192 unduplicated employees. The existing Fontana campus houses 3,641 unduplicated students in 2019. Therefore, the proposed project would increase the student enrollment capacity by 854 unduplicated students. A community college generally serves local students who live relatively close to the campus, and students typically do not move their place of residence to attend a community college. According to the District enrollment data, the mean distance from students' homes to the existing Fontana campus was 11.27 miles, and the median distance was 3.75 miles for the Spring 2020 semester. Therefore, it is anticipated that the proposed college would serve the existing student population in the City of Fontana and the surrounding area and would not directly result in substantial unplanned population growth in the area. Furthermore, no new roads would be constructed, and the proposed project would connect to utility infrastructure that already serves the project site. Therefore, the proposed project would not indirectly induce substantial unplanned population growth in the area. Therefore, implementation of the proposed project would result in less than significant impacts related to population growth.

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

No Impact. The project site is currently an undeveloped lot. No people or housing would be displaced, and no replacement housing would be required. No housing impacts would occur.

8.9 PUBLIC SERVICES

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:

a) Fire protection?

Less Than Significant Impact. The Fontana Fire Protection District (FFPD), provided through contract by the San Bernardino County Fire Department, provides fire protection and emergency medical services to the City, including the project site. FFPD is staffed with 132 full-time personnel. FFPD has a response time goal for all service calls to arrive on the scene in six minutes or less (Fontana 2021). There are seven fire stations in the city. The nearest fire station to the project site is Fire Station 77 at 17459 Slover, approximately one mile northeast of the project site. Station 77 serves the south Fontana area, including Kaiser Hospital, I-10, and numerous commercial shopping centers. Station 77 is equipped with one medic truck and one medic squad, and is staffed with one captain, one engineer, two firefighter paramedics, and one firefighter (Fontana 2022). Fire Station 74 at 11500 Live Oak, is approximately 2.6 miles west of the project site and is equipped with one medic engine.

8. Impacts Found Not to Be Significant

The proposed project would relocate and expand the existing Fontana Campus within the city, which is already being served by FFPD. Project implementation could result in a slight increase in calls for fire protection and emergency medical service. However, the proposed project would be developed in compliance with the latest edition of the California Fire Code and incorporate design features such as fire sprinklers and alarm systems to minimize fire safety impacts. The site plan and emergency access plan would be reviewed and approved by the FFPD. FFPD would also verify that sufficient water pressure and availability are provided for the hydrants and sprinklers. The slight increase in demands for fire protection services by the proposed project is not anticipated to require a new or physically altered fire station, which could cause significant environmental impacts. Impacts would be less than significant.

b) Police protection?

Less Than Significant Impact. The Fontana Police Department (FPD) provides police service to the City of Fontana including the project site. The nearest police station to the site is at 17005 Upland Avenue, approximately four miles north of the project site. Project implementation could result in a slight increase in calls for police protection services. However, considering the existing police resources available in and near the city, project impacts on police services (including response times) are not expected to occur. The proposed project would relocate and expand the existing Fontana Campus, which is already served by FPD. Additionally, the Chaffey College Police Department works to ensure campus safety for all District campuses. The Chaffey College Police Department has a force of 14 sworn officers with full arrest powers and 18 nonsworn support employees. The slight increase in police protection demands from the proposed project would not require new or expanded FPD facilities that could result in adverse environmental impacts. Impacts would be less than significant.

c) Schools?

No Impact. School services are related to the size of the residential population. The proposed project is not a project that impacts the residential population. The proposed project would not create demands for schools. No impact would occur.

d) Parks?

Less Than Significant Impact. Impacts to public parks and recreational facilities are generally caused by population or employment growth. The project would not increase population or significantly increase employment to create additional parks demand. The proposed project also would not displace any parks. Therefore, physical impacts to parks from increased population growth would not occur. The proposed project would provide a shaded trail along the edges of the project site that would be open to public use, which would be beneficial to the surrounding community. The proposed project would not require new or expanded parks that could result in adverse environmental impacts. Impacts would be less than significant.

e) Other public facilities?

No Impact. The proposed project would not result in impacts associated with the provision of other new or physically altered public facilities (e.g., libraries, hospitals, childcare, teen or senior centers). Physical impacts on

8. Impacts Found Not to Be Significant

public services are usually associated with population in-migration and growth, which increase the demand for public services and facilities. The project would not result in population growth. Therefore, no impacts to other public facilities would occur.

8.10 RECREATION

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

No Impact. The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities. It would not increase population in the city. The proposed project provides public education services for population already residing in Fontana or in surrounding communities within the District boundaries. Therefore, it would not cause physical deterioration of neighborhood and regional parks or other recreational facilities. The project would not result in the need for construction of new recreational facilities. No impacts to parks would occur.

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

Less Than Significant Impact. The proposed project includes an eight- to ten-foot-wide shaded trail along the edges of the project site that would act as passive open space for the student population and the public. Construction of the trail would not result in an adverse physical effect on the environment. Impacts would be less than significant.

8.11 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?**

Less Than Significant Impact. Following is a discussion of the proposed project's potential impacts on water, wastewater treatment, storm water drainage, electric power, natural gas, and telecommunications facilities.

Water Facilities

Fontana Water Company (FWC) would provide potable water to the project site. FWC purchases untreated, imported State Water Project water from Inland Empire Utilities Agency (IEUA) and San Bernardino Valley Municipal Water District. The imported surface water is treated at FWC's Sandhill Plant, which has a treatment capacity of 29 million gallons per day (mgd). FWC also receives groundwater supplies from three adjudicated basins—the Chino Groundwater Basin, Rialto-Colton Groundwater Basin, and the Lytle Groundwater Basin—and one unadjudicated basin known as the No Man's Land Groundwater Basin. FWC also uses surface water from Lytle Creek, which is treated at the Sandhill Plant, and started using recycled water as of the year 2016.

8. Impacts Found Not to Be Significant

In 2020, groundwater accounted for approximately 59 percent of total water supplies, imported water accounted for about 25 percent, surface water from Lytle Creek accounted for 15 percent, and recycled water accounted for the remaining 1 percent. Groundwater supplies are projected to decrease to approximately 50 percent of total supplies by 2045, with imported water rising to 35 percent, surface water decreasing to 10 percent, and recycled water rising to 6 percent (FWC 2021). As discussed in Section 8.12(b), FWC estimates that water demands in its service area for normal years would increase by approximately 30 percent from approximately 39,831 acre-feet per year in 2020 to approximately 51,943 acre-feet per year in 2045, and it would have sufficient water supplies to meet proposed growth in its service area for normal, single-dry, and multiple-dry years (FWC 2021).

The proposed project would connect to the existing 8-inch water main line along Sierra Avenue and the connection and the proposed water system improvements are required to be designed and constructed in accordance with City requirements and would require City approval. The size of Chaffey College's fire water connection to the main would be determined based on requirements from the FFPD. The District is required to pay a water service connection fee and deposit, monthly water service charges, water commodity consumption charge, and any surcharge, penalty or reconnection fee pursuant to Fontana Municipal Code Chapter 31, Section 31-3, Water Charges. In addition, the District is required to implement Chapter 28, Article IV, Landscaping and Water Conservation, of the Municipal Code to reduce water consumption impacts.

The proposed project would be designed to include a number of green building practices/features pursuant to CALGreen that would help reduce water usage and demand, including drought-tolerant landscaping with automatic irrigation systems and high-efficiency plumbing fixtures. Specifically, project development would include mandatory standards from Division 5.3, Water Efficiency and Conservation, of CALGreen.

Project development would not require the construction of new or expanded water facilities that could cause significant environmental effects. Impacts would be less than significant.

Wastewater Treatment Facilities

Wastewater generated in the City of Fontana is treated by IEUA's Regional Water Treatment Plants No. 1 (RP-1) and No. 4 (RP-4). The RP-1 facility has an existing treatment capacity of approximately 44 mgd of wastewater and treats approximately 28 mgd on average; therefore, the RP-1 facility has approximately 16 mgd surplus treatment capacity under existing conditions (IEUA 2021a). The RP-4 facility has an existing treatment capacity of approximately 14 mgd and treats approximately 10 mgd on average; therefore, the RP-4 facility has a surplus capacity of approximately 4 million gallons per day (IEUA 2021b).

According to a memorandum prepared by Kimley Horn, "Chaffey College-Preliminary Wastewater Generation Rate Estimation," dated April 13, 2021 (Appendix P to this Draft EIR), a planned housing development immediately south of the project site (Courtplace at Fontana Project, State Clearinghouse No. 2022100111) is installing a 10-inch sewer main for the housing development and the proposed project along Sierra Avenue north of Jurupa Avenue. The developer for the housing development and the City of Fontana reached out to the District for preliminary wastewater generation flow rates from the future college to adequately size the sewer main to avoid installing a dual sewer main in the future. For this purpose, Kimley Horn applied a wastewater generation rate of 23 gallons per unit/day from the Metcalf and Eddy "Wastewater Engineering

8. Impacts Found Not to Be Significant

Treatment Disposal and Resource Recovery" (5th edition), assuming a conservative estimate of 5,000 students and 1,000 full time employees. Therefore, the Kimley-Horn memorandum to the City indicated that the proposed project is anticipated to generate approximately 138,000 gallons of sewer per day or 0.21 cubic feet per second (cfs). However, as described in Chapter 3, *Project Description*, at buildout, the proposed project is anticipated to accommodate 4,495 unduplicated students or 1,101 full time equivalent students (FTES²) and 192 unduplicated employees or 53 full-time equivalent (FTE) employees. Therefore, the proposed project is anticipated to generate 26,542 gpd³ (0.027 mgd) or 0.041 cfs of sewer. The Courthouse at Fontana Project was approved by the City of Fontana Planning Commission on November 11, 2022, and the approved sewer study for this new housing development also stated that the new sewer pipeline will have the capacity for the proposed project (KES Technologies 2021).

IEUA's RP-1 and RP-4 combined has approximately 20 mgd of surplus treatment capacity, and the proposed project is anticipated to generate 0.027 mgd of sewer. Therefore, IEUA's plants have adequate capacity to serve the proposed project, and the construction of new or expanded wastewater treatment facilities would not be required. Furthermore, the upgraded sewer main along Sierra Avenue north of Jurupa Avenue to be installed by the housing project immediately south of the project site would be sized to accommodate conservative sewer generation estimates of 0.21 cfs, which is about 80 percent more than the currently proposed project. The sewer improvements by the developer of the housing development immediately south of the project site are required to be designed and constructed in accordance with the City's Standards Design Guidelines, Section 2000, Sewer, and would require the City's review and approval. Therefore, implementation of the proposed project would not result in the relocation or construction of new or expanded wastewater treatment facilities that could cause significant environmental effect. Impacts would be less than significant.

Stormwater Drainage Facilities

Impacts from construction of new or expanded storm water drainage facilities are addressed Section 5.5, *Hydrology and Water Quality*, which determined that an increase in impervious surfaces with development of the proposed project could result in increases in stormwater runoff, which in turn could exceed the capacity of the existing or planned storm drain systems. However, the proposed project would include stormwater facilities that include underground chamber system and bioretention basins and two drywells that would reduce peak flows and treat stormwater prior to discharge to the Declez Channel along Jurupa Avenue. New drainage improvements would be provided by others to ultimately convey overflow to the Declez Channel along Jurupa Avenue. The Preliminary Hydrology Study (Appendix I to the Draft EIR) and the Preliminary Water Quality Management Plan (Appendix J to the Draft EIR) have been prepared for the proposed project, consistent with the County of San Bernardino Stormwater Program. Implementation of the City and County regulatory requirements, as outlined in Section 5.5, would ensure that construction of stormwater drainage improvements do not cause significant environmental effects. Impacts would be less than significant.

² FTES represents the assumption that one student is enrolled in courses for 3 hours a day, 5 days a week (or 15 hours per week) for an academic year of 35 weeks (or 17.5 week semesters).

³ 1,101 FTES x 23 gpd + 53 FTE employees x 23 gpd = 26,542 gpd

8. Impacts Found Not to Be Significant

Electricity and Natural Gas Facilities

Electricity would be supplied by Southern California Edison (SCE) and natural gas would be supplied by the Southern California Gas Company (SoCalGas). All new utility infrastructure will be installed underground or placed in enclosed spaces (e.g., utility closets).

Total mid-electricity consumption in SCE's service area is forecast to increase by approximately 18,000 gigawatt-hours (GWh) between 2016 and 2030 (CEC 2018). SCE forecasts that it will have sufficient electricity supplies to meet demands in its service area; and the electricity demand due to the project is within the forecast increase in SCE's electricity demands. Project development would not require SCE to obtain new or expanded electricity supplies.

Additionally, the total gas consumption in the SoCalGas service area was approximately 7,700 million therms in 2016 and little to no growth is projected up to 2030 (CEC 2018). The natural gas consumption rate for the proposed project is typical for projects of this size and would result in modest increase in gas use when considered in the context of SoCalGas' service territory.

Furthermore, the project would be required to comply with energy efficiency standards set forth by Title 24 of the California Administrative Code and the Appliance Efficiency Regulations. The project would also comply with CALGreen requirements related to energy and water conservation. These measures will decrease electricity and gas consumption.

Therefore, the project would not result in a substantial increase in natural gas and electrical service demands. SCE and SoCalGas would not need to expand their supply and transmission facilities in order to handle the demand generated by the project. Impacts would be less than significant and no mitigation measures are necessary.

Telecommunication Facilities

The project would include on-site connections to telecommunication services. AT&T would provide telecommunication services. All new utility infrastructure will be installed underground or placed in enclosed spaces (e.g., utility closets). The construction-related impacts associated with these improvements are analyzed throughout this Initial Study as part of project development. Impacts would be less than significant and no mitigation measures are necessary.

b) 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. The 2020 Urban Water Management Plan (UWMP), adopted in June 2021, evaluated reliability of water service to its customers under a normal year, a single dry year, and a drought period lasting five consecutive years and determined that even under the assumption of a drought over the next five years, an adequate water supplies would be provided within the FWC service area (FWC 2021). The FWC estimates that water demands in its service area for normal years would increase from approximately 39,831 acre-feet per year in 2020 to approximately 51,943 acre-feet per year in 2045, and it would have sufficient water supplies to meet proposed growth in its service area for normal, single-dry, and multiple-dry years (FWC 2021).

8. Impacts Found Not to Be Significant

Water demand projections from the 2020 UWMP are based on recent historical per capita consumption that is slightly lower than the SB X7-7 water use targets combined with the SCAG/TAZ population projections for FWC's service area. The SB X7-7, the Water Conservation Act of 2009, was signed into law in November 2009, and this legislation set a goal of achieving a 20 percent statewide reduction in urban per capita water use by December 31, 2020. The population projections for the 2020 UWMP are based 2020 Connect SoCal (RTP/SCS) population data and TAZs compiled by SCAG. SCAG's population projections are based, in part, on cities' general plan land use designations. These demographic trends are incorporated into SCAG's RTP/SCS to determine priority transportation projects and vehicle miles traveled in the SCAG region. Because the 2020 UWMP is based on projections from the City of Fontana General Plan Update (GPU) 2015-2035 adopted on November 13, 2018, projects that are consistent with the local general plan are considered to have adequate water supplies. The City of Fontana GPU summarizes the anticipated development to occur primarily as redevelopment of older neighborhoods and infill on vacant and underutilized parcels, including a new denser mixed-use land use category—Walkable Mixed-Use Corridor & Downtown (WMXU-1)—along Sierra Avenue. The project site is on Sierra Avenue and is designated WMXU-1 by the General Plan. As discussed in Section 8.7, *Land Use and Planning*, the proposed project is consistent with the WMXU-1 General Plan land use designation. Additionally, a mixed use land use designation typically results in a higher water demand than an institutional land use since it includes residential housing. Therefore, it is anticipated that sufficient water supplies would be available for the proposed educational use. The proposed relocation and expansion of the Fontana Campus is not expected to result in substantial water demand increase to result in insufficient water supplies.

Furthermore, development of the proposed project would be required to comply with the provisions of CALGreen, which contains requirements for indoor water use reduction and site irrigation conservation. Specifically, project development would be required to adhere to mandatory residential measures outlined in Division 5.3, Water Efficiency and Conservation, of CALGreen, including those of Sections 5.303, Indoor Water Use, and 5.304, Outdoor Water Use.

Based on the preceding, there are adequate water supplies to meet the water demands of the proposed project, and project development would not require FWC to obtain new or expanded water supplies. Therefore, impacts on water supplies due to project development would be less than significant.

- 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?**

Less Than Significant Impact. As discussed in Section 8.12(a), the proposed project would generate approximately 26,542 gpd (0.027 mgd) or 0.041 cfs of sewer, and the wastewater treatment facilities upon which the City relies (RP-1 and RP-4) are operating below capacity with combined surplus capacity of approximately 20 mgd. The proposed project is also required to comply with the Building Energy Efficiency Standards (Title 24, California Code of Regulations, Part 6) and CALGreen (Title 24, California Code of Regulations, Part 11). Both standards contain water conservation and efficiency requirements for newly constructed buildings to reduce water consumption, and subsequent wastewater generation. The proposed project is also consistent with the existing General Plan designation of WMXU-1 (Walkable Mixed-Use Downtown and Corridors) that

8. Impacts Found Not to Be Significant

includes education as part of its intended use. The proposed project would not exceed the existing IEUA's treatment capacity, and impacts would be less than significant.

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?

Less Than Significant Impact. Solid waste generated in the City is transferred to Burrtec's West Valley Materials Recovery Facility at 13373 Napa Street in Fontana. Solid waste that is not diverted is primarily disposed at Mid-Valley Landfill, a County Class III (i.e., municipal waste) landfill at 2390 North Alder Avenue in Rialto (Rancho Cucamonga 2021b). Mid-Valley Landfill has a permitted maximum tonnage of 7,500 tons per day (tpd) and remaining capacity of 61,219,377 cubic yards (cy) as of June 30, 2019. The landfill is anticipated to cease operation on April 1, 2045, and has a maximum permitted capacity of 101,300,000 cy (CalRecycle 2022). The landfill is staying below the permitted maximum tonnage of 7,500 tpd.

The proposed project would relocate and expand the existing Fontana Campus. Implementation of the project is anticipated to generate additional solid waste during the temporary, short-term construction phase. CALGreen Section 5.408.1.1 requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. The District would comply with these established standards. Therefore, demolition would not adversely impact landfill capacity.

The proposed project would also generate increased solid waste during the operational phase. At buildout, the Fontana Campus Master Plan would increase the existing enrollment capacity by 854 unduplicated students. Assuming 1.75 lbs per day⁴ of waste generation rate per student, 1,494.5 lbs (or 0.75 ton) of waste per day is anticipated. Considering the permitted landfill capacity of 7,500 tpd, project implementation is not anticipated to result in inadequate landfill capacity, the project would not impair the attainment of solid waste reduction goals. Impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste would be generated during construction and operation of the proposed project. The proposed project would comply with all regulations pertaining to solid waste, such as the California Integrated Waste Management Act and local recycling and waste programs. The District and its construction contractor would comply with all applicable laws and regulations and make every effort to reuse and/or recycle the construction debris that would otherwise be taken to a landfill. Section 5.408 of CALGreen requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Hazardous waste, such as paint used during construction, would be disposed of only at facilities permitted to receive them in accordance with local, state, and federal regulations. The proposed project would comply with all applicable federal, state, and local statutes and regulations related to solid waste disposal. Therefore, impacts would be less than significant.

⁴ According to Dump and Run, Inc., a non-profit that provides consulting and other waste minimization services, the average college student produces 640 pounds of solid waste each year, including 500 disposable cups and 320 pounds of paper (. 640 lbs/yr ÷ 365 = 1.75 lbs/day)

8. Impacts Found Not to Be Significant

8.12 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?

No Impact. Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High and Very High in an SRA, and Very High in an LRA. The project site is within a Local Responsibility Area and is not located within a Very High FHSZ. Therefore, the project would not impact an adopted emergency response plan or emergency evacuation plan. No impact would occur.

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?

No Impact. The project site is not in, adjacent to or within proximity of an SRA or LRA or lands classified as high fire hazard severity zones. Therefore, the project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

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?

No Impact. The project site is not in or near an SRA or LRA or lands classified as high fire hazard severity zones. Additionally, the project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. Therefore, no impact would occur.

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?

No Impact. The project site is not in or near an SRA or LRA or lands classified as high fire hazard severity zones. The project site is undeveloped land consisting mainly of overgrown vegetation (weeds and grasses) and a few scattered trees and shrubs. Therefore, the proposed project would not 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 would occur.

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8. Impacts Found Not to Be Significant

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8. Impacts Found Not to Be Significant

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9. Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(c) of the CEQA Guidelines requires that an environmental impact report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the CEQA Guidelines state:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal of nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The following are the significant irreversible changes that would be caused by the proposed project, should it be implemented:

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Operation of the proposed project would require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.
- Implementation of the proposed project would develop an approximately 14-acre vacant site to a community college campus. Therefore, the existing biological resources, as described in the Draft EIR Section 5.2, *Biological Resources*, would be disturbed and removed. Although impacts related to biological resources would be reduced to a less than significant level, the proposed project would result in permanent and irreversible environmental changes.
- The visual character of the project site would be altered by the construction of the new structures and other various site improvements. This would result in a permanent change in the character of the project site and on- and off-site views in the project's vicinity.

Once the project site is developed, it is highly unlikely that the project site would revert to its original form. The proposed project would commit future generations to these environmental changes.

9. Significant Irreversible Changes Due to the Proposed Project

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10. Growth-Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this Draft EIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

The project site is currently vacant, and implementation of the proposed project would require connection to the existing wet and dry infrastructure in the vicinity of the project site. However, the project area is developed and there are available wet and dry utility connections in the area to serve the proposed project. Furthermore, although various street improvements would be provided by the proposed project, they are not obstacles to growth that the proposed project would be removing. The proposed project would not change any regulations pertaining to land development.

10. Growth-Inducing Impacts of the Proposed Project

Would this project result in the need to expand one or more public services to maintain desired levels of service?

The proposed project would relocate and expand the existing Fontana Campus within the city, which is already being served by the Fontana Fire Protection District, Fontana Police Department, and the Chaffey College Police Department. Implementation of the proposed project would slightly increase demands for these services due to expansion. However, because the District already operates a college campus within the City, and the increase in enrollment would occur incrementally, the increase is not anticipated to create the need for expansion of one or more public services to maintain desired levels of service. The proposed project would not result in growth-inducing impacts in this regard.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

The proposed project would relocate and expand the existing Fontana campus approximately three miles north of the project site. The proposed project would increase the existing enrollment capacity by 854 unduplicated students and 192 unduplicated employees (or 53 full-time employees). The proposed project is intended to serve the existing educational needs of the students within the District's attendance boundaries along with four other campuses in the cities of Rancho Cucamonga and Chino. During construction of the proposed project, it would have temporary direct economic effects due to the employment of construction workers, and faculty and staff employment during operation. However, the creation of these temporary and permanent employment opportunities is not anticipated to result in significant physical environmental effects. The proposed project is not anticipated to encourage or facilitate economic effects that could result in other activities that could significantly affect the environment.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

The project site is surrounded by commercial/retail development to the north and residential and commercial/retail uses to the east. Although properties to the west and south are vacant, industrial and residential development plans have been approved to the west and south, respectively. Furthermore, the project site is designated WMXU-1 (Walkable Mixed-Use Corridor & Downtown) by the City's General Plan Land Use Plan and zoned FBC (Form Based Code) in the City's Zoning District Map. The proposed project is consistent with the intent of the WMXU-1 as it provides education use next to a bus stop and various neighborhood shopping areas, and is also consistent with the FBC, which focuses on the physical characteristics of the buildings rather than on land uses. Therefore, approval of the proposed project would not result in any precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment.

11. Organizations and Persons Consulted

Chaffey Community College District

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11. Organizations and Persons Consulted

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12. Qualifications of Persons Preparing EIR

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12. Qualifications of Persons Preparing EIR

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