SAN BERNARDINO
ASSOCIATED GOVERNMENTS

SAN BERNARDINO COUNTY REGIONAL GREENHOUSE GAS EMISSIONS INVENTORIES AND REDUCTION PLAN

Environmental Impact Report

SCH No. 2012111046

Volume VII: Draft EIR (Section 4.6 [City of Fontana])

Prepared for

Governments
SANBAG
Working Together

San Bernardino Associated Governments
SANBAG Planning Department
1170 W. 3rd Street, 2nd Floor
San Bernardino, California 92410-1715

Prepared by

ATKINS

650 E. Hospitality Lane, Suite 460
San Bernardino, California 92408

October 2013

Contents

Volume XX: Draft EIR (Section 4.19 [City of Victorville])
Volume XXI: Draft EIR (Section 4.20 [City of Yucaipa])
Volume XXII: Draft EIR (Section 4.21 [Town of Yucca Valley])
Volume XXIII: Draft EIR (Chapter 5 to Appendix B)

Figures

Tables

4.6 CITY OF FONTANA

4.6.0 Introduction to the Analysis

This section of the EIR analyzes the potential environmental effects in the City of Fontana from implementation of the Regional Reduction Plan. The city covers approximately 42 square miles (approximately 1.83 million acres). It is situated in southern San Bernardino County, in the Upper Santa Ana River Valley, and is bounded by Riverside County on the south, the cities of Ontario and Rancho Cucamonga and I-15 (Ontario Freeway) on the west and north, and Rialto to the northeast and east; see Figure 4.6-1 (Vicinity Map).

In the early 1900s, Fontana was a diversified agricultural community, producing major commodities such as citrus, grain, grapes, poultry, and swine. In 1942 the area began to transition to a more industrial base with the founding of the Kaiser Steel Mill. By the 1950s, Fontana was the region's leading producer of steel and steel-related products. Today, Fontana is both a bedroom community, with a commuting population of workers, and due to its location to several major freeway and rail transportation corridors, is also a major Inland Empire hub of warehousing and distribution centers. A range of residential neighborhoods has developed in the city. Residential planned community development, together with some planned industrial uses, makes up the majority of the existing developed land use between Jurupa Avenue and the southern boundary of the city. A large portion of Fontana, north of the SR-210 still remains to develop as a mix of planned communities and job centers.

In addition, the City's General Plan indicates over 6,000 acres (11,000 acres in the sphere of influence) denoted for commercial and industrial uses, supporting trucking-based industries and warehouse distribution centers for many large companies such as Toyota and Target. Fontana is also home to a major regional medical center that brings both employees and patients to the city. Places of note in Fontana include the NASCAR Speedway and the National Hot Rod Association drag strip, which attract tens of thousands of visitors to the city several times a year. Other regional attractions include the Center Stage Theater and the Lewis Library and Technology Center.

The city of Fontana had a population of 196,069 as of 2010 (193,913 in 2008), making Fontana the second largest city in San Bernardino County and the twentieth largest city in California. Fontana has grown at a rate of approximately 50 percent every 10 years, and is projected to reach a population of 222,717 by 2020 (an approximately 15 percent increase over 2008). Among the Partnership cities, only the city of Adelanto is projected to have a larger increase in population before 2020.

Table 4.6-1 (Socioeconomic Data for City of Fontana) presents socioeconomic data for Fontana, including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

Table 4.6-1 Socioeconomic Data for City of Fontana

Category	*2008*	*2020*
Population	193,913	222,717
Housing (du)	48,573	57,482
Single-Family (du)	38,193	45,010
Multifamily (du)	10, 380	12,472
Employment (jobs)	47,622	53,652
Agricultural (jobs)	67	86
Industrial (jobs)	12,968	15,160
Retail Commercial (jobs)	14,528	15,383
Non-Retail Commercial (jobs)	20,060	23,033

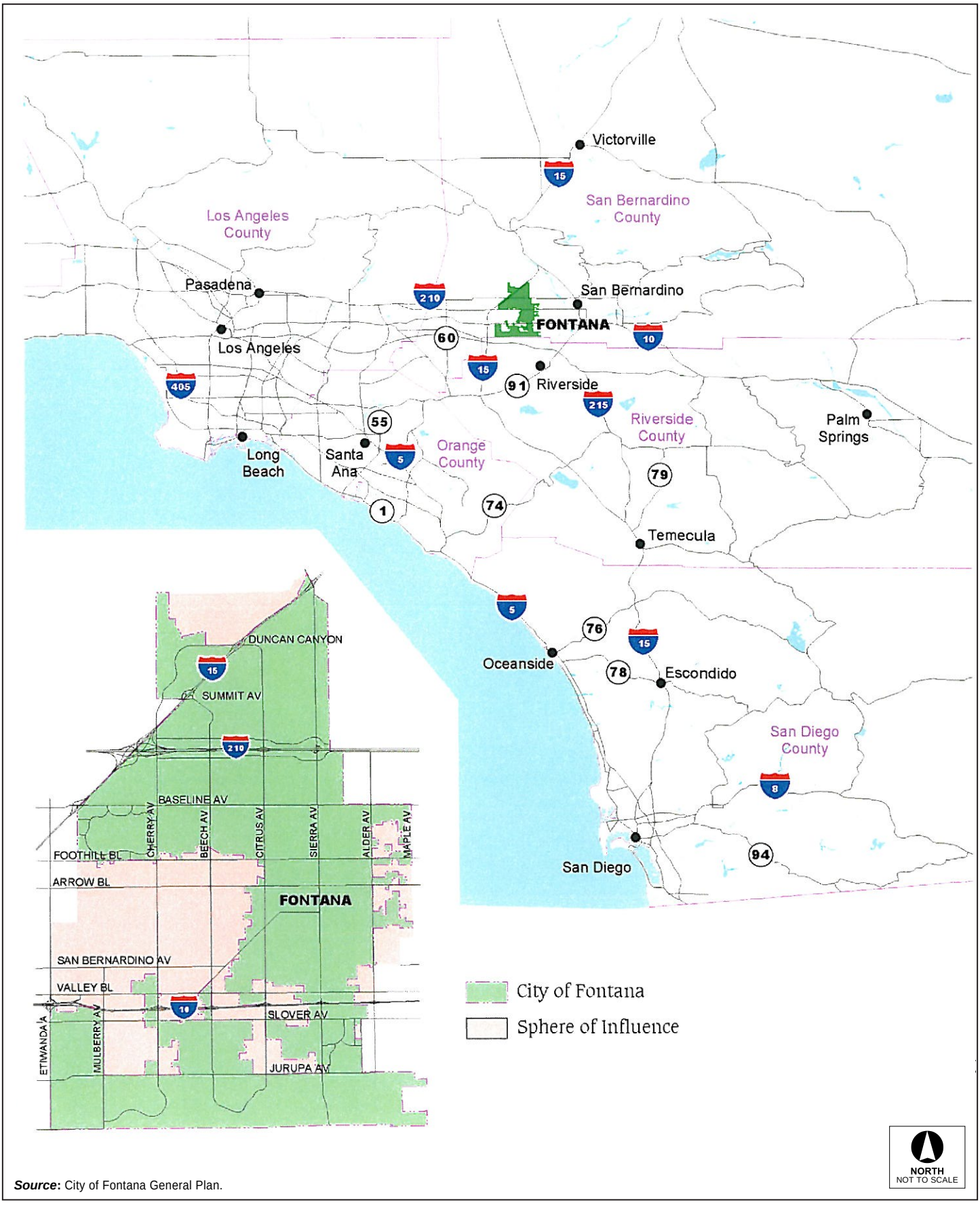
du = dwelling unit

Two documents are used in reviewing the potential environmental impacts and mitigation within the City of Fontana from implementation of the Regional Reduction Plan. The first document is the Fontana General Plan, which is the planning document for the City and includes the required General Plan Elements and General Plan Goals and Policies. The second document is the Regional Reduction Plan City of Fontana chapter that describes the reduction measures and reduction targets chosen by the City of Fontana. This second document is the Proposed Project as it pertains to the City of Fontana.

Fontana General Plan

The Fontana General Plan, adopted October 2003, as amended, is the planning document for the City. It is a blueprint for the long-range physical development of the City, addressing direct City services, as well as service and activities undertaken by allied entities in the community.

The General Plan is guided by a Vision Statement, which unites the plan with implementation. It acts as a measure by which the community can measure initiatives and proposals to determine whether they are consistent with the long-range future potential of the City. The City's General Plan consists of the following seven elements mandated by State Government Code: Land Use, Circulation, Housing, Open Space and Conservation (incorporating two of the mandated elements), Safety and Noise. The following elements are also included in the General Plan to provide specific policy and implementation direction relating to these subject areas that are critical to the future success of the City and quality of life of its residents: Community Design, Economic Development Element, Parks, Recreation and Trails, Public Facilities, Services and Infrastructure, and Air Quality. Implementation actions are identified to carry out the General Plan policies, and tools to ensure effective implementation include police powers, as authorized by the State of California to local jurisdictions to help protect the health, safety, and welfare of the citizens, which are set forth in the City's Municipal Code; specific plans, which guide orderly implementation of the General Plan; and the Zoning Code, which prescribes allowable uses and development standards.



***Source*:** City of Fontana General Plan.

100029894 | San Bernardino County Regional GHG Reduction Plan EIR

Figure 4.6-1
Vicinity Map

ATKINS

The Fontana General Plan policies that are relevant to Regional Reduction Plan implementation, including those actions that would occur as an indirect result of Regional Reduction Plan implementation (e.g., construction of new facilities) are listed in Table 4.6-2 (Fontana General Plan Policies).

Table 4.6-2 Fontana General Plan Policies

Policy No.	*Policies*
	LAND USE ELEMENT
Issue 1. Balanced Land Uses	
Policy 3	New planned communities in our City shall be developed to high standards for site design and landscaping and shall incorporate and/or be linked with amenities such as community facilities, schools, parks and other forms of open space.
Policy 4	Activity centers identified conceptually on the Land Use Plan shall be the preferred form of development for residentially serving retail, services and entertainment uses, and shall incorporate open spaces for public gathering as well.
Issue 2. Land Use Compatibility	
Policy 2	Regionally beneficial land uses such as transportation corridors, flood control systems, utility corridors, and recreational corridors shall be sensitively integrated into our community.
Issue 3. One Fontana: Unifying Our City	
Policy 3	Circulation system improvements shall continue to be pursued that facilitate connectivity across freeway and rail corridors.
Policy 4	Improvements shall be made to transportation corridors that promote physical connectivity and reflect consistently high aesthetic values.
Policy 5	Activity centers should be linked with residential neighborhoods and be accessible by multiple modes of transportation.
Issue 4. Infill and Revitalization of Core Areas	
Policy 1	Infill development shall be accorded a high priority in the commitment of City resources and available funding.
Policy 4	Clustering of development at key points with intermediate sectors of less intensive uses should be promoted along arterial corridors.
Policy 5	Assembly of parcels to allow for more efficient development patterns should be promoted wherever adjacent neighborhoods are not adversely impacted.
Issue 5. Revitalizing Downtown	
Policy 2	New projects implemented in Downtown shall be designed and scaled to attract pedestrians and promote interest and life on the street.
	CIRCULATION ELEMENT
Issue 1. Major Thoroughfares and Transportation Routes	
Policy 4	Regulate the intensity of land uses to keep traffic on any arterial in balance with roadway capacity by requiring traffic studies to identify local roadway and intersection improvements necessary to mitigate their traffic impacts.
Policy 6	Design, monitor traffic flow, and employ traffic control measures, including signalization, limiting access and access control, exclusive right and left turn-turn lanes, lane striping, and signage to ensure City streets and roads continue to function as required.
Policy 8	Coordinate street system improvements and traffic signalization with regional transportation efforts in particular on roadways that are at the City's boundaries, are shared with neighboring jurisdictions, and/or are part of regionally significant corridors including those that are on Congestion Management Plan routes.
Policy 12	All streets and intersections designed after the adoption of the General Plan will be planned to function at level of service (LOS) C or better, wherever possible. Improvements to existing streets will be designed to LOS C standards whenever feasible.

Table 4.6-2 Fontana General Plan Policies

Policy No.	*Policies*
Policy 13	Provide new bus turnouts along appropriate arterials based on and in coordination with, local and regional transit providers' bus routes and major stops.
Policy 23	Implement traffic signal systems and intelligent transportation systems (ITS) components (not limited to signal coordination, highway advisory radio, closed circuit television, emergency vehicle signal preemption, etc.) along arterial roadways and sub-areas, in accordance to the City's Traffic Signal System Conceptual Buildout Plan and in compliance with regional and appropriate ITS Architecture Master Plans.
Policy 24	Require street dedications from adjacent properties when the land is necessary for additional transportation capacity and enhanced mobility for the welfare of the community.
Policy 26	Protect levels of service on all parts of the Circulation Element through the use of medians, roundabouts, and other traffic calming measures.
Issue 2. Public Transit, Terminals and Intercity Transportation	
Policy 1	Provide appropriate transportation terminal facilities for inter-city and regional travel by public and private transportation modes.
Policy 2	Continue to support the regional bus system to provide intra-city service, inter-city service to major employment centers, and connection to other regional transportation transfer points.
Policy 3	To encourage transit ridership and transportation demand management including carpooling, required vanpool parking spaces, plan for the provision of additional transportation centers to be used as a park-and-ride for ridesharing, high-occupancy vehicle lanes, regional bus and passenger rail services.
Policy 4	Continue to coordinate transit planning with the Southern California Association of Governments (SCAG), the San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (MTA), the Southern California Regional Rail Authority (Metrolink), Omnitrans and adjacent communities.
Policy 5	Recognize alternative and private transportation services (vans, buses, shuttles, taxis and limousines) as an integral part of public transportation.
Policy 6	Coordinate with local and regional human service agencies and public schools that provide mass transit services to reduce duplication of transportation services.
Policy 7	Where needed and appropriate, require new development to provide transit facilities and accommodations, such as bus shelters and turn-outs, consistent with regional agency plans and existing and anticipated demands.
Policy 9	Encourage commuters and employers to reduce vehicular trips by offering incentives such as reduced price transit passes and preferential parking for ridesharing.
Policy 10	Investigate and implement new opportunities to further plan, develop and finance demand responsive transit service for the elderly, handicapped and recreational purposes.
Issue 3. Trucks	
Policy 3	Develop appropriate protection measures along truck routes to minimize noise impacts to sensitive land uses including but not limited to residences, hospitals, schools, parks, daycare facilities, libraries, and similar uses.
Issue 4. Railroads	
Policy 2	Establish connections between inter-city rail and major activity centers to improve freight transfers and provide passenger service.
COMMUNITY DESIGN ELEMENT	
Issue 2. Open Space: Views and Use	
Policy 1	The design of major community facilities such as the community centers, parks, bikeways and trails will take advantage of the views provided by the adjoining mountains and hills.
Policy 2	A series of strategic points along the scenic corridors will be created where special community design and landscape treatment is warranted.

Table 4.6-2 Fontana General Plan Policies

Policy No.	*Policies*
Policy 3	The City's open space network shall be designed to integrate both the built and natural environment.
Policy 4	Preservation of open space near the periphery of City boundaries provides important visual contrast to the built environment.
Issue 4. Downtown Revitalization (Goal 4.1)	
Policy 1	Design guidelines for the downtown area that incorporate consistent community symbols and distinct design features shall mark it as an area of special importance in the community.
Policy 2	Key features of the Civic Center design guidance should also be reflected in other public facilities throughout the City.
Policy 3	Existing and proposed landmarks within the downtown area should be featured in design concepts and improvement plans.
Policy 4	To the extent practical, downtown architecture should reflect a "Main Street", small town character that is readily visible to passing traffic and comfortably accessible to pedestrians.
Policy 5	In the downtown area and near major public facilities, the preferred architectural styles include "Main Street" Commercial, Spanish Colonial/Mediterranean, Art Deco, Craftsman Bungalow and Streamline Moderne.
Issue 5. Guiding New Development (Goal 5.1)	
Policy 2	New development should be linked to community facilities such as trails, parks, community centers and schools.
Issue 5. Guiding New Development (Goal 5.2)	
Policy 1	Schools and parks should be conveniently located within new residential communities.
Policy 2	Higher density residential uses should be located near retail and activity centers.
Policy 3	A well-integrated network of bike and pedestrian paths should connect residential areas to schools, parks, and shopping centers.
Policy 7	Environmentally sensitive and energy-efficient building siting standards, which minimize impacts from wind, provide shade, reduce stormwater-runoff and maximize opportunities for passive solar design, should be incorporated into design guidelines for large-scale projects.
Issue 5. Guiding New Development (Goal 5.3)	
Policy 2	Newly developed shopping and activity centers shall be linked to surrounding residential uses through convenient bicycle and pedestrian paths.
Policy 3	Provision of people-gathering places and amenities – such as mini-plazas, courtyards, benches, movable seating, shade, trash receptacles, and water fountains – should be encouraged in new development and revitalization projects.
Policy 7	Parking areas shall continue to be buffered from the street and provide, where practical, a pedestrian spine for safe access to shopping and activity areas.
HOUSING ELEMENT	
Strategy 3.1	Water Conservation Practices. Promote the inclusion of state-of-the-art water conservation practices in existing and new residential projects where proven to be safe and environmentally sound. Promote the use of low water demand fixtures, landscaping, and drought tolerant materials in new and existing residential projects. Establish outreach and marketing materials for public distribution that described the benefits of water conservation, resources for implementation, and other appropriate information.
Strategy 3.2	Promotion of Green/Sustainable Development Practices. The City encourages "green building" practices in new and existing residential development. To facilitate and encourage the use of green building practices. The City shall conduct a comprehensive review of existing zoning, building and development standards related to green building. The City will analyze current trends and best practices and, based on its findings, establish and market a program of information resources and/or incentives that facilitate the incorporation of materials and technology that promote resource conservation and efficiency and the development of high-efficiency, sustainable buildings. The program shall encourage residential developers/builders to maximize resource conservation through proactive site, building and building systems design, materials and equipment to maximize resource efficiency and minimize ongoing utility and building maintenance costs.

Table 4.6-2 Fontana General Plan Policies

Policy No.	*Policies*
	ECONOMIC DEVELOPMENT ELEMENT
Issue 1. Balanced Land Uses A Diverse Economic Base	
Policy 3	The City should achieve a mix of land uses that capitalizes on transportation corridors, stimulates employment, offers a variety of housing types/lifestyle choices and can respond to market opportunities.
Issue 3. Revitalized Downtown	
Policy 1	Current efforts to achieve downtown revitalization shall continue and be expanded.
Policy 2	The main device for achieving the vision for the city's downtown shall be a Downtown Strategic Plan, which implements the General Plan and provides the basis for coordinating public and private improvement actions.
Policy 3	Mixed and multiple use projects shall be sought in the downtown area to stimulate vitality in this key portion of the City.
Issue 5. Expanded Commercial Uses	
Policy 2	Resident-serving commercial development shall be a major priority in the City's land use planning.
Policy 3	Neighborhood and community-serving retail centers shall be clustered at convenient areas throughout the City to enable one-stop shopping wherever possible.
Policy 4	The Boulevard Overlay District and Activity Center Overlay Districts should stimulate commercial development at key locations in the City as a means of stimulating successful commercial centers instead of marginal commercial strips.
Issue 6. Redevelopment Project Areas	
Policy 1	The City shall continue to promote new development, intensification and revitalization of properties within designated Redevelopment Project Areas.
	PUBLIC FACILITIES, SERVICES AND INFRASTRUCTURE ELEMENT
Issue 5. Infrastructure Quality and Reliability	
Policy 2	Development should be approved in a pattern that avoids the need to extend infrastructure excessive distances to provide service and support.
Issue 6. Wastewater Treatment	
Policy 3	An aggressive water-recycling program shall be established and maintained in City.
Policy 4	Sufficient financial support for wastewater system maintenance (repair, upgrade, replacement, preventive maintenance) shall be devoted so that current levels of service, health and safety are sustained or improved.
Policy 5	Federal, State and local ordinances shall be enforced in order to comply with Clean Water Act/NPDES requirements.
Issue 7. Reducing Solid Waste	
Policy 1	Where joint programs offer improved efficiency or reduced cost, the City shall collaborate with other entities in waste recycling efforts.
Policy 3	An aggressive public education program shall be maintained to stimulate recycling, reuse and waste reduction by its resident and business citizens.
Issue 8. Improving Flood Control Facilities	
Policy 2	Drainage planning and implementation shall be coordinated with the San Bernardino Flood Control District and adjacent cities.
Policy 3	Dual use concepts should be applied to flood control design as a means of enhancing open space/habitat and conserving water.

Table 4.6-2 Fontana General Plan Policies

Policy No.	*Policies*
Issue 10. Enhanced Communication Technology	
Policy 4	"Smart" home design, equipped with sensors for efficient heating and cooling, supports "green building" concepts of energy efficiency and should be encouraged by the City when approving new development.
OPEN SPACE AND CONSERVATION ELEMENT	
Issue 1. Preservation of Natural Open Space (Goal 1.1)	
Policy 1	Support preservation of the open space along the San Gabriel Mountains and Jurupa Hills for natural habitat, scientific inquiry, passive recreation and scenic values.
Policy 3	Maintain open space buffers between the San Gabriel and Jurupa Mountains and any form of development, including streets and highways, where feasible.
Issue 1. Preservation of Natural Open Space (Goal 1.2)	
Policy 1	Encourage the preservation of natural habitat in conjunction with private or public development projects.
Policy 2	Require mitigation for removal of any natural habitat, including restoration of degraded habitat of the same type, creation of new or extension of existing habitat of the same type, financial contribution to a habitat conservation fund administered by a federal, state or local government agency, or by a non-profit conservancy.
Policy 3	Apply local CEQA procedures to identify potential impacts to rare, threatened and endangered species.
Policy 4	Require evidence of satisfactory compliance with any required state and/or federal permits, prior to issuance of grading permits for individual projects.
Policy 5	Require site-specific surveys to identify the presence/absence of sensitive species and natural communities, for all projects located in areas identified in the Sensitive Biotic Resources database.
Issue 2. Planning for Mixed-Use Open Space (Goal 2.1)	
Policy 1	Link multi-use utility corridors to other elements of the local and regional parks and trails systems wherever feasible.
Issue 2. Planning for Mixed-Use Open Space (Goal 2.2)	
Policy 1	Evaluate opportunities for mixed-uses of private and public open space and utility rights-of-way and incorporate such mixed uses into the approved plan as part of the new development and public infrastructure planning process.
Issue 3. Water Resources (Goal 3.1)	
Policy 1	Promote use of xeric (adapted to arid conditions) landscaping techniques in master planned communities, and other new land use plans. Provide public information concerning xeric plant palettes and low water usage irrigation systems.
Policy 2	Replace existing turf areas and other high water consuming landscaping within City street medians and parkways with xeric vegetation and miscellaneous hardscape materials.
Policy 3	Participate with the Inland Empire Utilities Agency, the Fontana Water Company, the Cucamonga County Water District, and the West San Bernardino County Water District to develop and implement water conservation programs and to encourage the use of water conserving technologies, for indoor and outdoor applications.
Issue 3. Water Resources (Goal 3.2)	
Policy 1	Promote the use of structural and non-structural water quality best management practices (BMPs) in land planning and project-level site planning.
Policy 2	Require structural and non-structural BMPs for all parking lots and paved storage areas within industrial and commercial zones, for the City's street network, and within the City's parks and other civic facilities.
Policy 4	Fulfill the City's obligations for storm water management, in accordance with the Implementation Agreement among the SBCFCD, the County, and the cities in San Bernardino County, under the terms of Order No. R8-2002-0012, issued by the SARWQCB.

Table 4.6-2 Fontana General Plan Policies

Policy No.	*Policies*
Issue 4. Cultural Resources (Goal 4.1)	
Policy 1	The City will adopt the necessary means to identify cultural resources within its jurisdiction.
Policy 2	The City will consider the identification of cultural resources an integral part of the planning process.
Issue 4. Cultural Resources (Goal 4.2)	
Policy 1	The City will make all reasonable efforts to protect cultural resources under its control.
Policy 3	The City will use its regulatory power to ensure the proper protection of cultural resources and avoid or minimize adverse effects on such resources from private projects that require discretionary City actions.
Issue 4. Cultural Resources (Goal 4.3)	
Policy 2	Promote the preservation and rehabilitation of the City's older residential neighborhoods to provide affordable housing.
Policy 3	Apply incentives to encourage compatible development and redevelopment projects in existing residential neighborhoods and commercial districts without sacrificing the integrity of cultural resources.
PARKS, RECREATION & TRAILS ELEMENT (PARKS COMPONENT)	
Issue 2. Park Planning in Newly Developed Areas	
Policy 2	Newly developed parks should be connected, wherever practical, to the existing and future bicycle and recreational trail system.
Issue 5. Park Accessibility	
Policy 1	The City shall continue to locate parks and recreation facilities within convenient walking and biking distance of all neighborhoods.
Policy 2	Parks and recreation facilities should be integrated with the Master Plan for Trails and Bikeways.
PARKS, RECREATION & TRAILS ELEMENT (TRAILS AND BIKEWAYS COMPONENT)	
Issue 1. Supporting Bicycle, Equestrian and Pedestrian Use	
Policy 1	The City's bikeways and trails network shall be phased as an integrated system that provides access to community facilities, commercial areas and the regional multi-use trail system.
Policy 2	All new developments on designated routes shall provide bicycle and pedestrian routes linked to adjacent facilities.
Issue 2. Connecting Trails to the Region	
Policy 1	The City shall complete the planning for its portion of the regional network of trails and bikeways.
Policy 2	The planning of bikeways and trail systems shall continue to be conducted in coordination with neighboring cities and the County of San Bernardino.
Issue 5. Use of Utility and Flood Control Corridors	
Policy 2	The City shall coordinate with neighboring municipalities and the County for the planning, acquisition and development of an expanded bikeway and trail system.
SAFETY ELEMENT	
Issue 1. Seismic Hazards	
Policy 1	The City shall monitor development or re-development in areas where faults have been mapped through the city.
Policy 2	The City shall ensure that current geologic knowledge and peer (third-party) review are incorporated into the design, planning, and construction stages of a project, and that site-specific data are applied to each project.
Policy 3	The City shall strive to ensure that the design of new structures and the performance of existing structures address the appropriate earthquake hazards.

Table 4.6-2 Fontana General Plan Policies

Policy No.	*Policies*
Issue 2. Geologic Hazards	
Policy 1	The City shall take actions to minimize grading and otherwise changing the natural topography, while protecting public safety and reducing the potential for property damage as a result of geologic hazards.
Issue 3. Flood Hazards	
Policy 1	The City shall discourage new development in flood hazard areas and implement mitigation measures to reduce the hazard to existing developments that are located within the 100- and 500-year flood zones.
Issue 4. Fire Hazards	
Policy 1	The City shall require residential, commercial, and industrial structures to implement fire hazard-reducing designs and features.
Issue 5. Hazardous Materials	
Policy 1	The City shall strive to reduce the potential for residents, workers, and visitors to Fontana to being exposed to hazardous materials and wastes.
NOISE ELEMENT	
Issue 1. Noise and Land Use Planning Connection	
Policy 1	New sensitive land uses shall be prohibited in incompatible areas.
Policy 2	Noise-tolerant land uses shall be guided into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of the adjacent airports.
Policy 5	Where sensitive uses are to be placed along transportation routes, mitigation shall be provided to ensure compliance with State mandated noise levels.
Policy 6	The State of California Office of Planning and Research General Plan Guidelines shall be followed with respect to acoustical study requirements.
Issue 2. Noise and Transportation Connection	
Policy 6	Noise mitigation practices shall be employed when designing all future streets and highways, and when improvements occur along existing highway segments. These mitigation measures will emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.
Issue 3. Non-Transportation Noise and Land Use Connection	
Policy 1	Residential land uses and areas identified as noise sensitive shall be protected from excessive noise from non-transportation sources including industrial, commercial, and residential activities and equipment.
Policy 4	Non-transportation noise shall be considered in land use planning decisions.
Policy 5	Construction shall be performed as quietly as feasible when performed in proximity to residential or other noise sensitive land uses.
AIR QUALITY ELEMENT	
Issue 1. Cost/Benefit of Improved Air Quality	
Policy 3	Preferential treatment or permit streamlining shall be provided for those residential projects that incorporate emissions reduction measures that go beyond those suggested by the SCAQMD for residential development.
Issue 2. Air Quality and the Land Use & Transportation Connection (Reducing Vehicle Miles Traveled)	
Policy 1	The City shall seek to integrate land use and transportation planning to the maximum extent practical.
Policy 3	Employers locating in our City should be encouraged to develop trip reduction plans to promote alternative work schedules, ridesharing, telecommuting, and work-at-home programs, employee education and preferential parking.

Table 4.6-2 Fontana General Plan Policies

Policy No.	*Policies*
Policy 4	Incentives, regulations, and Transportation Demand Management systems shall be developed in cooperation with surrounding jurisdictions to eliminate vehicle trips that would otherwise be made.
Policy 5	Merchants in our City should be assisted in getting their customers to shift from single occupancy vehicles to transit, carpools, bicycles, or foot.
Policy 6	Developers in our community shall work to reduce vehicle trips and total vehicle miles traveled in projects that are approved here.
Policy 7	The City should manage parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.
Policy 8	Efforts to expand bus, rail, and other forms of transit in the portion of the South Coast Air Basin within San Bernardino County shall be cooperatively pursued with Omnitrans, MTA and other transit providers.
Policy 9	The City should invest in clean fuel systems on new local government fleet vehicles as their service life ends, and promote similar actions by other units of government.
Policy 10	The City shall manage traffic flow through signal synchronization, while coordinating with and permitting the free flow of mass transit vehicles, as a way to achieve enhanced mobility.
Policy 11	Traffic signals should be synchronized throughout the City and with those of adjoining cities and the California Department of Transportation.
Policy 12	Traffic signals shall be constructed and improved with channelization and Automated Traffic Surveillance and Control systems at appropriate intersections.
Policy 13	Traffic hazards, delays, and idle time should be diminished through highway and roadway maintenance, rapid emergency response, debris removal, and elimination of at-grade railroad crossings.
Policy 16	The City should provide incentives for business owners to schedule deliveries at off-peak traffic periods.
Issue 3. Energy Conservation and Emissions	
Policy 1	Source reduction, recycling, and other appropriate measures to reduce the dependence on and processing of new raw materials shall be promoted.
Policy 2	Energy conservation shall be achieved through a combination of incentives and regulations for private and public developments.
Policy 3	The City shall promote and provide incentives for the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.
Policy 4	The City shall promote and provide incentives for the use of energy efficient building materials/methods that reduce emissions.
Policy 5	The City shall promote and provide incentives for the use of efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units.
Policy 6	Centrally heated facilities to utilize automated time clocks or occupant sensors to control heating shall be required in facilities of a size and character to yield a positive return on investment.
Policy 7	The City shall require residential building construction to comply with energy use guidelines detailed in Title 24 of the California Administrative Code and shall promote and provide incentives for residential building construction that goes beyond the guidelines detailed in Title 24.
Policy 11	Alternative energy sources development shall be promoted in Fontana.
Issue 4. Particulate Emissions and Fugitive Dust	
Policy 1	Particulate emissions from roads, parking lots, construction sites and agricultural lands shall be kept at the minimum feasible level.

Table 4.6-2 Fontana General Plan Policies

Policy No.	*Policies*
Policy 2	Emissions from building materials and construction methods that generate excessive pollutants shall be kept at the minimum feasible level.

SOURCE: City of Fontana, *City of Fontana General Plan* (adopted October 21, 2003).

The policies summarized and listed in Table 4.6-2 can mitigate environmental impacts associated with the Regional Reduction Plan in Fontana. In addition, some of the Fontana General Plan policies contain quantitative and/or qualitative criteria concerning environmental topics the City requires that are used as thresholds of significance.

The second document used in reviewing potential environmental impacts and mitigation within the City of Fontana is the Regional Reduction Plan City of Fontana chapter that describes the Proposed Project including the reduction measures and reduction targets chosen by the City of Fontana.

The Fontana Chapter of the San Bernardino County Regional GHG Reduction Plan

The City of Fontana selected a goal to reduce its community GHG emissions to a level that is 15 percent below its 2008 GHG emissions level by 2020. The City will meet and exceed this goal through a combination of state (~72 percent) and local (~28 percent) efforts. The Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Fontana's on road, solid waste, and building energy sectors in 2020. An additional reduction of 124,090 MT CO_2e will be achieved primarily through the following local measures, in order of importance: Implement SBX 7-7 (Water-4); GHG Performance Standard for Existing Development (PS-1); and Implementation of the SCS (Transportation-1). Fontana's Plan has the greatest impacts on GHG emissions in the solid waste management, building energy, and water conveyance sectors.

Figure 4.6-2 (Emissions Reduction Profile for Fontana) shows Fontana's 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the city's emissions reduction target (i.e., 15 percent below the 2008 emissions level). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total ("2020 Plan"), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~72 percent) of the total reductions needed to achieve the 2020 target.

Figure 4.6-3 (Emissions by Sector for Fontana) presents emissions by sector, for both the 2020 BAU and the 2020 reduction or Regional Reduction Plan scenarios. The largest emissions contributions are in the on-road transportation, building energy, and off-road emissions sectors.

Table 4.6-3 (Emission Reduction by Sector for Fontana) summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction (Regional Reduction Plan) results by sector. It shows the percent reduction in each sector's emissions in 2020 and demonstrates that Fontana exceeds its emissions reduction goal. Emissions sectors with the greatest percent reduction include the solid waste management, building energy, and water conveyance sectors.

Figure 4.6-4 (Emission Reductions by Control and by Sector for Fontana) presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to the implementation of SBX 7-7 (Water-4).

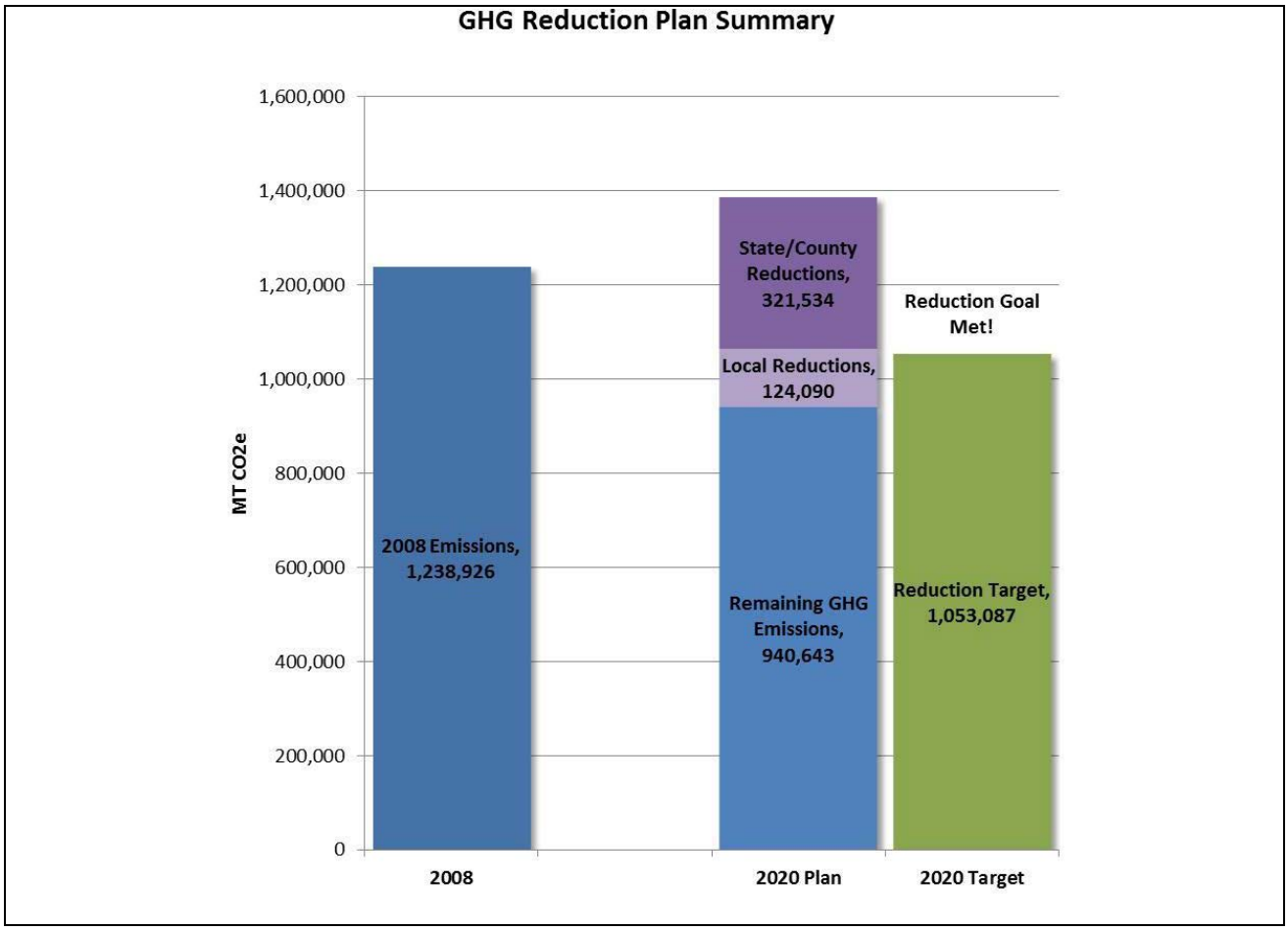


Figure 4.6-2 Emissions Reduction Profile for Fontana

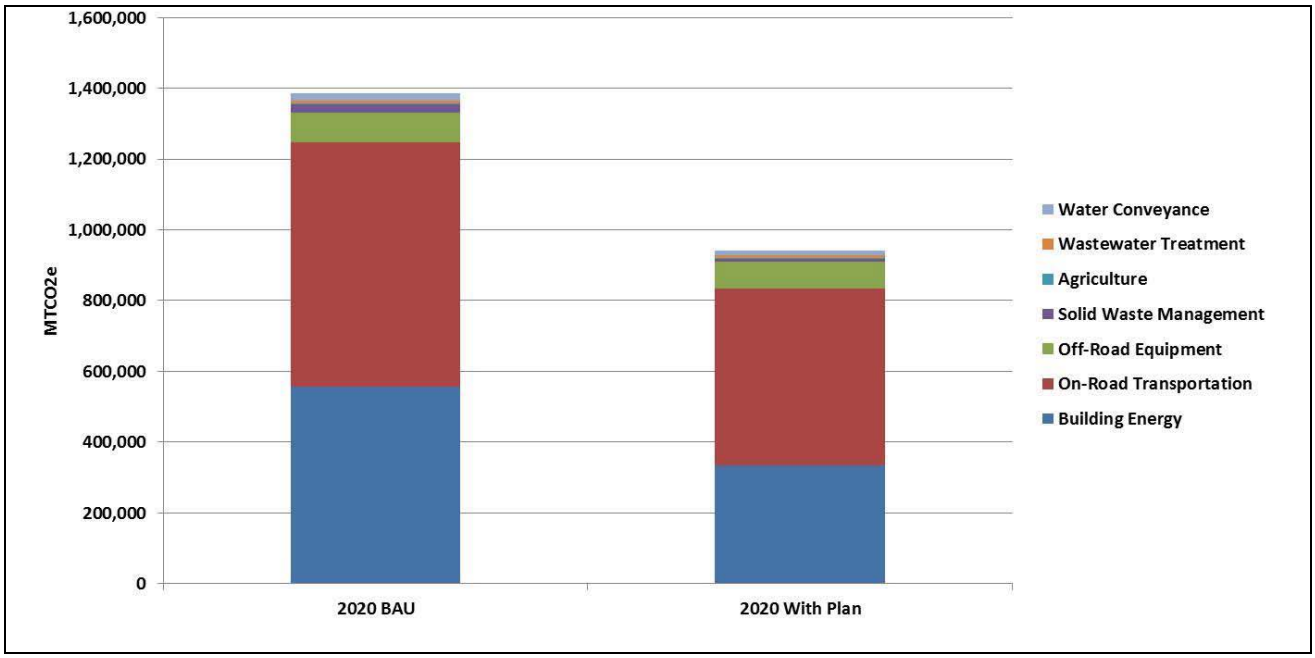


Figure 4.6-3 Emissions by Sector for Fontana

Table 4.6-3 Emission Reduction by Sector for Fontana

Sector	*2008*	*2020 BAU*	*Reductions*	*2020 Emissions with Plan*	*% Reduction*
Building Energy	483,683	556,973	210,326	346,647	37.8
On-Road Transportation	635,066	690,099	190,870	499,229	27.7 percent
Off-Road Equipment	73,650	83,979	7,503	76,477	8.9 percent
Solid Waste Management	19,570	24,052	16,315	7,737	67.8 percent
Agriculture	3,850	1,962	0	1,962	0.0 percent
Wastewater Treatment	7,842	9,064	992	8,072	10.9 percent
Water Conveyance	15,265	20,138	6,043	14,095	30.0 percent
GHG Performance Standard*	—	—	13,575	—	—
Total Emissions	***1,238,926***	***1,386,267***	***445,624***	***940,643***	***32.1 percent***
Reduction Goal			333,180	1,053,087	24.0 percent
Met Goal?			Yes	Yes	Yes
Reductions Beyond Goal			***112,444***		
Per-Capita Emissions	6.4	6.2		4.2	
Per-Job Emissions	21.9	20.3		17.5	
Excluded Stationary Source Emissions	131,922	151,072			

SOURCE: San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012).

Values may not sum due to rounding.

* The GHG Performance Standard for New Development is not a sector of the inventory, but it provides broad reductions and contributes toward the City's reduction goal by promoting reductions in multiple sectors.

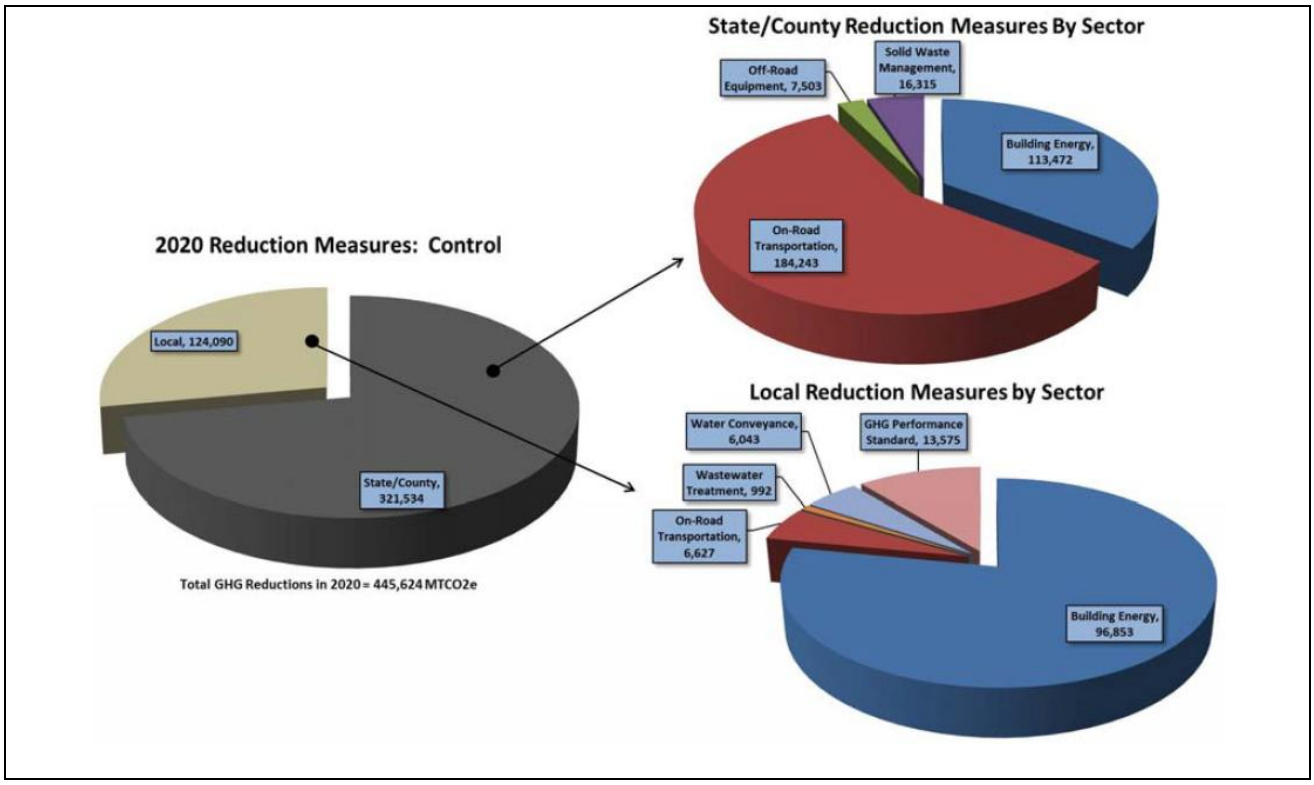


Figure 4.6-4 Emission Reductions by Control and by Sector for Fontana

Table 4.6-4 (GHG Reduction Measures and Estimated 2020 Reductions for Fontana) presents the reduction measures selected by Fontana. For each measure, the short title and estimated GHG reductions in 2020 are listed. Measures are organized by state/county control and local control and listed by sector.

Table 4.6-4 GHG Reduction Measures and Estimated 2020 Reductions for Fontana

Reduction Measure Number	*Description*	*Emissions Reductions*
STATE AND COUNTY MEASURES		
State-1	Renewable Portfolio Standard	73,007
State-2	Title 24	17,215
State-3	AB 1190	20,118
State-4	Solar Water Heating	477
State-5	Industrial Boiler Efficiency	2,656
State-6	Pavley and Low Carbon Fuel Standard	168,956
State-7	AB 32 Transportation Reduction Strategies	15,287
State-8	Low Carbon Fuel Standard-Off-road	7,503
State-9	AB 32 Methane Capture	2
County-1	County GHG Reduction Plan Landfill Controls	16,314

Table 4.6-4 GHG Reduction Measures and Estimated 2020 Reductions for Fontana

Reduction Measure Number	*Description*	*Emissions Reductions*
	LOCAL MEASURES	
Building Energy		
Energy-2	Outdoor Lighting	3,324
Wastewater-2 (BE)	*Equipment Upgrades*	*2,638*
Water-4 (BE)	*Implement SBX 7-7*	*90,891*
On-Road Transportation		
Transportation-1	Sustainable Community Strategy	6,191
Transportation-2	Smart Bus Technologies	436
Wastewater Treatment		
Water-4 (WT)	*Implement SBX 7-7*	*992*
Water Conveyance		
Water-4	Implement SBX 7-7	6,043
GHG Performance Standard for New Development		
PS-1	GHG Performance Standard for New Development	13,575
Total Reductions		***445,624***

SOURCE: San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012).

BE = building energy; WT = wastewater treatment; WC = water conveyance

Values may not sum due to rounding.

The Low Carbon Fuel Standard (LCFS) reduces emissions in both the on-road transportation and off-road equipment sectors, because the standard reduces the carbon content of fuels used in both sectors.

Measures in *italics* result in GHG reductions in multiple sectors. For example, Water-1 reduces the amount of water consumed in the city, which reduces emissions for conveying that water (water conveyance sector), the energy needed to heat that water (building energy sector), and the energy required to treat the associated wastewater (wastewater treatment sector).

Summary of Environmental Impacts and Mitigation Measures

The Regional Reduction Plan City of Fontana chapter describes the Proposed Project including the reduction measures and reduction targets chosen by the City of Fontana. The physical impacts of implementing the Local Measures are reviewed in this chapter of the EIR to determine the significance of the Regional Reduction Plan as it relates to the City of Fontana. No comment letters specific to the City of Fontana were received in response to the notice of preparation (NOP) circulated for the proposed project.

Table 4.6-5 (Summary of Environmental Impacts of Implementing Local Reduction Measures in Fontana) summarizes the environmental impacts of implementing the Regional Reduction Plan local reduction measures by issue area.

Mitigation measures were identified to reduce the following potentially significant impact to less-than-significant levels:

Air Quality (Diesel Particulate Matter Emissions Near Metrolink Stations)

MM4.6.3-1 *Transit-oriented development near the Metrolink stations shall set back all sensitive land uses (residential, daycare facilities, schools, preschools, and eldercare facilities) at least 500 feet from the nearest railroad track to reduce concentrations of air pollution, to acceptable levels.*

Table 4.6-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Fontana

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*					
	Energy-2	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Water-4*	*PS-1*
Aesthetics						
Scenic vistas	NI	NI	LS/PR	NI	NI	NI
Scenic highways	NI	NI	LS/PR	NI	NI	NI
Visual character or quality	NI	NI	LS/PR	NI	NI	NI
Light and glare	LS	NI	LS/PR	NI	NI	NI
Cumulative impacts	LS	NI	LS/PR	NI	NI	NI
Agriculture/Forestry Resources						
Convert farmland to nonagricultural use	NI	NI	NI	NI	NI	NI
Conflict with existing agricultural zoning or Williamson Act	NI	NI	NI	NI	NI	NI
Conflict with existing forest land or timberland zoning	NI	NI	NI	NI	NI	NI
Loss or conversion of forest land to nonforest land	NI	NI	NI	NI	NI	NI
Other changes causing conversion of farmland to nonfarmland use or forest land to nonforest land use	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI
Air Quality						
Conflict or obstruct air quality management plan	LS	LS	LS	LS	LS	LS
Violation of air quality standard	NI	NI	LS	NI	NI	LS
Exposure of sensitive receptors	NI	NI	**LS/MM**	NI	NI	NI
Creation of objectionable odors	NI	NI	LS	NI	NI	NI
Cumulatively considerable net increase of any nonattainment criteria pollutant	NI	NI	LS	NI	NI	LS
Biological Resources						
Special-status species	NI	NI	LS/PR	NI	NI	NI
Riparian habitat or other sensitive natural community	NI	NI	LS/PR	NI	NI	NI
Protected wetlands	NI	NI	LS/PR	NI	NI	NI

Table 4.6-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Fontana

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*					
	Energy-2	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Water-4*	*PS-1*
Wildlife movement	NI	NI	LS/PR	NI	NI	NI
Conflict with any local policies or ordinances protecting biological resources	NI	NI	LS/PR	NI	NI	NI
Conflict with habitat conservation plan	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	LS/PR	NI	NI	NI
Cultural Resources						
Substantial adverse change in significance of a historical resource	NI	NI	LS/PR	NI	NI	NI
Substantial adverse change in significance of a archaeological resource	NI	NI	LS/PR	NI	NI	NI
Destruction of a unique paleontological resource or site or unique geologic feature	NI	NI	LS/PR	NI	NI	NI
Disturb any human remains	NI	NI	LS/PR	NI	NI	NI
Cumulative impacts	NI	NI	LS/PR	NI	NI	NI
Geology/Soils						
Fault rupture, strong seismic groundshaking, seismic-related ground failure, including liquefaction, landslides	NI	NI	LS/PR	NI	NI	NI
Substantial soil erosion or loss of topsoil	NI	NI	LS/PR	NI	NI	NI
Located on a geologic unit or soil that is unstable, resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse	NI	NI	LS/PR	NI	NI	NI
Located on expansive soil	NI	NI	LS/PR	NI	NI	NI
Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	LS/PR	NI	NI	NI
Greenhouse Gas Emissions/Global Climate Change						
Generate greenhouse gas emissions	LS	LS	LS	LS	LS	LS
Conflict with an applicable plan, policy, or regulation to reduce greenhouse gas emissions	LS	LS	LS	LS	LS	LS
Hazards/Hazardous Materials						
Create significant hazard through the routine transport, use, or disposal of hazardous materials	NI	NI	LS/PR	NI	NI	NI
Create significant hazard through release of hazardous materials	NI	NI	NI	NI	NI	NI
Emit hazardous emissions or handle acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	NI	NI	NI	NI	NI	NI
Located on a site that is included on a list of hazardous materials sites, creating significant hazard	NI	NI	LS/PR	NI	NI	NI

Table 4.6-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Fontana

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*					
	Energy-2	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Water-4*	*PS-1*
Located within 2 miles of a public airport or public use airport	NI	NI	LS/PR	NI	NI	NI
Located within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI
Impair or interfere with an adopted emergency response plan or emergency evacuation plan	NI	NI	LS/PR	NI	NI	NI
Risk of loss, injury, or death involving wildland fires	NI	NI	LS/PR	NI	NI	NI
Cumulative impacts	NI	NI	LS/PR	NI	NI	NI
Hydrology/Water Quality						
Violate any water quality standards or waste discharge requirements	NI	LS	LS/PR	NI	NI	NI
Deplete groundwater supplies or interfere with groundwater recharge	NI	NI	LS	NI	NI	NI
Alter the existing drainage pattern of the site or area, resulting in substantial erosion or siltation	NI	NI	LS/PR	NI	NI	NI
Alter the existing drainage pattern of the site or area, resulting in on- or off-site flooding	NI	NI	LS/PR	NI	NI	NI
Exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff	NI	NI	LS/PR	NI	NI	NI
Otherwise degrade water quality	NI	NI	LS	NI	NI	NI
Place housing within a 100-year flood hazard area	NI	NI	LS/PR	NI	NI	NI
Place within a 100-year flood hazard area structures that would impede or redirect flood flows	NI	NI	LS/PR	NI	NI	NI
Risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam	NI	NI	LS	NI	NI	NI
Inundation by seiche, tsunami, or mudflow	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	LS/PR	NI	NI	NI
Land Use/Planning						
Physically divide an established community	NI	NI	NI	NI	NI	NI
Conflict with any applicable land use plan, policy, or regulation	LS	LS	LS	LS	LS	LS
Conflict with any applicable habitat conservation plan or natural community conservation plan	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	LS
Mineral Resources						
Loss of availability of a known mineral resource	NI	NI	NI	NI	NI	NI
Loss of availability of a locally important mineral resource recovery site	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI

Table 4.6-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Fontana

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*					
	Energy-2	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Water-4*	*PS-1*
Noise						
Noise levels in excess of standards established in the local general plan or noise ordinance	NI	NI	LS/PR	NI	NI	NI
Excessive groundborne vibration or groundborne noise levels	NI	NI	LS/PR	NI	NI	NI
Permanent increase in ambient noise levels	NI	NI	LS/PR	NI	NI	NI
Temporary or periodic increase in ambient noise levels	NI	NI	LS/PR	NI	NI	NI
Excessive noise levels within 2 miles of a public airport or public use airport	NI	NI	LS/PR	NI	NI	NI
Excessive noise levels within the vicinity of a private airstrip	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	LS/PR	NI	NI	NI
Population/Housing						
Induce substantial population growth	NI	NI	NI	NI	NI	NI
Displace substantial numbers of existing housing	NI	NI	NI	NI	NI	NI
Displace substantial numbers of people	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI
Public Services						
Provision or need of new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public services	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	NI	NI	NI	NI	NI
Recreation						
Physical deterioration of recreational facilities	NI	NI	NI	NI	NI	NI
Construction or expansion of recreational facilities	NI	NI	LS/PR	NI	NI	NI
Cumulative impacts	NI	NI	LS/PR	NI	NI	NI
Transportation/Traffic						
Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system	NI	NI	LS	LS	NI	LS
Conflict with an applicable congestion management program	NI	NI	LS	LS	NI	LS
Change in air traffic patterns that results in substantial safety risks	NI	NI	NI	NI	NI	NI
Increase hazards due to a design feature or incompatible uses	NI	NI	LS/PR	NI	NI	NI
Inadequate emergency access	NI	NI	LS/PR	NI	NI	NI

Table 4.6-5 Summary of Environmental Impacts of Implementing Local Reduction Measures in Fontana

NI = no impact; LS = less than significant; LS/PR = less than significant with implementation of policies/regulations; LS/MM = less than significant with mitigation measures

Environmental Impacts	*Regional Reduction Plan Local Reduction Measure*					
	Energy-2	*Wastewater-2*	*Transportation-1*	*Transportation-2*	*Water-4*	*PS-1*
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities	NI	NI	LS	LS	NI	LS
Cumulative impacts	NI	NI	LS/PR	LS	NI	LS
Utilities/Service Systems						
Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board	NI	LS	NI	NI	NI	NI
Construction or expansion of new or existing water or wastewater treatment facilities	NI	LS	LS/PR	NI	LS	NI
Construction or expansion of new or existing stormwater drainage facilities	NI	NI	LS/PR	NI	NI	NI
Insufficient water supplies from existing entitlements and resources, or need new or expanded entitlements	NI	NI	LS/PR	NI	LS	NI
Inadequate wastewater treatment capacity	NI	LS	NI	NI	NI	NI
Insufficient permitted solid waste disposal capacity	NI	NI	NI	NI	NI	NI
Noncompliance with federal, state, or local statutes and regulations related to solid waste	NI	NI	NI	NI	NI	NI
Cumulative impacts	NI	LS	LS/PR	NI	LS	NI

4.6.1 Aesthetics

This section of the EIR analyzes the potential environmental effects on aesthetics in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from the City of Fontana General Plan (2003). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing aesthetics were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Urban Visual Character

The dominant visual characteristic in the City of Fontana is the San Gabriel Mountain range to the northwest, visible from the Upper Santa Ana River. Other visual characteristics are the Jurupa Mountains to the south and the San Bernardino Mountains to the northeast. These views are further enhanced by the fact that the City's street system is almost totally a north/south and east/west grid, enabling largely unobstructed views.

Fontana is located in a highly developed, urban/suburban area. Developed land uses (residential, commercial, industrial, agricultural, recreational, public, institutional, and utility and transportation easements) are located throughout the City. Downtown Fontana is centrally located and contains many of the City's major civic buildings and historic architecture. It also functions as a major transportation hub. The rapid growth of newer, residential specific plan areas in the north and west during the 1960s—each with its own design theme—has given the City multiple identities. However, some important architectural remnants of the City's agricultural and industrial past remain, and the downtown area has some notable older architecture. Although there are no historic districts, there are a number of historic structures that contribute to visual identity. A challenge for the City of Fontana is to incorporate new development into the design fabric of the City so that it contributes both to overall community image and to its immediate context.

Fontana has also been influenced significantly by the local and regional transportation system. Accessed by major freeways, intersected by large commercial arterials and crossed by railroad lines, the City has already begun to build on its rich heritage of movement. The redesign of the Metrolink Station south of downtown, which also includes a large bus depot, has incorporated Spanish Colonial style shelters. The design guidelines for Foothill Boulevard, part of the historic U.S. Route 66, evoke automotive themes. The Pacific Electric Inland Empire Trail provides expansive views and connections to community centers and parks. The City has initiated a streetscape improvement program for its major arterials, consisting of design guidelines for Foothill, Sierra and Valley boulevards.

Regulatory Framework

Federal

There are no federal regulations pertaining to visual quality.

State

State Scenic Highways Program

The State Scenic Highways program administered by the California Department of Transportation identifies scenic highways. As the City of Fontana does not contain any highway segments designated a State Scenic highway and the Regional Reduction Plan would not have a significant impact on scenic highways, these regulations are not applicable.

The California legislature passed a bill in 2001 requiring the California Energy Commission (CEC) to adopt energy efficiency standards for outdoor lighting for both the public and private sectors. In response to the legislature in November 2003, the CEC adopted changes to the Title 24, Parts 1 and 6, Building Energy Efficiency Standards. These standards became effective on October 1, 2005, and included changes to the requirements for outdoor lighting for residential and nonresidential development. The new standards will likely improve the quality of outdoor lighting and help to reduce the impacts of light pollution, light trespass, and glare. The standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone. The classification is based on population figures of the 2000 Census. These areas are designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban).

Regional

County Ordinance

Chapter 83.07 regulates glare, outdoor lighting, and night sky protection. For instance, outdoor lighting of commercial or industrial land uses in the Valley Region must be fully shielded to preclude light pollution or light trespass. Lighting fixtures used to illuminate a new off-site sign and exterior illuminated on-site signs in the Mountain and Desert regions are required to be mounted on the top of the sign structure and must comply with the shielding requirements specified in detail in the County Code. The purpose of Chapter 83.07 is to encourage outdoor lighting practices and systems that will minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, visibility, utility, and productivity; and curtail the degradation of the nighttime visual environment.

Local

City of Fontana Municipal Code

Municipal Code Chapter 30 (Zoning and Development Code) establishes general design standards such as setbacks and building heights for each zoning district. Design standards for subdivisions are included in Chapter 26, Article III.

Fontana General Plan

The Fontana General Plan Community Design Element contains the following policies that are applicable to the proposed project[1] as follows:

Community Design Element, Open Space: Views and Use

Policy 1 The design of major community facilities such as the community centers, parks, bikeways and trails will take advantage of the views provided by the adjoining mountains and hills.

Community Design Element, Downtown Revitalization

Policy 4 To the extent practical, downtown architecture should reflect a "Main Street", small town character that is readily visible to passing traffic and comfortably accessible to pedestrians.

Policy 5 In the downtown area and near major public facilities, the preferred architectural styles include "Main Street" Commercial, Spanish Colonial/Mediterranean, Art Deco, Craftsman Bungalow and Streamline Moderne.

Community Design Element, Guiding New Development Goal 5.1

Policy 2 New development should be linked to community facilities such as trails, parks, community centers and schools.

Community Design Element, Guiding New Development Goal 5.2

Policy 1 Schools and parks should be conveniently located within new residential communities.

Policy 2 Higher density residential uses should be located near retail and activity centers.

Policy 3 A well-integrated network of bike and pedestrian paths should connect residential areas to schools, parks, and shopping centers.

Policy 4 Environmentally sensitive and energy-efficient building siting standards, which minimize impacts from wind, provide shade, reduce stormwater-runoff and maximize opportunities for passive solar design, should be incorporated into design guidelines for large-scale projects.

Community Design Element, Guiding New Development Goal 5.3

Policy 2 Newly developed shopping and activity centers shall be linked to surrounding residential uses through convenient bicycle and pedestrian paths.

Housing Element

Policy 3.2 Promotion of Green/Sustainable Development Practices. The City encourages "green building" practices in new and existing residential development. To facilitate and encourage the use of green building practices. the City shall conduct a comprehensive review of existing zoning, building and development standards related to green building. The City will analyze current trends and best practices

[1] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

and, based on its findings. establish and market a program of information resources and/or incentives that facilitate the incorporation of materials and technology that promote resource conservation and efficiency and the development of high-efficiency. sustainable buildings. The program shall encourage residential developers/builders to maximize resource conservation through proactive site, building and building systems design, materials and equipment to maximize resource efficiency and minimize ongoing utility and building maintenance costs.

Scenic Corridor Plan and Design Guidelines

In 1987, the City commissioned a Scenic Corridor Plan and Design Guidelines Study for the North Fontana area. This study identified six scenic corridor routes and two freeways for special design treatment: north-south routes (Sierra, Citrus and Cherry avenues), east-west routes (Foothill Boulevard, Baseline and Highland avenues, and major freeways (Interstate 15 [I-15] and I-210).

The study recommended the creation of spacious view corridors and incorporation of community design themes, streetscape identity devices and specialized landscape treatment at strategic points along these routes. Many of these ideas will also be expanded to other areas of Fontana, including the enhanced landscaping and overpass improvements seen along the I-10 Freeway in southern Fontana.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on aesthetics if it would do any of the following:

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

Analytic Method

The following analysis takes into account the attribute of aesthetics or visual character, which pertains to aspects of the visual character of existing development and of the City, such as architecture, color, design, décor, mass, and height. The inherent subjectivity of issues and values of visual character creates a challenge in arriving at a conclusive determination of what constitutes a "significant impact" for the purposes of CEQA. Impacts regarding visual character typically include changes to the style or ambiance of a community, the insertion of a prominent feature that changes the original visual character of an area, or the elimination of a significant natural feature (or open space).

Effects Not Found to Be Significant

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

There are no state scenic highways that pass through Fontana, but the City has identified six scenic corridor routes and two freeways for special design treatment: north-south routes (Sierra, Citrus and Cherry avenues), east-west routes (Foothill Boulevard, Baseline and Highland avenues, and major freeways (I-15 and I-210).

Implementation of measures to improve transportation/transit technology, adoption of outdoor lighting performance standards and energy efficiency upgrades to wastewater treatment facilities (which would be implemented by IEUA, not by the City of Fontana), changes to parking policies, trip reduction ordinances, and water conservation measures in existing development would have no direct or indirect effect on local scenic corridors. Those actions would not involve the development of structures that would be visually intrusive or readily visible along the scenic corridors.

It is expected that, as a result of implementing a GHG Performance Standard for New Development (PS-1), the installation of energy-saving features (e.g., indoor energy-efficient appliances, roof-mounted equipment, or small-scale energy-generating facilities for an individual development project) would be within the disturbance footprint of that development. As such, potential impacts would neither be a direct nor indirect effect of implementing the Regional Reduction Plan in Fontana. Further, all new projects would be subject to the City's design standards and guidelines, as well as separate environmental review, which would identify mitigation measures, if necessary, if scenic corridors may be affected.

Adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve new construction, which would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. However, the City would require TOD project design to be consistent with applicable General Plan policies and design standards. On-Road elements of the Regional Reduction Plan selected by the City of Fontana such as new or expanded park-and-ride lots and pedestrian/bicycle enhancements would not affect scenic views or corridors because they would be at-grade.

For these reasons, implementation of the Regional Reduction Plan in Fontana would not result substantially damage scenic resources, and the impact would be ***less than significant***. No mitigation is required.

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

Significant scenic vistas within the City include: views of the San Gabriel Mountains visible from a variety of locations along the major north/south and east-west roadways running through the City.

Implementation of measures to improve transportation/transit technology, adoption of outdoor lighting performance standards and energy efficiency upgrades to wastewater treatment facilities (which would be implemented by IEUA, not by the City of Fontana), changes to parking policies, trip reduction

ordinances, and water conservation measures in existing development would have no direct or indirect effect on scenic vistas. Those actions would not involve the development of structures that could obstruct or impair views or diminish the visual quality of the viewshed.

It is expected that, as a result of implementing a GHG Performance Standard for New Development (PS-1), the installation of energy-saving features (e.g., indoor energy-efficient appliances, roof-mounted equipment, or small-scale energy-generating facilities for an individual development project) would be within the disturbance footprint of that development. As such, potential impacts would neither be a direct nor indirect effect of implementing the Regional Reduction Plan in Fontana. Further, all new projects would be subject to the City's design standards and guidelines, as well as separate environmental review, which would identify mitigation measures, if necessary.

The Regional Reduction Plan does not propose specific development. However, adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development along existing or planned transit corridors, which would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. The City would require TOD project design to be consistent with applicable General Plan policies and design standards. On-Road elements of the Regional Reduction Plan selected by the City of Fontana such as new or expanded park-and-ride lots and pedestrian/bicycle enhancements would not include individual structures or massed development that would intrude on the viewshed. A potential benefit of enhanced pedestrian/bicycle network improvements could be increased opportunities to create additional views, such as those provided by the Inland Empire Trail.

For these reasons, implementation of the Regional Reduction Plan in Fontana would not have a substantial adverse effect on a scenic vista, and the impact would be ***less than significant***. No mitigation is required.

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

Fontana is located in a highly developed, urban/suburban area. Developed land uses (residential, commercial, industrial, agricultural, recreational, public, institutional, and utility and transportation easements) are located throughout the City. Downtown Fontana is centrally located and contains many of the City's major civic buildings and historic architecture. However, the rapid growth of newer, residential specific plan areas in the north and west during the 1960s has resulted in a shortage of unifying community design elements.

Implementation of measures to improve transportation/transit technology, adoption of outdoor lighting performance standards and energy efficiency upgrades to wastewater treatment facilities (which would be implemented by IEUA, not by the City of Fontana), changes to parking policies, trip reduction ordinances, and water conservation measures in existing development would have no direct or indirect effect on visual quality. Those actions would not involve the development of structures that could discernibly alter visual character or the quality of site or its surroundings.

It is expected that, as a result of implementing a GHG Performance Standard for New Development (PS-1), the installation of energy-saving features (e.g., indoor energy-efficient appliances, roof-mounted equipment, or small-scale energy-generating facilities for an individual development project) would be within the disturbance footprint of that development. As such, potential impacts would neither be a direct nor indirect effect of implementing the Regional Reduction Plan in Fontana. Further, all new projects would be subject to the City's design standards and guidelines, as well as separate environmental review, which would identify mitigation measures, if necessary, to address visual quality.

The Regional Reduction Plan does not propose specific development. However, adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development along existing or planned transit corridors, which would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. The City would require TOD project design to be consistent with applicable General Plan policies and design standards to minimize visual quality impacts. On-Road elements of the Regional Reduction Plan selected by the City of Fontana such as new or expanded park-and-ride lots and pedestrian/bicycle enhancements would result in a change in the visual quality of a site, but the features would not be of a height, mass, or scale that would contribute to visual quality degradation.

For these reasons, implementation of the Regional Reduction Plan in Fontana would not substantially degrade the existing visual character or quality of the site and its surroundings, and the impact would be ***less than significant***. No mitigation is required.

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

The City is primarily built out and a significant amount of ambient light and glare from urban uses already exists. Adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve new development along existing or planned transit corridors, which would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. New TOD projects, along with new transit facilities such as bus shelters and park-and-ride lots, could be a source glare or light. However, the City would require project design to be consistent with applicable General Plan policies and design standards to minimize light and glare impacts. On-Road elements of the Regional Reduction Plan selected by the City of Fontana such pedestrian/bicycle enhancements would not be expected to be a source of light or glare.

Measure Energy-2 encourages lighting along the urban-rural edge not to exceed one-half the current maximum lighting standard. It also would prohibit continuous all night outdoor lighting in parks, sport facilities, and construction sites (unless safety is compromised). In addition, it encourages implementation of CALGreen outdoor lighting standards to achieve energy efficiency. This would be a benefit of the proposed project.

Implementation of measures to improve transportation/transit technology and energy efficiency upgrades to wastewater treatment facilities (which would be implemented by IEUA, not by the City of

Fontana), changes to parking policies, trip reduction ordinances, and water conservation measures in existing development would have no direct or indirect effect on light or glare. Those actions would not involve the development of structures that would be glare or light producing.

It is expected that, as a result of implementing a GHG Performance Standard for New Development (PS-1), the installation of energy-saving features (e.g., indoor energy-efficient appliances, roof-mounted equipment, or small-scale energy-generating facilities for an individual development project) would be within the disturbance footprint of that development. As such, potential impacts would neither be a direct nor indirect effect of implementing the Regional Reduction Plan in Fontana. Rooftop solar panels, for example, would be nonreflective, and all new projects would be subject to the City's design standards and guidelines, as well as separate environmental review, which would identify mitigation measures, if necessary, to address light and glare.

For these reasons, implementation of the Regional Reduction Plan in Fontana would not substantially degrade the existing visual character or quality of the site and its surroundings, and the impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

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

The geographic context for an analysis of cumulative impacts on a scenic vista is the City and the view seen from beyond the City, as existing scenic views are confined to this geographic area. Past and present development has somewhat affected scenic views to the extent that development has been allowed in hillside areas. However, the proposed project would not make a cumulatively considerable contribution to any significant cumulative impact on scenic views due to the types of Regional Reduction Plan measures that would be implemented by Fontana. The project's ***cumulative impact would be less than significant***.

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

Due to the City's location where certain areas are bounded by mountains and hills, the geographic context for this cumulative analysis is the City and the view seen from beyond the City as the affected area would not be visible from surrounding areas nor would the Regional Reduction Plan have an influence on surrounding areas. However, the proposed project would not make a cumulatively considerable contribution to any significant cumulative impact on scenic views due to the types of Regional Reduction Plan measures that would be implemented by Fontana. The project's ***cumulative impact would be less than significant***.

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

Impacts from light and glare are generally localized and site-specific; therefore, the context for an analysis of cumulative impacts from light and glare would be geographically limited to the City. Cumulative

development in this geographic area has resulted in moderate to high levels of ambient light and glare typical of urban areas in the more developed areas, and lower levels of light and glare near City boundaries. Future development in this geographic context would further increase sources of light and glare, which could be potentially significant if future projects introduce light and glare into areas of the City that have lower levels of ambient lighting. The proposed project would not result in new sources of substantial light. Therefore, the proposed project would not make a cumulatively considerable contribution to any cumulative light or glare impact. The ***cumulative impact would be less than significant***.

References

Fontana, City of. 2003. *City of Fontana General Plan*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.6.2 Agriculture/Forestry Resources

This section of the EIR analyzes the potential environmental effects on agriculture/forestry resources in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from Fontana General Plan (2003) and the City's Zoning Code, California Department of Conservation Farmland Mapping and Monitoring Program, and U.S. Department of Agriculture data. Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing agriculture/forestry resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Designated Agricultural Lands

The State of California designates agricultural land into five categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland. The highest rated Important Farmland is Prime Farmland.

- **Prime Farmland**—This has the best combination of physical and chemical features and is able to sustain long-term agricultural production. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields and it must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Farmland of Statewide Importance**—This is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. The land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Unique Farmland**—This has lesser-quality soils and is used for the production of the state's leading agricultural crops. The land is usually irrigated, but may include nonirrigated orchards or vineyards, as found in some climatic zones in California. The land must also have been cropped at some time during the 4 years prior to the mapping date.
- **Farmland of Local Importance**—This is of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.
- **Grazing Land**—This has existing vegetation that is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

The predominant farmland type in Fontana is Grazing land, which comprises approximately 1,900 acres in the northern part of the planning area (north of Foothill Freeway) and approximately 1,600 acres in the south (south of the I-10). There is no Prime Farmland or Farmland of Local Importance within the City of Fontana planning area. There are approximately 50 acres of Farmland of Statewide Importance at

scattered locations south of I-10, and there are approximately 500 acres of Unique Farmland in the northern part of the planning area in the vicinity of the I-15/Foothill Freeway interchange. Areas of Farmland of Statewide Importance and Unique Farmland are designated for urbanized uses under the General Plan. Some of the Grazing Land is planned as open space in combination with urban development.

Past and Present Agricultural Uses in and Around Fontana

Citrus orchards, vineyards livestock, and poultry farming have been the principal forms of agriculture found in Fontana. While prominent in the City's past, these agricultural practices have declined in response to population growth and land development pressures, and are no longer a significant element of the local economy. According to the San Bernardino County Agricultural Commissioner's records and U.S. Department of Agriculture National Agricultural Statistics Service, agricultural operations are limited to a few fruit and nut orchards, vineyards, and horticulture. There are no dairies or field crops.

Timberland

There is no forestry/timberland in Fontana.

Regulatory Framework

Federal

There are no federal regulations pertaining to agricultural or forestry resources.

State

Williamson Act

The California Land Conservation Act of 1965, or the Williamson Act, allows city or county governments to preserve agricultural land or open space through contracts with landowners. Contracts last 10 years and are automatically renewed unless a notice of nonrenewal is issued. Landowners benefit from the contract by receiving property tax assessments that are much lower than the normal rates, based on farming and open space land values rather than urban full market values. There are no Williamson Act contract lands in Fontana.

Regional

There are no regional regulations pertaining to agricultural or forestry resources.

Local

The City's General Plan indicates that, given the minor level of investment in existing agricultural operations, limited supply of suitable farmland, and the City's preference for accommodation of population growth and economic development, agricultural resources are not included as a component of the General Plan.

There are no policies in the General Plan concerning important farmland or agricultural uses. Neither the General Plan nor Zoning Code designates any land in Fontana for agricultural land use, nor are there any agricultural overlay zones.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. 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. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on agriculture/forestry resources if it would do any of the following:

- 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 nonagricultural use
- Conflict with existing zoning for agricultural use or with a Williamson Act contract
- 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))
- Result in the loss of forest land or conversion of forest land to nonforest use
- Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use

Analytic Method

The locations of Important Farmlands as mapped by the California FMMP and General Plan land use designations were reviewed in combination with the GHG reduction measures selected by the City of Fontana in the Regional Reduction Plan and the City's land use policies and zoning to determine whether the proposed project would result in the conversion of agricultural or timber lands to nonagricultural uses.

Effects Not Found to Be Significant

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

The On-Road transportation reduction measures that could be implemented by Fontana (Transportation-1 and Transportation-2) under the Regional Reduction Plan would generally be limited to transportation, transit, and pedestrian/bicycle network enhancements in already-urbanized areas. Implementation of GHG Performance Standards for New Development (PS-1) encourages new discretionary development to incorporate energy-efficiency and alternative energy strategies. If small-scale energy systems are a component of that strategy, such features would likely be constructed within the development footprint, for example, as roof-mounted elements or small-scale commercial projects in areas already planned for development under the General Plan. Residential, commercial, and industrial energy-saving measures such as outdoor lighting controls (Energy-2) and utility provider equipment upgrades (Wastewater-2) would occur at existing locations that do not contain Important Farmland. Water conservation measures (i.e., SBX 7-7) would consist of reducing per capita demand by increasing conservation in existing areas in conjunction with incorporating more efficient indoor plumbing and water-conserving landscape in new development. This would not affect Important Farmland.

Fontana's GHG reduction measures also encourage adoption of land use patterns that favor transit-oriented development (e.g., On-Road-1.4). Such actions are expected to occur in areas of the City that are already densely urbanized or that are planned for urbanization under the General Plan, and the City has accounted for the conversion of Important Farmland in conjunction with its approval of the General Plan. As indicated in the General Plan, the Important Farmland in the planning area is, for the most part, planned for urbanization that would include residential, commercial, and industrial uses. To the extent the Regional Reduction Plan measures in Fontana would promote transit-oriented development, this would occur in the locations designated by the General Plan, and would not result in any new direct or indirect conversion of Important Farmland as a result of implementing the Regional Reduction Plan in Fontana.

In addition, the Regional Reduction Plan includes renewable energy generation facilities. The renewable energy generation facilities on existing agricultural land would be complementary to the agricultural use and not be the primary use on agricultural land, such as a solar or wind farm. As an example, a large dairy might include photovoltaic (PV) solar panels on the rooftops and a methane capture system that collects methane as a renewable fuel. However PV solar and the methane capture system described in this example would not change or covert agricultural land to non-agricultural use or in any way degrade the dairy farm as an agricultural use.

Therefore, there would be ***no impact*** on Important Farmland as a result of implementing the Regional Reduction Plan in Fontana.

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

There are no Williamson Act contract lands in Fontana. There would be ***no impact***.

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

The City of Fontana is urbanized and does not contain areas classified as timberland, zoned as timberland, or considered forested with timber. Therefore, implementation of the Regional Reduction Plan in the City of Fontana would result in ***no impact*** on timberlands nor would it conflict with existing forest land zoning.

Threshold	Would the project result in the loss of forest land or conversion of forest land to nonforest use?

The City of Fontana is urbanized and does not contain forest land. Therefore, implementation of the Regional Reduction Plan in the City of Fontana would not result in the loss of or conversion of forest land. There would be ***no impact***.

Threshold	Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use?

For the reasons described in the previous impacts, implementation of the GHG Regional Reduction Plan reduction measures selected by Fontana would not involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use. There would be ***no impact***.

Cumulative Impacts

Implementation of the Regional Reduction Plan in Fontana would not result in any impacts on agricultural or forest lands at the project level. Therefore, impacts would not be cumulatively considerable, and there would be ***no cumulative impact***.

References

California Department of Conservation, Division of Monitoring Program. 2010. *San Bernardino County Important Farmland*, September.

Fontana, City of. *City of Fontana General Plan*. Chapter 3 (Open Space and Conservation Element), October 2003.

———. *City of Fontana Municipal Code. Zoning and Development Code.*

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan.* Draft. Prepared by ICF International, December.

U.S. Department of Agriculture, National Agricultural Statistics Service. 2007. Census of Agriculture. Quick Stats, by Commodity. Search criteria: ZIP codes 92335, 92336, 92337. http://www.quickstats.nass.usda.gov.

4.6.3 Air Quality

This section of the EIR analyzes the potential environmental effects on air quality in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from various sources, including the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (2012 AQMP), SCAQMD's CEQA Air Quality Handbook and online updates (accessed 2012), SCAQMD air monitoring data, and the Fontana General Plan (2003). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing air quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

The portion of the proposed project under jurisdiction of the City of Fontana is located within the South Coast Air Basin (Basin). The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Climate change within the Basin is influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

The annual average temperature varies little throughout the Basin, 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 weather station nearest the site is in Pomona (ID No. 041779). The average low is reported at 38.6°F in January and the average high is 90.4°F in July. All areas in the Basin have recorded temperatures above 100°F in recent years. January is typically the coldest month in this area of the Basin, with minimum temperatures in the 30s.

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast with slightly heavier shower activity in the east and over the mountains. Rainfall averages around 16.95 inches per year in the project area.

Wind patterns across the south coastal region are characterized by westerly and 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, both 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 Basin, 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 surrounding the Basin affect the transport and diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the Basin 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.

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

Air Pollutants of Concern

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These are known as criteria air pollutants and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_X), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. VOC and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants.

Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects. Other pollutants, such as carbon dioxide, a natural by-product of animal respiration that is also produced in the combustion process, have been linked to such phenomena as global warming (see Section 4.6.7 [Greenhouse Gas Emissions]).

Carbon monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005).

Volatile organic compounds (VOC) are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. VOCs are synonymous with reactive organic gases. Other sources of VOC include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by VOC, but rather by reactions of VOC to form secondary pollutants such as ozone (SCAQMD 2005).

Nitrogen oxides (NO_X) serve as integral participants in the process of photochemical smog production. The two major forms of NO_X are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown irritating gas formed by the combination of NO and oxygen. NO_X acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens (SCAQMD 2005).

NO_2 is a by-product of fuel combustion. The principal form of NO_2 produced by combustion is NO, but NO reacts with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X.

NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 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). NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}, $PM_{2.5}$, and ozone (SCAQMD 2005).

Sulfur dioxide (SO_2) is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. Fuel combustion is the primary source of SO_2. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. A primary source of SO_2 emissions is high-sulfur-content coal. Gasoline and natural gas have very low sulfur content and hence do not release significant quantities of SO_2 (SCAQMD 2005).

Particulate matter (PM) consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized. Inhalable course particles, or PM_{10}, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns (i.e., 2.5 one-millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind action on arid landscapes also contributes substantially to local particulate loading. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems (SCAQMD 2005). Diesel particulates are classified by the California Air Resources Board (ARB) as a carcinogen.

Fugitive dust primarily poses two public health and safety concerns. The first concern is that of respiratory problems attributable to the particulates suspended in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive (much like sandblasting). Finally, fugitive dust can result in a nuisance factor due to the soiling of proximate structures and vehicles (SCAQMD 2005).

Ozone (O_3), or smog, is one of a number of substances called photochemical oxidants that are formed when VOC and NO_X (both by-products of the internal combustion engine) react with sunlight. O_3 is present in relatively high concentrations in the South Coast Air Basin (SCAB), and the damaging effects of photochemical smog are generally related to the concentrations of O_3. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally, O_3 has been tied to crop damage, typically in the form of stunted growth and premature death. O_3 can also be a corrosive, resulting in property damage such as the degradation of rubber products (SCAQMD 2005).

Toxic Air Contaminants

The public's exposure to toxic air contaminants (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 to reduce exposure to these contaminants to protect the public health. The 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." A substance that is listed as a hazardous air pollutant pursuant to federal Clean Air Act Section 112, Subsection (b) (42 United Sates code Section 7412(b)), is a toxic air contaminant. Under state law, the California Environmental Protection Agency (Cal/EPA), acting through the California ARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for California ARB to designate substances as TACs. Once a TAC is identified, California ARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (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. California ARB has, to date, established formal control measures for 11 TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, toxic air contaminant 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 in the form of notices and public meetings.

Since the last update to the TAC list in December 1999, California ARB has designated 244 compounds as TACs (California ARB 1999). Additionally, the California ARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

In 1998, the California ARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is 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 lung.

In 2000, SCAQMD conducted a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,400 in a million. The largest contributor to this risk was diesel exhaust, accounting for 71 percent of the air toxics risk. In 2008, the SCAQMD conducted its third update to their study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for approximately 84 percent of the air toxics risk (SCAQMD 2008).

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site and the City of Fontana are best documented by measurements made by the SCAQMD. The City is in the central portion of Source Receptor Area (SRA) 34 (San Bernardino Valley [Central San Bernardino Valley]). The SCAQMD air quality monitoring station in the SRA 34 that is closest to the City is the San Bernardino Valley 1 Monitoring Station. Data from this station is summarized in Table 4.6.3-1 (Ambient Air Quality Monitoring in the City of Fontana). The data show recurring violations of both the state and federal O_3 standards. The data also indicate that the area regularly exceeds the state PM_{10} and federal $PM_{2.5}$ standards. The CO, SO_2, and NO_2 standards have not been violated in the last 5 years at the station. However, the area regularly exceeds the state PM_{10} and federal $PM_{2.5}$ standards.

Regulatory Framework

Federal

U.S. Environmental Protection Agency and the Federal Clean Air Act

The federal Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the U.S. Environmental Protection Agency (USEPA) to establish National Ambient Air Quality Standards (NAAQS), with States retaining the option to adopt more stringent standards or to include other specific pollutants. These NAAQS standards are the levels of air quality considered safe, along with an adequate margin of safety to protect the public health and welfare. They are designed to protect those 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.

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS must revise their SIPs to include extra control measures to reduce air pollution. California's SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans and rules and regulations of the various agencies with jurisdiction over the State's air basins. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

Table 4.6.3-1 Ambient Air Quality Monitoring in the City of Fontana

Pollutant/Standard	*Number of Days Air Quality Standards Were Exceeded per Year and Maximum Level of Concentrations in Each Year*				
	2007	*2008*	*2009*	*2010*	*2011*
Ozone (0_3)					
State 1-Hour ≥ 0.09 ppm	40	55	45	28	39
State 8-Hour ≥ 0.07 ppm	60	82	65	55	53
Federal 8-Hour ≥ 0.075 ppm[a]	43	58	48	33	39
Maximum 1-Hour Average Concentration (ppm)	0.144	0.162	0.142	0.143	0.144
Maximum 8-Hour Average Concentration (ppm)	0.122	0.124	0.128	0.100	0.124
Carbon Monoxide (CO)[b]					
State/Federal 8-Hour > 9.0 ppm	0	0	0	0	0
Maximum 8-Hour Average Concentration (ppm)	1.8	1.9	1.5	1.9	1.3
Nitrogen Dioxide (NO_2)					
State 1-Hour ≥ 0.18 ppm[c]	0	0	0	0	0
Maximum 1-Hour Average Concentration (ppm)	0.09	0.10	0.11	0.0719	0.0764
Sulfur Dioxide					
State 24-Hour ≥ 0.04 ppm	0	0	0	0	0
Federal-24 Hour ≥ 0.14 ppm	0	0	0	0	0
Maximum 24-Hour Average Concentration (ppm)	0.004	0.003	0.010	0.0066	0.0123
Suspended Particulates (PM_{10})[d]					
State 24-Hour > 50 µg/m^3	33	14	13	9	3
Federal-24 Hour > 150 µg/m^3	0	0	0	0	0
Maximum 24-Hour Average Concentration (µg/m^3)	111	75	75	62	70
Fine Particulates ($PM_{2.5}$)[e]					
Federal-24 Hour ≥ 35 µg/m^3	12	6	2	2	2
Maximum 24-Hour Average Concentration (µg/m^3)	77.5	49.0	46.4	42.6	52.9

SOURCE: SCAQMD, Ambient Air Quality Monitoring Data (obtained February 2013). SCAQMD SRA 34 (San Bernardino Valley 1)
ppm = parts per million; µg/m^3 = micrograms per meter cubed
a. USEPA recently updated the 8-hour ozone standard from 0.8 ppm to 0.075 ppm.
b. Data obtained from the Upland Monitoring Station.
c. California ARB updated the state nitrogen dioxide standard in 2007 from 0.25 ppm to 0.18 ppm.
d. USEPA recently updated the 24-hour $PM_{2.5}$ standard from 65 µg/m^3 to 35 µg/m^3.

State

California Air Resources Board

The California ARB, a part of Cal/EPA, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, ARB conducts research, sets State ambient air quality standards (California Ambient Air Quality Standards), compiles

emission inventories, develops suggested control measures and provides oversight of local programs. ARB also establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints and barbecue lighter fluid) and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. ARB has primary responsibility for the development of California's SIP and works closely with the federal government and the local air districts.

Table 4.6.3-2 (State and Federal Ambient Air Quality Standards) shows the California Ambient Air Quality Standards and NAAQS for each of the criteria pollutants.

Table 4.6.3-2 State and Federal Ambient Air Quality Standards

Pollutant	*Averaging Time*	*California Standard*	*Federal Primary Standard*	*Major Sources*
Ozone (O_3)[a]	1 hour	0.09 ppm	—	Internal combustion engines, coatings, and solvents
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines
	8 hours	9 ppm	9 ppm	
Nitrogen Dioxide (NO_2)[b]	Annual Average	0.030 ppm	0.053 ppm	Internal combustion engines and industrial processes
	1 hour	0.18 ppm	—	
Sulfur Dioxide	Annual Average	—	0.03 ppm	Internal combustion engines, chemical plants, sulfur recovery, and metal processing
	1 hour	0.25 ppm	—	
	24-hours	0.04 ppm	0.14 ppm	
Suspended Particulates (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	—	Dust from agricultural and construction, combustion, natural activities
	24 hours	50 µg/m^3	150 µg/m^3	
Fine Particulates ($PM_{2.5}$)[c]	Annual Arithmetic Mean	12 µg/m^3	15 µg/m^3	Primarily from Internal combustion engines
	24 hours	—	35 µg/m^3	
Lead (Pb)	Monthly	1.5 µg/m^3	—	Lead smelters and lead battery manufacturing & recycling.
	Quarterly	—	1.5 µg/m^3	
Sulfates (SO_4)	24 hours	25 µg/m^3		Industrial processes

SOURCE: California ARB (2012).
ppm = parts per million; µg/m^3 = micrograms per meter cubed
a. USEPA recently updated the 8-hour ozone standard from 0.8 ppm to 0.075 ppm
b. California ARB updated the state nitrogen dioxide standard in 2007 from 0.25 ppm to 0.18 ppm
c. USEPA recently updated the 24-hour $PM_{2.5}$ standard from 65 µg/m^3 to 35 µg/m^3

Regional

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy, community development and the environment. Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use and energy conservation measures that affect air

quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provide growth forecasts that are used in the development of air quality related land use and transportation control strategies by SCAQMD.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas

- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District

SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes the counties of Los Angeles, Riverside, San Bernardino, and Orange. In order to provide GHG emission guidance to the local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is the lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

Air Quality Management Plan

The SCAQMD and the SCAG are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. Once adopted, the AQMP becomes a portion of California's SIP describing the plan to bring the Basin into attainment with the NAAQS and California Ambient Air Quality Standards. The most recent plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal Clean Air Act planning requirements and focuses on new federal ozone and $PM_{2.5}$standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show vehicle miles travelled (VMT) emissions offsets following the recent changes in USEPA requirements.

Table 4.6.3-3 (Attainment Status of Basin) shows the attainment status for criteria air pollutants in the Basin.

Table 4.6.3-3 Attainment Status of Basin

Pollutant	*State*	*Federal*
Ozone: 1-hour	Extreme Nonattainment	Extreme Nonattainment
Ozone: 8-hour	Extreme Nonattainment	Severe-1 Nonattainment
Carbon Dioxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment/Maintenance
Sulfur Dioxide (SO_2)	Attainment	Attainment
Suspended Particulates (PM_{10})	Serious Nonattainment	Serious Nonattainment
Fine Particulates ($PM_{2.5}$)	Nonattainment	Nonattainment
Lead	Attainment	Attainment
Sulfates (SO_4)	Unclassified	Unclassified

SOURCE: California ARB (2012).

Local

Fontana General Plan

The Fontana General Plan policies that are applicable to air quality and air pollutant emissions[2] are as follows:

Air Quality Element, Cost/Benefit of Improved Air Quality

Policy 3 Preferential treatment or permit streamlining shall be provided for those residential projects that incorporate emissions reduction measures that go beyond those suggested by the SCAQMD for residential development.

Air Quality Element, Air Quality and the Land Use and Transportation Connection

Policy 1 The City shall seek to integrate land use and transportation planning to the maximum extent practical.

Policy 3 Employers locating in our City should be encouraged to develop trip reduction plans to promote alternative work schedules, ridesharing, telecommuting, and work-at-home programs, employee education and preferential parking.

Policy 4 Incentives, regulations, and Transportation Demand Management systems shall be developed in cooperation with surrounding jurisdictions to eliminate vehicle trips that would otherwise be made.

Policy 6 Developers in our community shall work to reduce vehicle trips and total vehicle miles traveled in projects that are approved here.

[2] These policies are not a complete listing of all policies contained in General Plan; those policies that would be most applicable to the proposed project are included here.

Policy 8 Efforts to expand bus, rail, and other forms of transit in the portion of the South Coast Air Basin within San Bernardino County shall be cooperatively pursued with Omnitrans, MTA and other transit providers.

Policy 9 The City should invest in clean fuel systems on new local government fleet vehicles as their service life ends, and promote similar actions by other units of government.

Policy 13 Traffic hazards, delays, and idle time should be diminished through highway and roadway maintenance, rapid emergency response, debris removal, and elimination of at-grade railroad crossings.

Air Quality Element, Energy Conservation and Emissions

Policy 1 Source reduction, recycling, and other appropriate measures to reduce the dependence on and processing of new raw materials shall be promoted.

Policy 3 The City shall promote and provide incentives for the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.

Policy 4 The City shall promote and provide incentives for the use of energy efficient building materials/methods that reduce emissions.

Policy 5 The City shall promote and provide incentives for the use of efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units.

Policy 7 The City shall require residential building construction to comply with energy use guidelines detailed in Title 24 of the California Administrative Code and shall promote and provide incentives for residential building construction that goes beyond the guidelines detailed in Title 24.

Policy 11 Alternative energy sources development shall be promoted in Fontana.

Air Quality Element, Particulate Emissions and Fugitive Dust

Policy 1 Particulate emissions from roads, parking lots, construction sites and agricultural lands shall be kept at the minimum feasible level.

Policy 2 Emissions from building materials and construction methods that generate excessive pollutants shall be kept at the minimum feasible level.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on air quality if it would do any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people

The SCAQMD has developed CEQA air pollutant thresholds for projects within the Basin. The SCAQMD thresholds of significance for air quality are shown in Table 4.6.3-4 (SCAQMD Thresholds of Significance).

Table 4.6.3-4 SCAQMD Thresholds of Significance

Pollutant	*Construction Phase*	*Operational Phase*
Volatile Organic Compounds (VOC; an ozone precursor)	75 lb/day	55 lb/day
Nitrogen Oxides (both NO_2 and NOx as an ozone precursor)	100 lb/day	55 lb/day
Sulfur Oxides (SO_X, both SO_2 and SO_4)	150 lb/day	150 lb/day
Carbon Monoxide (CO)	550 lb/day	550 lb/day
Suspended Particulates (PM_{10})	150 lb/day	150 lb/day
Fine Particulates ($PM_{2.5}$)	55 lb/day	55 lb/day

SOURCE: SCAQMD (2012).

In addition, SCAQMD's health related thresholds associated with toxic air contaminants are as follows:

- Emission of (or exposure to) carcinogenic toxic air contaminants that increase maximum cancer risk by 10 in one million
- Emission of (or exposure to) toxic air contaminants that increase the maximum hazard quotient by 1

Analytic Method

The impact analysis for the Regional Reduction Plan is based on a qualitative discussion of the anticipated reduction to air quality emissions expected from implementation of the Regional Reduction Plan.

Effects Not Found to Be Significant

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

The 2012 AQMP is the applicable air quality management plan for the region and is designed to meet the state and federal Clean Air Act planning requirements with a focus on new federal ozone and $PM_{2.5}$ standards. The 2012 AQMP incorporates significant new control strategies, including transportation

conformity budgets that show vehicle miles travelled (VMT) emissions offsets following the recent changes in USEPA requirements.

The proposed project (Regional Reduction Plan) would implement measures within Fontana designed to increase energy efficiency and reduce vehicle miles traveled (VMT). While these reduction strategies were formulated to reduce greenhouse gases, they also act to improve overall air quality by reducing emissions of criteria pollutants.

The City will implement transportation measures to improve air quality. These include VMT reduction strategies such as Regional Reduction Plan reduction On-Road-1.4 (Adopt Land Use Patterns to Favor Transit-Oriented Development). Other reduction measures that relate to reduced vehicle emissions include a Transportation Demand Management (TDM) program that requires large employers and offers incentives to smaller employers to offer programs to employees that reduce employee commuter trips through ride-share and transit programs, telecommuting programs, and nonmotorized commutes to work.

The Regional Reduction Plan includes pedestrian and bicycle infrastructure planning for bikeways and pedestrian paths to be build that connect various land uses. A key benefit to the implementation of pedestrian and bicycle infrastructure within the City will be a reduction in traffic and improved air quality. Implementation of these measures through the Regional Reduction Plan would improve air quality by reducing vehicle-related air pollutant emissions through the reduction of VMT. In addition, energy efficiency measures to reduce electricity use and renewable energy generation will reduce both GHG emissions and air pollutants at power plants generating electricity in the region. Energy efficiency measures in the Regional Reduction Plan will also reduce natural gas combustion at residential, commercial, and industrial land uses within the City, which will reduce criteria air pollution locally. The implementation of the Regional Reduction Plan will further the goals of the Air Quality Management Plan for the Basin. Therefore, this impact is ***less than significant***. No mitigation is required.

Threshold	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Construction activities associated with the reduction measures selected by Fontana, such as development of bicycle/pedestrian paths (On-Road-1.11 and On-Road-1.12), traffic calming devices (On-Road-1.6), and transit-oriented infrastructure such as park-and-ride lots (On-Road-1.2) would result in temporary, short-term emissions of air pollutants. The primary source of NO_X, CO, and SO_X emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions include activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary source of VOC emissions is the application of architectural coating and off-gas emissions associated with asphalt paving. Because information regarding specific facilities and building details required to implement the Regional Reduction Plan reduction measures is not available, short-term construction emissions from these activities cannot be quantified. However, these temporary, short-term emissions would not be substantial, and would be offset by the operation of energy-efficiency retrofits, renewable energy project, pedestrian and bicycle paths and transit infrastructure that are part of the reduction measures in the Regional Reduction Plan. Even with the

temporary emissions these features would result in an overall reduction in both GHG and criteria air pollutant emissions.

Long-term emissions of criteria pollutants from operation of the energy efficiency measures incorporated into new development (GHG Performance Standard-1), water conservation measures (e.g., SBX 7-7), solid waste diversion programs, and the various transportation measures are better understood at a regional level. This is because of the level of commitment that the City of Fontana has chosen in implementing the reduction measures in the Regional Reduction Plan. The emissions of criteria pollutants anticipated for the City of Fontana at buildout of the existing general plan were not available at the time this EIR was prepared. Regardless, the implementation of the Regional Reduction Plan will reduce the emission of criteria pollutants. For all criteria pollutants, emissions from on-road transportation will be reduced by 27.7 percent, emissions from natural gas combustion by 5.31 percent, and the reduction based on the implementation of the GHG Performance Standards is 0.98 percent.

While the Regional Reduction Plan will reduce anticipated criteria air pollutant emissions resulting from buildout of the Fontana General Plan, but the net emissions from buildout of the General Plan are anticipated to remain over the SCAQMD Thresholds. This significant impact would have been addressed in the Fontana General Plan EIR. Implementation of the Regional Reduction Plan will reduce criteria pollutants thus benefitting air quality in Fontana. Therefore, the impact for the Regional Reduction Plan is ***less than significant***. No mitigation is required.

Threshold	Would the project create objectionable odors affecting a substantial number of people?

Implementation of the Regional Reduction Plan will not create objectionable odors. Reduction measures in the Regional Reduction Plan selected by the City of Fontana would not involve any activities that would generate odors. Therefore, there would be ***no impact***. Further analysis is not required.

Project Impacts and Mitigation Measures

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

Impact 4.6.3-1 **The proposed project would expose sensitive receptors to substantial pollutant concentrations. This would be a potentially significant impact. Implementation of mitigation measure MM4.6.3-1 would reduce this impact to *less than significant*.**

The Regional Reduction Plan will reduce criteria pollutant emissions within the City of Fontana. However, there is the potential to increase concentrations of air pollution within areas near transit stations as a result of the reduction measure On-Road Transportation-1 (Sustainable Communities Strategy [SCS]) in the Regional Reduction Plan. This is particularly true with transit-oriented development because emission sources such as diesel-engines pulling the Metrolink commuter train can be in close proximity to sensitive receptors such as residential land uses. Transit oriented development within the SCS encourages the increase in transit trains, which increases the concentrations of air pollutants including diesel particulate matter (DPM) within the neighborhoods of transit-oriented development.

The California ARB's Land Use and Air Quality: A Community Health Perspective (California ARB 2005) recommends setbacks of sensitive land uses such as residential from sources of DPM to reduce concentrations of air pollution within sensitive land uses down to background levels. The document recommends a setback of 500 feet from high traffic roadways and a setback of 1,000 feet from major service and maintenance rail yards. DPM emissions near transit stations are not as high as either of these uses. In particular, rail yards have much higher DPM concentrations than transit stations because of the idling "switch engines" working within the major service and maintenance rail yards. Therefore, a setback for residential and other sensitive land uses (day care, preschools, and elder care facilities) of at least 500 feet but no more than 1,000 feet from the rail line would sufficiently reduce concentrations of air pollutants down to background levels. In addition, to still be transit-oriented development, residential units within the transit-oriented development must be within 0.25 mile (1,320 feet) from the transit station.

To evaluate the California ARB recommended setbacks within the context of transit stations, dispersion modeling was conducted using the USEPA Screen3 dispersion model to predict the DPM emissions concentrations and associated health risks at 500 feet, 1,000 feet, and 1,320 feet from the locomotive engine pulling the Metrolink commuter train. Currently, 40 trains per day stop at the Fontana Metrolink Station with an average wait time of 2 minutes per stop. Table 4.6.3-5 (DPM Concentrations and Health Impacts) shows the results of the predicted concentration of DPM and associated health risks.

Table 4.6.3-5 DPM Concentrations and Health Impacts

Distance from Tracks	*DPM Concentration (µg/m³)*	*Cancer Risk*	*Hazard Quotient*	*Significant?*
500 feet	0.00923	2.94	0.00158	No
1,000 feet	0.00473	1.51	0.00095	No
1,320 feet	0.00437	1.39	0.00087	No
SCAQMD Thresholds		10	1	

SOURCE: SCAQMD (2012).

Dispersion modeling predicts that sensitive land uses can be safely placed within transit-oriented development near the Metrolink Station if those sensitive land uses are at least 500 feet from the rail lines. It is hoped that the SCS and associated transit-oriented development will increase ridership of the Metrolink trains from the current run schedule, but that level of activity would only occur if ridership warrants it. Table 4.6.3-5 shows that activity levels on the rail line would have to increase threefold before the SCAQMD recommended threshold is reached for cancer risk at a distance of 500 feet. Therefore, the 500-foot setback will reduce impacts associated with exposure to substantial concentrations of air pollutants. Note that this mitigation does not affect transit-oriented development built around the Omnitrans Smart Bus system or future light-rail systems because they are natural gas or electric engines. These types of transit do not cause high concentrations of air pollutants near the transit stations. Therefore, the following mitigation measure is needed to reduce this potential impact to less than significant:

MM4.6.3-1 *Transit-oriented development near the Metrolink stations shall set back all sensitive land uses (residential, daycare facilities, schools, preschools, and eldercare facilities) at least 500 feet from the nearest railroad track to reduce concentrations of air pollution, to acceptable levels.*

Implementation of mitigation measure MM4.6.3-1 would reduce this impact to ***less than significant***.

Cumulative Impacts

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

The Regional Reduction Plan will reduce criteria pollutant emissions within the City of Fontana. Regionally, additional air pollutant reductions will take place at power plants due to reductions in electrical demand and increases in renewable energy generation. Therefore, the Regional Reduction Plan will have a cumulatively net reduction in criteria air pollutants. However, this environmental benefit does not reduce air pollutants enough to cause buildout of the Fontana General Plan to be less than cumulatively considerable. Therefore, the net emissions resulting from the General Plan with implementation of The Regional Reduction Plan reductions is still a Cumulatively Considerable contribution to criteria air pollutants for which the Basin is in nonattainment (ozone, suspended particulates, and fine particulates). This significant impact of General Plan was identified in the City of Fontana General Plan EIR.

However, because implementation of the Regional Reduction Plan has a net reduction in air pollution, the cumulative impact would be ***less than significant***. No mitigation is required.

References

California Air Pollution Control Officers Association (CAPCOA). 2010. *Quantifying Greenhouse Gas Mitigation Measures*, August.

California Air Resources Board (California ARB). 1999. *Final Staff Report: Update to the Toxic Air Contaminant List*.

———. 2005. *Air Quality and Land Use Handbook—A Community Health Perspective*, April.

———. 2010. *Proposed SB 375 Greenhouse Gas Targets: Documentation of the Resulting Emission Reductions based on MPO Data*, August 9.

———. 2012. *2011 EMFAC-LDV Computer Model*, September 17.

Fontana, City of. 2003. *City of Fontana General Plan*.

Office of Environmental Health Hazard Assessment (OEHHA). 2003. *Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, October.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

South Coast Air Quality Management District (SCAQMD). 2003. *CEQA Air Quality Handbook*, April.

———. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, May.

———. 2006. *Final Methodology to Calculate PM2.5 and PM2.5 Significance Thresholds*, October.

———. 2008. *Rule 445: Wood Burning Devices*, March 7.

———. 2012a. *Air Quality Monitoring*, November.

———. 2012b. *Final 2012 Air Quality Management Plan*, December.

Southern California Association of Governments (SCAG). 2004. *Southern California Compass Growth Visioning.*

———. 2009. *2008 Regional Comprehensive Plan*.

———. 2012. *Regional Transportation Plan/SCS*, April.

United States Environmental Protection Agency (USEPA). 1985. *AP-42: Compilation of Air Pollutant Emission Factors*. Fourth Edition, September.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.6.4 Biological Resources

This section of the EIR analyzes the potential environmental effects on biological resources in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from the Fontana General Plan (2003). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing biological resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Habitats and Vegetation Communities

The City of Fontana contains eight different plant communities that range from disturbed and ornamental plant communities in the developed portions of the City to more diverse, native plant communities, mainly north of I-15. A summary of each on-site natural community is provided in Table 4.6.4-1 (Habitats and Vegetation Communities in the City of Fontana).

Table 4.6.4-1 Habitats and Vegetation Communities in the City of Fontana

Habitat	*Description*
Northern Mixed Chaparral	A mountainside community at an elevation of 1,700 to 6,000 feet, this chaparral community is composed of fire-adapted, broad-leaved shrubs. Dominant plants include manzanita, coast live oak, California lilac, toyon, holly-leaved cherry, and Our Lord's candle. This community occurs in a small area along the City's northern boundary, which occurs more commonly in the San Bernardino National Forest, just north of the City, at higher elevations and within some of the higher drainages of the Jurupa Hills.
Riversidean Sage Scrub	Riversidean sage scrub (RSS) is the most xeric expression of coastal sage scrub in Southern California. It is the driest, most inland expression of the collection of sage scrub or coastal scrub series. This community consists primarily as a semi-arid scrub community of the valley floor, dominated by coastal sage, white sage, black sage, California buckwheat, and California croton. There are a few areas within the City of Fontana with remnant stands of Riversidean sage scrub: in the northern section, particularly north of I-15 and in the Jurupa Mountains. It gives way to northern mixed chaparral at about 1,700 feet elevation, approximately midway between Alta Loma and Etiwanda.
Riversidean Alluvial Fan Sage Scrub	Riversidean alluvial fan sage scrub (RAFSS) is a subtype of the more widely known Riversidean Sage Scrub, and is described as open vegetation adapted to alluvial fans and outwashes. It grows on sandy, rocky alluvia deposited by streams that experience infrequent episodes of flooding at the base of the San Gabriel Mountains. The community is composed of California sagebrush, California buckwheat, yerba santa, yucca, cholla cactus, white sage, and scalebroom. The RAFSS plant communities or habitats found within the City and its sphere of influence are considered a sensitive biological resource by several regulatory and conservation agencies including USFWS, CDFW, and CNPS.
California Walnut Woodland	The California walnut woodland community consists of California black walnut trees with an understory of alluvial scrub species. The walnut woodland generally appears as scattered walnut trees with an open canopy growing with sycamores. This plant community was once extensive throughout the foothills of Southern California, but is now greatly diminished due to agriculture and urban development. This plant community is found within the area north of the I-15 at the mouth of Morse and Duncan canyons and at the southern portion of San Sevaine Canyon and also just west of Neely's Corner. California walnut woodlands are considered a sensitive habitat by CDFW.

Table 4.6.4-1 Habitats and Vegetation Communities in the City of Fontana

Habitat	*Description*
Southern Cottonwood-Willow Riparian Forest	Tall, open, broadleafed winter-deciduous riparian forests dominated by Fremont cottonwood and several tree willows. Understories usually are shrubby willows. This community occurs in sub-irrigated and frequently overflowed lands along rivers and streams. Other common species include mugwort, mulefat, wild cucumber, and stinging nettle. A single stand of this community is found in the planning area, in the Fontana Business Center in south Fontana, between Tamarind Avenue and Sierra Avenue, just south of Slover Avenue.
Southern Sycamore-Alder Riparian Woodland	This diverse community of riparian species is found along the streams beds of San Sevaine Canyon, Duncan canyon, Morse canyon and various unnamed creeks. These canyons contain the only native trees of the area. Trees commonly seen in the streamside woodland include alder, big-leaved maple, canyon oak, California bay, sycamore, ash, black cottonwood, cottonwood, mulefat and black willow.
Non-native Annual Grasslands	The non-native annual grassland areas are disturbed or graded areas that have revegetated with opportunistic weedy species. These species include wild oat, brome and Mediterranean schismus, as well as some native wildflowers, such as popcorn flower and, fiddleneck. Non-native grasslands are found in vacant lots throughout the City of Fontana. This habitat is particularly valuable as foraging area, for raptors and other avian species, such as Northern harriers, burrowing owls, horned larks, red-tailed hawks, ferruginous hawks, loggerheaded shrikes and Western tanagers.
Ornamental Woodland	Ornamental woodlands are human created woodlands using non-native trees and shrubs. Common species of trees found within ornamental woodlands throughout the City of Fontana include various species of eucalyptus tree, tamarisk and Peruvian pepper trees. Ornamental woodlands often provide excellent nesting habitat for raptors and other birds. Ornamental woodlands also provide shade, wind protection, erosion control and esthetic value to humans. Several scattered ornamental woodlands and windrows exist throughout the City.
Development/Disturbed.	Although most of the land within the City limits supported coastal sage and alluvial communities at one time, much of the land today is either developed or has been extensively modified by human activity sometime in the recent past. Development includes any form of human disturbances, especially in cases of permanent impacts to natural communities. Disturbed areas would include dirt roads, off-highway use, pavement, concrete, buildings and structures, bridges, active agricultural activities, and permanent flood control measures. Fallow agricultural areas represent a substantial proportion of the undeveloped land in North Fontana. These areas are in various stages of succession and are covered with non-native grasslands, emergent native vegetation and exotics. These areas may provide suitable habitat for the San Bernardino kangaroo rat, a federally endangered species of rodent. In developed areas, native species have been replaced by landscaping or a variety of annual grasses. The non-native annual grass species found include a variety of bromes, Bermuda grass and the large Johnston grass also occur in the area. Forbs common to the area include: wild turnip, red-stemmed filare, annual bur ragweed and southern suncups. Several non-native tree clusters and windrows are located within the developed portions of the City, consisting of large blue-green eucalyptus, California pepper, olives and oleander.

SOURCE: City of Fontana, *City of Fontana General Plan*, Open Space and Conservation Element (2003).

Jurisdictional Watercourses

According to National Wetlands Inventory data, there are very few wetland features in Fontana. Those that do occur are located primarily in the western part of the planning area. According to the City's General Plan, there are at least five areas determined to be "Waters of the U.S." There are three main drainage features flowing from the foothills in the San Gabriel foothills and three small drainages in the south, which flow from the Jurupa hills. Within the developed area in the central portion of the City are two main drainage features, which have been previously modified for flood control purposes.

Special-Status Species

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

Sensitive Plant Species

Nine sensitive plant species potentially occur in the planning area and vicinity. Although they have not been observed, suitable habitat is present for five of the species. Table 4.6.4-2 (Sensitive Plant Species Potentially Occurring in the City of Fontana) summarizes information about those five species.

Table 4.6.4-2 Sensitive Plant Species Potentially Occurring in the City of Fontana

Plant Species	*Description*
Plummer's Mariposa lily	This plant prefers dry, rocky areas in Riversidean Sage Scrub and chaparral. It occurs below 5,000 feet elevation. Suitable habitat is present within the northern portions of the City. There is a moderate potential for it to occur in north Fontana.
Parry's spineflower	Found on dry, sandy slopes and flats in Riversidean Sage Scrub and chaparral, this plant has a moderate potential to occur within the northern portion of the city limits.
Lemon lily	This small, rare lily occurs in wet riparian areas on shady edges of streams at elevations of 3,900 to 8,370 feet. Suitable habitat for this species occurs within the foothill portions of the City north of the I-15, within the riparian woodlands. There is a moderate potential for it to occur within this area.
Slender-horned spineflower	This plant prefers sandy and gravelly soils on alluvial fans and old floodplains; between 500 to 2,000 feet in elevation, within Riversidean Alluvial Fan Sage Scrub habitat. Although the City of Fontana provides some suitable habitat for this species occurs north of Summit Avenue. It has a low potential to occur because of flood control activities within the City have reduced the viability of remaining RAFSS habitat.
Pringle's monardella	The last observation of this plant is known from a museum specimen from 1904 near the Jurupa Mountains. This plant grows on sandy hills of Riversidean Sage Scrub and has only been known to occur in Riverside and San Bernardino counties. There is a very low possibility that this species may still occur in the Jurupa Mountains.

SOURCE: City of Fontana, *City of Fontana General Plan*, Open Space and Conservation Element (2003).

Sensitive Wildlife Species

Twenty-two sensitive wildlife species have been identified as occurring in the planning area and vicinity. There is suitable habitat for fifteen of these species within Fontana, and ten of these species have been observed. Table 4.6.4-3 (Sensitive Wildlife Species Potentially Occurring in the City of Fontana) summarizes information about these species.

Designated Critical Habitat and Recovery Plans

Critical habitat is formally designated by USFWS to provide guidance for planners/managers and biologists with an indication of where suitable habitat may occur and where high priority of preservation for a particular species should be given. The City of Fontana falls within the Designated Critical Habitats of two federally listed species: the San Bernardino kangaroo rat (SBKR) and the California gnatcatcher (CAGN).

Table 4.6.4-3 Sensitive Wildlife Species Potentially Occurring in the City of Fontana

Wildlife Species	*Description*
Delhi Sands flower-loving fly (DSFLF)	The most prominent sensitive wildlife species noted in the region, the DSFLF is restricted (endemic) to the Colton Dunes (consisting of Delhi soil series). These soils cover approximately 40 square miles in Riverside and San Bernardino Counties, underlying portions of the City of Fontana and other neighboring cities. All existing populations of the DSFLF occur within eight miles of each other. The distribution straddles I-10 in the vicinity of Colton and Rialto and Riverside and San Bernardino Counties on county, public utility, and private lands. This species was observed in 2002, south of Slover Avenue and east of Sierra Avenue. Disturbance to the soils, such as agriculture and urban development are the primary causes of the decline of this species.
Coastal California gnatcatcher (CAGN)	The CAGN has restricted habitat requirements, being an obligate resident of coastal sage scrub habitats. Areas within north Fontana, (north of Summit Avenue) and south Fontana (Jurupa Mountains) fall within the designated critical habitat for the CAGN. The species has been sighted in the south end of Fontana at the base of the Jurupa Mountains, but not in north Fontana.
San Bernardino kangaroo rat (SBKR)	The SBKR is one of several kangaroo rat species that could occur within the remaining RAFSS habitat in north Fontana that is no longer subject to fluvial processes. It burrows in loose soil, usually near or beneath shrubs. The historic drainage system in the northern portion of the City has been historically altered as a result of flood control efforts. This has resulted in a reduction in both the amount and quality of habitat available for SBKR. Although the northern part of the City contains some suitable habitat for the SBKR and is within the designated Critical Habitat for the species, it does not offer sufficient quantity and quality of habitat needed for the long-term preservation of the species. Protocol live-trapping surveys for SBKR have confirmed the presence of SBKR in north Fontana, north of Summit Avenue between Citrus and Sierra Avenues, south of I-15.
Burrowing owl	The burrowing owl is a small owl, active during daylight, which utilizes existing burrow complexes built by other animals, such as ground squirrels. Burrowing owls were once very abundant in California but have seen a steady decline over the past one hundred years, especially in the last 20 years. Burrowing owls commonly nest in roadside banks and agricultural areas. Abandoned agricultural lands within the City of Fontana provide areas of nesting and foraging habitat for the burrowing owl. The species has been observed in south Fontana and along the southwest boundary of the City.
Golden eagle	The golden eagle is a year-round resident of Southern California and prefers open habitats. The northern portion of the planning area provides suitable foraging habitat for golden eagles living in the San Bernardino Mountains. Golden eagles have been observed foraging in the north end of the City, near the I-15.
Cooper's hawk	Cooper's hawks are often seen in wooded urban areas and native woodland communities. Preferred nesting habitats include oak and riparian woodlands dominated by sycamores and willows. Suitable foraging habitat for this bird can be found throughout Fontana. Cooper's hawks prey on small birds and rodents that live in woodland and occasionally scrub and chaparral communities. This species was observed foraging in the riparian areas in the foothills north of the I-15.
Northern harrier	This species is a year-round resident of Southern California. It nests on the ground in open areas such as grasslands and agricultural fields. It also forages in these habitats, but also forages in areas with low growing shrubs such as Riversidean sage scrub. This species was observed in 2002 and likely nests in Fontana, north of the I-15.
Logger-headed shrike	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. It has been observed in each of these locations.
Bell's sage sparrow	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.
Southern California rufous-crowned sparrow	Suitable habitat exists for the rufous-crowned sparrow in the northern portions of the City north of the I-15, which generally prefers rocky hillsides and steep bushy or grassy slopes. This species has been observed within Fontana.
Los Angeles pocket mouse	This species occupies similar habitats as the northwestern San Diego pocket mouse. This species was found during trapping efforts in north Fontana, north of Summit Avenue between Citrus and Sierra Avenues, south of I-15.

Table 4.6.4-3 Sensitive Wildlife Species Potentially Occurring in the City of Fontana

Wildlife Species	*Description*
Northwestern San Diego pocket mouse	This small rodent species prefers open, sandy habitats on the valley floor and foothills of San Bernardino County. This species was trapped during focused survey activities in north Fontana, north of Summit Avenue between Citrus and Sierra Avenues, south of I-15.
San Diego horned lizard	This species generally occurs in grassland and RSS, and chaparral. It is usually found in open sandy areas such as ridge tops and washes, especially where harvester ants are found. This species was formerly common throughout Southern California west of the deserts, but has declined substantially due to development and as a result of over-collecting for the pet trade. This species has been observed in old vineyards throughout the City and is considered present.
Orange-throated whiptail	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. The orange-throated whiptail has a moderate potential to occur on vacant lands throughout the City.
California mastiff bat	This bat forages in a variety of habitats including open arid habitats such as RSS and grasslands as well as riparian woodlands. They generally roost in crevices of cliffs, high buildings, trees and tunnels. A colony of California mastiff bats was found in an elementary school in eastern Rancho Cucamonga in 1992. There is a moderate potential for this species to occur.

SOURCE: City of Fontana, *City of Fontana General Plan*, Open Space and Conservation Element (2003).

Critical habitat has not been designated for the DSFLF species, but a Draft Recovery Plan for the DSFLF was prepared in 1997. The plan comprises three recovery units (RUs): Ontario, Jurupa, and Colton. The western part of the Fontana planning area is within the Ontario RU, and the eastern part is in the Jurupa RU, where approximately 52 acres of habitat have been protected along the Jurupa Hills. However, a USFWS assessment of the recovery of DSFLF in 2008 indicated that much of the Jurupa RU may no longer provide conservation value.

Wildlife Species and Movement

A broad range of wildlife species occur in the planning area. The highest concentrations are found in the alluvial fans and streamside woodlands.

Common birds in the area include the roadrunner, horned lark, scrub jay, plain tit-mouse, verdin, wrentit, Bewick‘s wren, California thrasher, American goldfinch, Brown California towhee, lesser goldfinch, and song sparrow. Raptors and owls exist in some of the open areas of the City. Within the City limits, common mammalian species are limited to those that have adapted to or can coexist with humans, such as pocket gophers, California ground squirrels, desert cottontails rabbits, striped skunk, and opossum.

Smaller mammals still persist in the streamside woodland areas within the northern limits of the City of Fontana and within the sphere of influence. Pocket gopher, California pocket mouse, kangaroo rats, various white-footed mice, California vole, black-tail jackrabbit, brush rabbit, and cottontail rabbit are typically found in undisturbed areas containing RAFSS. Moderate size mammals such as spotted striped skunk, gray squirrel, opossum, raccoon, bobcat, and gray fox are typically found in the mixed chaparral habitat located in the northern areas of the City‘s sphere of influence. Very few large mammals, such as black bear, mountain lion, mule deer and bighorn sheep occur within the City limits, but have been observed in the sphere of influence north of the City during biological surveys. Occasional sightings of

kit fox, ringtail cat, and badger have been also reported historically. Although unique species are not known to occur, there are several populations of lizards with unique genetic forms.

Historically, the City provided a connection between the nearby San Bernardino and San Gabriel Mountains to the Chino Basin, as well as movement along the foothills of these ranges in the northern part of the planning area. The City, in general, does not function as a wildlife movement corridor, because the area is densely urbanized, with most of the land converted to industrial, commercial, and residential uses. The Jurupa Hills in the southern part of the City adjoining Riverside County provide habitat for many species of plants and animals. However, it functions as an ecological island and does not provide for significant movement to the urbanized north.

Habitat Conservation Plans

Neither the City of Fontana nor the County of San Bernardino has adopted a federal or state habitat conservation plan that provides any requirements or guidance for the planning area.

In 2004, the City prepared a North Fontana Interim Multiple Species Habitat Conservation Plan (MSHCP) Policy to address lands in north Fontana, generally bounded by Summit Avenue on the south, extending east into Fontana and extending west across I-15 towards Rancho Cucamonga, and on the north by Neely's Corner. This area provides open space and habitat for Critical Habitat for SBKR and CAGN. It also has a number of natural plant communities. The plan identifies mitigation strategies that would be available to developers. As of 2013, the City has not completed CEQA on the MSHCP policy, and the plan has not been adopted.

Conservation Areas

There are no conservation areas with the Fontana planning area.

Regulatory Framework

Federal

Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, was promulgated to protect and conserve any species of plant or animal that is endangered or threatened with extinction and the habitats in which these species are found. "Take" of endangered species is prohibited under FESA Section 9. Take, as defined under the FESA, means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." FESA Section 7 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. FESA Section 4(a) 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."

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) is the domestic law that affirms and implements the United States' commitment to four international conventions with Canada, Japan, Mexico, and Russia for

the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, and their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the regulations promulgated by the MBTA.

Clean Water Act, Sections 401 and 402

Federal Clean Water Act (CWA) Section 401(a)(1) 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 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 U.S. Environmental Protection Agency (USEPA) under CWA Section 402. NPDES permits are issued by the applicable RWQCB. The City of Fontana is within the jurisdiction of the Santa Ana RWQCB (Region 8).

Clean Water Act, Section 404

The United States Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into waters of the United States1 including wetlands and non-wetland bodies of water that meet specific criteria. Pursuant to CWA Section 404, a permit is required for any filling or dredging in waters of the U.S. The permit review process entails an assessment of potential adverse impacts to USACE wetlands and jurisdictional waters, wherein the USACE may require mitigation measures. Where a federally listed species may be affected, a Section 7 consultation with USFWS may be required. If there is potential for cultural resources to be present, Section 106 review may be required. Also, where a Section 404 permit is required, a Section 401 Water Quality Certification would also be required from the Regional Water Quality Control Board (RWQCB).

State

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the California Department of Fish and Wildlife (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 Wildlife 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. 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. Known and recorded occurrences of sensitive species are listed on the CDFW's

California Natural Diversity Data Base (CNDDB) project. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

California Fish and Wildlife Code, Section 1600

California Fish and Wildlife Code Section 1600 requires that a project proponent notify the 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 a project and place conditions on the project as part of a Streambed Alteration Agreement. The conditions are intended to address potentially significant adverse impacts within CDFW's jurisdictional limits.

California Fish and Wildlife Code, Section 3503.5

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

Regional

There are no regional regulations pertaining to biological resources.

Local

Fontana General Plan

The Fontana General Plan Open Space and Conservation Element focuses on native species that have been reduced because of encroaching urbanization and competition with non-native and exotic species. The following General Plan policies[3] are applicable to the proposed project.

Preservation of Natural Open Space, Goal 1.1

Policy 1 Support preservation of the open space along the San Gabriel Mountains and Jurupa Hills for natural habitat, scientific inquiry, passive recreation and scenic values.

Policy 3 Maintain open space buffers between the San Gabriel and Jurupa Mountains and any form of development, including streets and highways, where feasible.

Preservation of Natural Open Space, Goal 1.2

Policy 1 Encourage the preservation of natural habitat in conjunction with private or public development projects.

Policy 2 Require mitigation for removal of any natural habitat, including restoration of degraded habitat of the same type, creation of new or extension of existing habitat

[3] These policies are not a complete listing of all policies contained in General Plan; those policies that would be most applicable to the proposed project are included here.

of the same type, financial contribution to a habitat conservation fund administered by a federal, state or local government agency, or by a non-profit conservancy.

Policy 3 Apply local CEQA procedures to identify potential impacts to rare, threatened and endangered species.

Policy 4 Require evidence of satisfactory compliance with any required state and/or federal permits, prior to issuance of grading permits for individual projects.

Policy 5 Require site-specific surveys to identify the presence/absence of sensitive species and natural communities, for all projects located in areas identified in the Sensitive Biotic Resources database.

City of Fontana Municipal Code—Tree Protection Ordinance

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

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on biological resources if it would do any of the following:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Interfere substantially with the movement of any native 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

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

Analytic Method

Baseline information to characterize biological resources that could be affected by the proposed project was compiled from readily available publications, including the General Plan, and available resource mapping. GHG reduction measures selected by the City of Fontana in the Regional Reduction Plan were reviewed to determine which actions could result in physical changes to the environment that could affect biological resources.

Implementation of measures to improve transportation/transit technology, adoption of outdoor lighting performance standards and energy efficiency upgrades to wastewater treatment facilities (which would be implemented by IEUA, not by the City of Fontana), changes to parking policies, trip reduction ordinances, and water conservation measures in existing development would have no direct or indirect effect on special-status species or habitat supporting those species or federally protected wetlands. Those actions would not involve ground disturbance that could disturb or result in loss of habitat or species, or operations that would present a physical hazard to wildlife species such as noise, air emissions, or structural features. Therefore, those actions are not evaluated in detail.

For those measures that could result in land disturbance or development of new features, potential effects were assessed by considering the magnitude of potential change in view of the City's General Plan policies and implementing actions in combination with existing laws and regulations pertaining to biological resources. In Fontana, those measures would be limited to actions that would develop park-and-ride lots (On-Road-1.2), adoption of land use planning that encourages transit-oriented development along existing and planned transit corridors (On-Road-1.4), and/or pedestrian and bicycle network improvements (On-Road-1.11 and On-Road-1.12). It is expected that, as a result of implementing a GHG Performance Standard for New Development (PS-1), the installation of energy-saving features (e.g., indoor energy-efficient appliances, roof-mounted equipment, or small-scale energy-generating facilities for an individual development project) would be within the disturbance footprint of that development, which would be subject to separate environmental review.

Effects Not Found to Be Significant

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

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

Special-Status Species and Habitat

Nine sensitive plant species potentially occur in the planning area and vicinity. Although they have not been observed, suitable habitat is present for five of the species. Twenty-two sensitive wildlife species have been identified as occurring in the planning area and vicinity. There is suitable habitat for 15 of these species within Fontana, and ten of these species have been observed. Most notable are San Bernardino kangaroo rat (SBKR), California gnatcatcher (CAGN), for which there are Designated Critical Habitats for these federally listed species, and Delhi Sands flower-loving fly (DSFLF). Critical habitat has not been designated for the DSFLF species, the western part of the Fontana planning area is within the Ontario Recovery Unit (RU), and the eastern part is in the Jurupa RU, where approximately 52 acres of habitat have been protected along the Jurupa Hills. However, a USFWS assessment of the recovery of DSFLF in 2008 indicated that much of the Jurupa RU may no longer provide conservation value. Other species, listed in Table 4.6.4-3, may also be present, along with habitat that supports those species.

Waters of the U.S.

The City of Fontana contains at least five areas determined to be "Waters of the U.S." There are three main drainage features flowing from the foothills in the San Gabriel foothills and three small drainages in the south, which flow from the Jurupa hills. Within the developed area in the central portion of the City are two main drainage features, which have been previously modified for flood control purposes.

Impact Summary

Implementation of measures to improve transportation/transit technology, adoption of outdoor lighting performance standards and energy efficiency upgrades to wastewater treatment facilities (which would be implemented by IEUA, not by the City of Fontana), changes to parking policies, trip reduction ordinances, and water conservation measures in existing development would have no direct or indirect effect on special-status species or habitat supporting those species or federally protected wetlands. Those actions would not involve ground disturbance that could disturb or result in loss of habitat or species, or operations that would present a physical hazard to wildlife species such as noise, light, air emissions, or structural features.

It is expected that, as a result of implementing a GHG Performance Standard for New Development (PS-1), the installation of energy-saving features (e.g., indoor energy-efficient appliances, roof-mounted equipment, or small-scale energy-generating facilities for an individual development project) would be within the disturbance footprint of that development. The potential effects on special-status species, habitat, and wetlands would be evaluated and mitigated, as required under CEQA, in conjunction with each individual discretionary project approvals. The Regional Reduction Plan would not result in any additional or new significant impacts beyond those associated with specific development projects that would require mitigation.

Adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve some limited amount of ground disturbance, which would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. On-Road elements of the Regional Reduction Plan selected by the City of Fontana that directly have the potential to affect sensitive species or habitat could include construction of new or expanded park-and-ride lots and pedestrian/bicycle enhancements. Implementation of General Plan policies and General Plan EIR mitigation measures in combination with implementation of federal and state requirements to identify and mitigate losses and to obtain necessary permits would ensure impacts would be ***less than significant***.

In particular, the City would require that site-specific surveys be performed, and any development that results in the potential take or substantial loss of occupied habitat for any threatened or endangered species must conduct formal consultation with the appropriate regulatory agency, and to implement required mitigation pursuant to applicable protocols. Mitigation must be provided for removal of any natural habitat, including restoration of degraded habitat of the same type, creation of new or extension of existing habitat of the same type, financial contribution to a habitat conservation fund administered by a federal, state, or local government agency, or by a non-profit agency conservancy. The City would also require project applicants provide evidence of satisfactory compliance with any required state and/or federal permits, prior to issuance of grading permits for individual projects. Similar requirements would apply to projects that would result in fill or removal of wetlands (either waters of the U.S. or waters of the state).

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

The City, in general, does not function as a wildlife movement corridor, because the area is densely urbanized, with most of the land converted to industrial, commercial, and residential uses. The Jurupa Hills in the southern part of the City adjoining Riverside County provide habitat for many species of plants and animals. However, it functions as an ecological island and does not provide for significant movement to the urbanized north. However, there are trees and shrubs scattered throughout the City that may be used for nesting or roosting by migrating birds, which may be subject to MBTA regulations.

Implementation of measures to improve transportation/transit technology, adoption of outdoor lighting performance standards and energy efficiency upgrades to wastewater treatment facilities (which would be implemented by IEUA, not by the City of Fontana), changes to parking policies, trip reduction ordinances, and water conservation measures would have no direct or indirect effect on birds protected by the MTBA because those actions would not involve ground disturbance or development of structures that could limit or remove corridors.

It is expected that, as a result of implementing a GHG Performance Standard for New Development (PS-1), the installation of energy-saving features (e.g., indoor energy-efficient appliances, roof-mounted equipment, or small-scale energy-generating facilities for an individual development project) would be within the disturbance footprint of that development. The potential effects on migratory species would be evaluated and mitigated, as required under CEQA, in conjunction with each individual discretionary

project approvals. The Regional Reduction Plan would not result in any additional or new significant impacts beyond those associated with specific development projects that would require mitigation.

Adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve some limited amount of ground disturbance that may affect trees or shrubs that provide habitat for migratory birds, including raptors. However, this would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. Other On-Road elements of the Regional Reduction Plan selected by the City of Fontana that directly have the potential to affect migratory birds could include development of new or expanded park-and-ride lots and pedestrian/bicycle enhancements if vegetation is removed or disturbed during construction.

As described for special-status species and habitat, the City has mechanisms in place that would require site-specific investigation for conditions that could adversely affect migratory birds and that mitigation be implemented prior to and during construction to reduce the potential for loss of nests and birds. Impacts would be ***less than significant***.

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

Implementation of measures to improve transportation/transit technology, adoption of outdoor lighting performance standards and energy efficiency upgrades to wastewater treatment facilities (which would be implemented by IEUA, not by the City of Fontana), changes to parking policies, trip reduction ordinances, and water conservation measures would have no direct or indirect effect on biological resources protected by local policy or ordinance.

Adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve some limited amount of ground disturbance, which would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. Other On-Road elements of the Regional Reduction Plan selected by the City of Fontana that directly have the potential to affect locally protected resources could include development of new or expanded park-and-ride lots and pedestrian/bicycle network enhancements. These projects could involve the removal of heritage, significant, or specimen trees. To mitigate potential effects, Chapter 28 Article III of the City's Municipal Code establishes regulations for the protection and preservation of heritage trees, significant trees, and specimen trees on public and private property. The City would require project developers to comply with those regulations.

It is expected that, as a result of implementing a GHG Performance Standard for New Development (PS-1), the installation of energy-saving features (e.g., indoor energy-efficient appliances, roof-mounted equipment, or small-scale energy-generating facilities for an individual development project) would be within the disturbance footprint of that development. The potential effects on locally protected biological resources would be evaluated and mitigated, as required under CEQA, in conjunction with each individual discretionary project approvals. The Regional Reduction Plan would not result in any additional or new significant impacts beyond those associated with specific development projects that would require mitigation. Therefore, impacts would be ***less than significant***.

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

There are no adopted habitat conservation or natural community conservation plans or other approved local, regional, or state habitat conservations plans that apply to Fontana. There would be ***no impact***. Potential impacts regarding designated critical habitat for SBKR and CAGN, and the DSFLF recovery plan have been addressed in the special-status species impact analyses, above.

Cumulative Impacts

Cumulative development in San Bernardino County, including the Participating Cities, has the potential to result in a cumulative loss of special-status species and habitat, primarily as a result of conversion of land to accommodate urban development, along with transportation network improvements. In most cases, compliance with applicable federal and state regulations and locally adopted policies and programs, would reduce impacts. While the Regional Reduction Plan would not confer directly confer development approvals for any GHG reduction measure that could be implemented by any Participating City, it is possible that some energy-generating projects such as wind turbines and photovoltaic/solar arrays could be developed in some cities, subject to a conditional use permit. These projects have the potential to contribute to cumulative biological resources impacts as well.

The measures selected by the City of Fontana are anticipated to result in minimal biological resources impacts, due to the limited nature and likely locations of those measures, as described above. Where potential impacts have been identified, there is an established regulatory mechanism in place that the City of Fontana would implement to ensure there would be no net loss of species or habitat or habitat fragmentation. Because the City's contribution to biological resources impacts would not be cumulatively considerable, ***this cumulative impact would be less than significant***.

References

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

———. 2004. *North Fontana Interim MSHCP Policy*, June.

———. 2011. *Southwest Industrial Park Specific Plan Update and Annexation Public Review Draft Program Environmental Impact Report*. SCH #2009091089. Chapter 4.3 (Biological Resources), October.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

U.S. Fish and Wildlife Service. National Wetlands Inventory. http://www.fws.gov/wetlands/Wetlands-Mapper.html.

4.6.5 Cultural Resources

This section of the EIR analyzes the potential environmental effects on cultural resources in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from the Fontana General Plan (2003), City of Fontana Municipal Code Article XIII (Preservation of Historic Resources), and the Southwest Industrial Park Specific Plan Update and Annexation Public Review Draft Program EIR (2011). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing cultural resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Cultural resources are frequently defined in terms of tangible materials attributed to a culture. These include districts, sites, structures, artifacts, and other evidence of human use considered important to a culture or community for scientific, traditional, religious, or other reasons. Resources may be historical, archaeological, architectural, or archival in nature. Cultural resources may also consist of less tangible attributes, such as landscapes considered sacred to particular groups.

Prehistoric Setting

Native Americans are believed to have been present in Fontana since 6,000 B.C. Numerous cultural resources studies and records searches conducted to date within the City generally support the existing prehistoric hunter-gatherer settlement-subsistence models for Inland California, which suggest that longer-term residential settlement was more likely to occur on elevated terraces, hills, and finger ridges near permanent or reliable sources of water, while the Valley floor was more often used for resource procurement, travel, and opportunistic camping. The Open Space and Conservation Element of the City's General Plan states that the foothills along the San Gabriel and Jurupa Mountains and, in particular, moderately sloping fans with deep soil near the mouths of canyons or springs, are areas likely to contain prehistoric archaeological sites of potential significance.

Ethnohistoric Setting

Fontana is found in an ethnographic transitional region, and is situated near the borders of the traditional use areas of the Gabrieliño/Tongva, Serrano and Cahuilla groups. The City is found in the eastern-most portion of the Gabrieliño/Tongva tribal territory, which is mapped as extending north from Aliso Creek to just beyond Topanga Canyon along the Pacific Coast, and inland to the City of San Bernardino. The Serrano traditional use is mapped as encompassing the San Bernardino Mountains from the Cajon Pass in the west to beyond modern Twentynine Palms in the east, and from about Victorville in the north to near the San Gorgonio Pass in the south. The project area is also located adjacent to the northwestern-most portion of documented Cahuilla territory, mapped as extending just beyond the City of Riverside (Heizer 1978). Tribal boundaries were likely very fluid in this area, allowing for the exchange of ideas and technology among these groups.

Historic Setting

The history of the modern City of Fontana relates to the Mission San Gabriel, established in 1771 in the Los Angeles area. In the early decades of the nineteenth century, the Missions began establishing ranchos for the purpose of expanding their agricultural holdings. The Fontana area and vicinity was affiliated with the Rancho San Bernardino, which was established by the Mission San Gabriel. The history of the Rancho San Bernardino influenced the entire San Bernardino valley region, including portions of the northern Coachella valley.

The earliest recorded landowner in the Fontana area was Don Antonio Maria Lugo, who received a land grant in 1813. A second grant secured the land known as Rancho de San Bernardino for his sons in the 1830s. California was ceded to the U.S. under the Treaty of Guadalupe Hidalgo at the end of the Mexican-American War, and thereafter, Mexican ranchos were subdivided or sold. The Lugo sons sold a portion of their land, which included part of what is now Fontana, to a group of Mormon settlers in 1851. After purchasing the land, the Mormon settlers built a stockade around the rancho and named it Fort San Bernardino. The immigrants established an irrigation system and farmlands outside of the fort. The Mormon settlers eventually returned to Salt Lake City, and the Semi Tropical Land & Water Company gained control of the Rancho. Active development of the area, however, did not begin until the early 1900s, when the Fontana Development Company acquired the property and began a community called Rosena, a name that was changed to Fontana in 1913.

A. B. Miller founded the town-site of Fontana in 1913 and built it into a diversified agricultural area with citrus, grain, grapes, poultry, and swine being the leading commodities. Mr. Miller played a foremost part in the development of agriculture in southern California. The community faced a transition in 1942 when Fontana was selected as the site for the Kaiser Steel Mill. The City was incorporated June 25, 1952, with a population of 13,695 and became southern California's leading producer of steel and related products. The steel industry dominated the City's economy until the late 1970s, when Kaiser Steel began to cut down on production and the steel mill closed in 1984. The plate steel and rolling mill plant was acquired by California Steel Company, which continues to produce steel products today. Since the closure of Kaiser Steel Mill, an upsurge in railroad and trucking operations, medium to heavy industrial facilities, and several warehousing/distribution centers has occurred in Fontana because of its convenient geographical location and proximity to the transportation network.

Historical Resources in Fontana

There are three general types of designations for significant cultural resources within the City, including archaeological resources, historical structures, historical districts, traditional cultural properties, and landscapes. The system includes federal designation in the National Register of Historic Places (NRHP) for resources of importance and relevance to national heritage, state-level designation in the California Register of Historical Resources (CRHR), and local designation as historical resources and historic overlay districts as outlined by Fontana Municipal Code Article XIII (Preservation of Historic Resources). Each of these registers employs different criteria to determine whether a resource could be determined eligible for inclusion, and these criteria are further discussed below, in the Regulatory Framework.

Resources Listed on the National Register of Historic Places

The NRHP is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation, and the NRHP recognizes resources of local, state, and national significance. Two resources in the City of Fontana are listed on the NRHP:

- Fontana Farms Company Ranch House, Camp No. 1—listed in 1982
- Fontana Pit and Groove Petroglyph Site—listed in 1980

Resources Listed on the California Register of Historic Places

The state Historic Resources Commission has designed the CRHR for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archaeological resources. The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. Properties listed in the NRHP are automatically listed in the CRHR and certain CHLs and PHIs are also listed or considered eligible for the CRHR. In the City of Fontana, two resources are listed in the NRHP. As such, these resources are considered listed in the CRHR.

California Historical Landmarks and Points of Historical Interest

CHLs are sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. In order to be considered a CHL, the landmark must meet at least one of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values; and (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

If a site is primarily of local or countywide interest, it may meet the criteria for the California PHI Program. PHIs are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. To be eligible for designation as a PHI, a resource must meet at least one of the following criteria: (1) the first, last, only, or most significant of its type in the local geographic region (city or county); (2) be associated with an individual or group having a profound influence on the history of the local area; (3) a prototype of, or an outstanding example of, a period, style, architectural movement or construction; or (4) is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder. PHIs designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historical resource may be designated as both a CHL and a PHI. If a PHI is subsequently granted status as a CHL, the PHI designation will be retired.

One CHL is located in the City of Fontana:

- United States Rabbit Experimental Station

The PHIs in the City of Fontana are:

- A.B. Miller Community Park and Plunge
- Declez Ranch; Felice Pagliuso Winery
- Fontana Community Church Complex
- Fontana Company Tract/Library
- Fontana Farms Ranch House, Pepper Street House
- Fontana Woman's Clubhouse
- Grapeland Homesteads and Water Works (at the foot of the San Gabriel Mountains)
- Kaiser Steel Mill
- Sinclair Commercial Block
- Fontana Pit and Groove Petroglyph Site
- Baseline Road
- Chaffey-Garcia House
- Los Angeles to Sonora Road

Locally Designated Resources within the City of Fontana

Fontana Municipal Code Article XIII (Preservation of Historic Resources) establishes that the City Council may designate any improvement, natural feature or site as an historical resource and any area within the city as an historic overlay district. The City has adopted several ordinances designating local properties as historic resources, which are listed in Table 4.6.5-1 (Locally Designated Historic Resources in the City of Fontana).

Historic Era Resources

Historic era resources consist mainly of residential areas, although irrigation systems, transportation features, and other types of resources are also represented. These resources are located throughout the entire planning area. The historic U.S. Route 66 (now Foothill Boulevard), the former Kaiser Steel Mill, and the Boulder-Los Angeles power transmission lines are among the better known of these historic era resources. The Southern Pacific Railway (now Union Pacific), completed in the 1870s, and the Atchison, Topeka and Santa Fe Railway (now Burlington Northern and Santa Fe), completed in the 1880s, have also been recorded as historic-era sites. A total of 114 pending historic sites have been noted in the planning area in the San Bernardino County Archaeological Information Center (AIC) records. This number includes mostly historic-era residences and other buildings, with structural remains, irrigation features, and roads comprising the other common resource types. The construction dates of the buildings range generally from the early twentieth century to the 1940s, while some of the irrigation features and roads in this group date to as early as the early to mid-nineteenth century.

Table 4.6.5-1 Locally Designated Historic Resources in the City of Fontana

Property Description	*Address/Location*	*Designation*
A. B. Miller Community Park (boundaries only) and Plunge Building	17004 Arrow Route	Landmark
Declez Ranch and Pagliuso Winery	11401 Cypress Avenue	Landmark
Fontana Community Church ("L" shaped church building and rock entranceway/bench area)	8316 Sierra Avenue	Landmark
Fontana Farms Company, Camp #1, Foreman's Ranch House	8863 Pepper Avenue	Landmark
Fontana Farms Company, Tract Office	8459 Wheeler Avenue	Landmark
Fontana Fire Department (exterior)	16980 Arrow Boulevard	Landmark
Fontana Woman's Club	16880 Seville Avenue	Landmark
Fontana Theater (exterior only, stand alone marquee/sign, and two pedestals)	8463 Sierra Avenue	Landmark
Foothill Boulevard between Hemlock Avenue and Almeria Avenue	Foothill Boulevard between Hemlock Avenue and Almeria Avenue	Area identified with persons, a business use, or events significant in local, state, or national history
Kaiser Steel Medical Residence	9107 Sierra Avenue	Point of Interest
Kreis Building	8462 Sierra Avenue	Landmark
Malaga Underpass Bridge	Foothill Boulevard	Area identified with persons, a business use, or events significant in local, state, or national history
Malaga Underpass Bridge Pumping Station	Foothill Boulevard	Area identified with persons, a business use, or events significant in local, state, or national history
Petroglyph Site and Grinding Stone	Martin Tudor (Jurupa Hills) Regional Park	Landmark
Porter Residence (residence and garage)	8222 Juniper Avenue	Landmark
Provincial Revival Cottage	8350 Mango Avenue	Landmark
Shoop Residence	8323 Bennet Avenue	Landmark
Shultze Residence (residence only)	17006 Ivy Avenue	Landmark
Spanish Colonial Residence (front residence, garage and front yard pine tree)	8336 Mango Avenue	Landmark
Sticksel/Lemmerich Residence	16806 Ivy Avenue	Landmark
Two-story commercial building	8461 Juniper Avenue	Landmark
United States Rabbit Experimental and Research Station	8384 Cypress Avenue	Landmark

SOURCE: *City of Fontana Municipal Code*, Section 5-365.

Archaeological Resources

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic. Archaeological sites contain significant evidence of human activity. Generally a site is defined

by a significant accumulation or presence of: food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, and/or human skeletal remains.

Cultural resources studies have identified and recorded 79 archaeological sites within the planning area, along with a number of isolated artifacts. This total includes 14 prehistoric sites, 62 historic era sites, and 3 sites with both prehistoric and historic era components. One cluster of the prehistoric sites in the southern portion of the planning area has been interpreted by archaeologists to be the remains of an important Native American village of unknown age, while a number of campsites and other habitation areas have also been identified. The majority of prehistoric sites, however, represent evidence of Native American food-processing activities, such as bedrock milling features, which are quite common in the Inland Empire region. All of these prehistoric sites have been found along the foothills of the San Gabriel and the Jurupa Mountains, at the northern and southern ends of the planning area. Several of the recorded archaeological sites within the planning area have been evaluated as eligible for listing in the NHRP, although these resources are not officially listed at this time.

Areas of Cultural Resources Sensitivity

The foothills along the San Gabriel and the Jurupa Mountains are most sensitive for possible archaeological remains from the prehistoric period. In particular, moderately sloping fans with deep soil near the mouths of canyons or springs are very likely to contain prehistoric archaeological sites of potential significance. The rest of the planning area demonstrates a low to moderate level of sensitivity in this respect. For buildings, structures, objects, or archaeological remains dating to the historic period, essentially the entire planning area shows a moderate level of sensitivity, with the possible exception of certain areas in the northern and southern rims and along some of the City's thoroughfares where large-scale redevelopment has occurred during the more recent decades. Most notably, the downtown area, bounded generally by Miller Avenue on the north, Cypress Avenue on the west, Merrill Avenue on the south, and Tamarind Avenue on the east, hosts a higher concentration of historic-era buildings, including many that are considered significant by the local community.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources; vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation. The potential for fossil occurrence depends on the rock type exposed at the surface and subsurface in a given area.

While the City is situated primarily upon surface exposures of Quaternary younger fan deposits of Holocene age having low paleontological sensitivity, well-dissected Pleistocene older fan deposits are also mapped as present within the boundaries of the planning area. The San Bernardino County Museum has noted that these deposits have a high potential to contain fossil resources. There is at least one paleontological resource site in the planning area, located within the western Jurupa Hills in the vicinity of Live Oaks. A saber cat was unearthed in a pipeline trench at a depth of approximately five feet below

the ground surface. Abundant fossils have also been recovered from the Jurupa Basin near the intersection of Jurupa Avenue and Mulberry Avenue. Therefore, it is assumed there is a moderate to high potential for fossils to be present throughout the planning area.

Regulatory Framework

Federal

Federal regulations for cultural resources are primarily governed by National Historic Preservation Act of 1966 (NHPA) Section 106, which applies to actions taken by federal agencies. The goal of the Section 106 review process is to offer a measure of protection to sites that are listed or determined eligible for listing on the NRHP. The criteria for determining NRHP eligibility are found in 36 Code of Federal Regulations (CFR) Part 60. NHPA Section 106 requires federal agencies to take into account the effects of their undertakings on Historic Properties and affords the federal Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties," are found in 36 CFR Part 800. The NRHP criteria (36 CFR 60.4) are used to evaluate resources when complying with NHPA Section 106. Those criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and any of the following:

(a) Are associated with events that have made a significant contribution to the broad patterns of our history
(b) Are associated with the lives of persons significant in our past
(c) Embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction
(d) Have yielded or may be likely to yield, information important to history or prehistory

Eligible properties must meet at least one of the criteria and exhibit integrity. Historical integrity is measured by the degree to which the resource retains its historical attributes and conveys its historical character, the degree to which the original fabric has been retained, and the reversibility of changes to the property.

Archaeological site evaluation assesses the potential of each site to meet one or more of the criteria for NRHP eligibility based upon visual surface and subsurface evidence (if available) at each site location, information gathered during the literature and records searches, and the researcher's knowledge of and familiarity with the historic or prehistoric context associated with each site.

Paleontological resources are considered under NHPA Section 106 primarily when found in a culturally related context (i.e., fossil shells included as mortuary offerings in a burial or a rock formation containing petrified wood used as a chipped stone quarry). In such instances, the material is considered a cultural resource and is treated in the manner prescribed for the site by Section 106.

The Antiquities Act of 1906 (Title 16, United States Code, Sections 431-433) protects any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States from appropriation, excavation, injure or destruction without the

permission of the Secretary of the Department of the Government having jurisdiction over the lands on which the antiquities are situated. The California Department of Transportation, the National Park Service, Bureau of Land Management, U.S. Forest Service, and other federal agencies have interpreted objects of antiquity to include fossils. The Antiquities Act provides for the issuance of permits to collect fossils on lands administered by federal agencies and requires projects involving federal lands to obtain permits for both paleontological resource evaluation and mitigation efforts.

The federal Paleontological Resources Preservation Act of 2002 was enacted to codify the generally accepted practice of limiting the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers; these researchers must obtain a permit from the appropriate state or federal agency and agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers.

State

Under CEQA, public agencies must consider the impacts of their actions on both historical resources and unique archaeological resources. Pursuant to Public Resources Code (PRC) Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (refer to PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) and (b)). The term applies to any resource listed in or determined to be eligible for listing in the CRHR. The CRHR includes California resources listed in or formally determined eligible for listing in the NRHP, as well as certain California Historic Landmark (CHLs) and Points of Historical Interest (PHIs).

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1 and California Code of Regulations, Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project's impacts to historical resources (PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a)(3)). In general, a historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

> (a) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and

(b) Meets any of the following criteria:

1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2) Is associated with the lives of persons important in our past;
3) 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
4) Has yielded, or may be likely to yield, information important in prehistory or history.

(CEQA Guidelines Section 15064.5(a)(3))

Archaeological resources can sometimes qualify as historical resources (CEQA Guidelines Section 15064.5(c)(1)). In addition, PRC Section 5024 requires consultation with the Office of Historic Preservation when a project may impact historical resources located on state-owned land.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicate that a project that follows the Secretary of the Interior (SOI) Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the SOI Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, shall mitigate impacts to a level of less than significant. Potential eligibility also rests upon the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined through considering the setting, design, workmanship, materials, location, feeling, and association of the resource.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. PRC Section 21083.2(g) states that 'unique archaeological resource means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

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

(PRC Section 21083.2(g))

Treatment options under Section 21083.2 include activities that preserve such resources in place and in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation, or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Advice on procedures to identify cultural resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associations, and societies, be solicited as part of

the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains.

CEQA affords protection to paleontological resources, as CEQA Guidelines indicate that a project would have a significant environmental impact if it would disturb or destroy a unique paleontological resource or site or unique geologic feature. Although CEQA does not specifically define a unique paleontological resource or site, the definition of a unique archaeological resource (Section 21083.2) can be applied to a unique paleontological resource or site and a paleontological resource could be considered a historical resource if it has yielded, or may be likely to yield, information important in prehistory or history under Section 15064.5 (a)(3)(D).

California Public Resources Code, Section 5097.5

California PRC Section 5097.5 provides protection for cultural and paleontological resources, where PRC 5097.5(a)) states, in part, that:

> No person shall 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, except with the express permission of the public agency having jurisdiction over the lands.

California Health and Safety Code, Sections 7050.5, 7051, and 7054

California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered. The code states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in section 5097.98 of the Public Resources Code.

California Public Resources Code, Section 5097.98

Section 5097.98 requires the NAHC to notify the most likely descendants regarding the discovery of Native American human remains upon notification by a county coroner. This enables the descendants to inspect the site of the discovery of Native American human remains within 48 hours of notification by the NAHC, and to recommend to the landowner or the person responsible for the excavation work means for treating or disposition, with appropriate dignity, the human remains and any associated grave goods. Further, this section requires the owner of the land upon which Native American human remains were discovered, in the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or the land owner rejects the recommendation of the descendant, to

reinter the remains and burial items with appropriate dignity on the property in a location not subject to further disturbance.

Senate Bill 18

Senate Bill 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction.

Regional

County of San Bernardino Development Code

The County of San Bernardino Development Code defines Cultural Resources Preservation (CP) Overlays. The CP Overlay is established by Development Code Sections 82.01.020 and 82.01.030, and is intended to provide for the identification and preservation of important archaeological resources. The County requires that a proposed project within the CP Overlay includes a report prepared by a qualified professional archaeologist that determines the presence or absence of archaeological and/or historical resources on the project site, as well as appropriate data recovery or protection measures. The CP Overlay may be applied to areas where archaeological and historic sites that warrant preservation are known or are likely to be present, as determined by cultural resources research and/or inventory. In highly sensitive CP Overlay Districts, the local Native American tribe would be notified in the event of uncovering evidence of Native American cultural resources. If requested by the tribe, a Native American Monitor shall be required during such grading or excavation to ensure all artifacts are properly protected and/or recovered (Section 82.12.050).

A Paleontologic Resources (PR) Overlay is also defined by the County under Development Code Sections 82.01.020 (Land Use Plan and Land Use Zoning Districts) and 82.01.030 (Overlays). The PR Overlay may be applied to those areas where paleontological resources are known to occur or are likely to be present (determined through a paleontological records search). Detailed criteria for evaluation of paleontological resources and paleontologist qualifications are described in Development Code Sections 82.20.030 and 82.20.40.

The CP and PR Overlays are applicable to County lands; however, each local municipality has its own criteria for the preservation of local historic and prehistoric resources within their jurisdiction, as outlined below.

Local

City of Fontana Municipal Code

Fontana Municipal Code Chapter 5 (Buildings and Building Regulations), Article XIII (Preservation of Historic Resources), establishes the creation and functions of the planning commission and the identification, preservation and protection of historic, archeological and cultural resources within the City. Section 5-355 establishes the criteria for designating historical resources and historic overlay districts in the City. Under the provisions of this section, the city council, upon recommendation of the

commission, may designate any improvement, natural feature or site as an historical resource and any area within the city as an historic overlay district if it meets the criteria for listing on the NRHP or any of the following:

1. It has a special historical, archeological, cultural, architectural, community or aesthetic value
2. It is identified with persons, a business use or events significant in local, state or national history
3. It embodies distinctive characteristics of a style, type, period or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship
4. It has a unique location or singular physical characteristic that represents an established and familiar visible feature of a neighborhood or community or the city
5. Its integrity as a natural environment or feature strongly contributes to the well-being of residents or a neighborhood of the city
6. It is a geographically definable area possessing a concentration of sites, buildings, structures or objects that are unified by past events or are unified aesthetically by plan or physical development

Article XIII also outlines the requirement for a certificate of appropriateness for any alteration, restoration, rehabilitation, remodeling, construction, addition, change of use, demolition, relocation or removal of any designated or proposed historical resource or any improvement or object in a designated or proposed historical overlay district. Such a certificate is not necessary for maintenance or repairs that do not involve a change in design, exterior material or original appearance of an historical resource or an improvement or object in an historical overlay district. In addition, the certificate is not needed when the City building official certifies to the City Council that actions are necessary to protect the public health or safety due to an unsafe or dangerous condition which cannot be rectified through the use of the State Historic Building Code and when such an architectural feature can be replaced according to the Secretary of Interior Standards.

Fontana General Plan

The Fontana General Plan Open Space and Conservation Element contains policies that are applicable to cultural resources[4] as follows:

Cultural Resources, Goal 4.1

Policy 1 The City will adopt the necessary means to identify cultural resources within its jurisdiction.

Policy 2 The City will consider the identification of cultural resources an integral part of the planning process.

Cultural Resources, Goal 4.2

Policy 1 The City will make all reasonable efforts to protect cultural resources under its control.

Policy 3 The City will use its regulatory power to ensure the proper protection of cultural resources and avoid or minimize adverse effects on such resources from private projects that require discretionary City actions.

[4] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Cultural Resources, Goal 4.3

Policy 2 Promote the preservation and rehabilitation of the City's older residential neighborhoods to provide affordable housing.

Policy 3 Apply incentives to encourage compatible development and redevelopment projects in existing residential neighborhoods and commercial districts without sacrificing the integrity of cultural resources.

Impacts and Mitigation Measures

Analytic Method

The following analysis considers the presence and absence of historical, archaeological, or paleontological resources within the City. Baseline conditions were compiled through a review of the City's General Plan (2003) and an on-line search for resources listed in the NRHP and CRHR (OHP 2013). Historical resources include any resource listed in or determined to be eligible for listing in the NRHP, CRHR, certain CHLs and PHIs, as well as resources of regional or local significance that have been identified by the City in the Municipal Code. Such regional or locally designated resources are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise.

Measures selected by the City of Fontana were reviewed to determine which actions could result in physical changes that could affect cultural and paleontological resources.

Implementation of measures to improve transportation/transit technology, adoption of outdoor lighting performance standards and energy efficiency upgrades to wastewater treatment facilities (which would be implemented by IEUA, not by the City of Fontana), changes to parking policies, trip reduction ordinances, and water conservation measures in existing development would have no direct or indirect effect on cultural resources because those actions would not involve ground disturbance or physical changes to structures would alter historic integrity or context. Therefore, those measures are not evaluated in detail.

For those measures that could result in land disturbance or development of new features, potential effects were assessed by considering the magnitude of potential change in view of the City's General Plan policies and implementing actions in combination with existing laws and regulations pertaining to cultural resources.

Thresholds of Significance

The following thresholds of significance are based on 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the Regional Reduction Plan may have a significant adverse impact on cultural resources if it would do any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

- Disturb any human remains, including those interred outside of formal cemeteries

Effects Not Found to Be Significant

Threshold	Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5? Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Implementation of measures to improve transportation/transit technology, adoption of outdoor lighting performance standards and energy efficiency upgrades to wastewater treatment facilities (which would be implemented by IEUA, not by the City of Fontana), changes to parking policies, trip reduction ordinances, and water conservation measures in existing development would have no direct or indirect effect on historical or archaeological or paleontological resources because they would not involve ground disturbance or alteration or loss of structures with historic integrity or context.

It is expected that, as a result of implementing a GHG Performance Standard for New Development (PS-1), the installation of energy-saving features (e.g., indoor energy-efficient appliances, roof-mounted equipment, or small-scale energy-generating facilities for an individual development project) would be integral to the development project itself. Therefore, the Regional Reduction Plan would not result in any additional or new significant impacts on existing or known historical, archaeological, or paleontological resources beyond those associated with each new specific development project, and for which mitigation would be implemented if required.

Adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve some limited amount of ground disturbance or potential changes to historic-era structures, which would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. General Plan Open Space and Conservation Element Goal 4.3, Policy 3, encourages compatible development and redevelopment projects in existing residential neighborhoods and commercial districts without sacrificing the integrity of cultural resources, which would help minimize potential effects. Further, because transportation/transit corridors are in areas that have been disturbed by previous development, there is minimal potential to encounter buried archaeological or paleontological materials.

The City requires evaluation of historic structures; if the City determines a transit-oriented development project could adversely affect an historical resource, it would require project proponents to fully mitigate potential effects. Potential impacts on historic resources would be addressed through implementation of City Municipal Code Chapter 5 (Buildings and Building Regulations), Sections 5-351 through 5-365. With regard to historic resources, Section 5-357 mandates that any alteration, restoration, rehabilitation, remodeling, construction, addition, change of use, demolition, relocation or removal of any designated or proposed historical resource or any improvement or object in a designated or proposed historical overlay

district shall require a certificate of appropriateness from the city council. Where a permit is required for the proposed project, such permits shall not [be] issued unless and until a certificate of appropriateness has been approved by the City Council. Section 5-361 requires that all work on an historical resource or on any improvement or object in an historical overlay district must be performed in accordance with the certificate of appropriateness, the Secretary of the Interior's standards for rehabilitating historic buildings and standards for historic preservation projects and the state Historic Building Code.

On-Road elements of the Regional Reduction Plan selected by the City of Fontana that directly have the potential to affect historical, archaeological, or paleontological resources could include construction of new or expanded park-and-ride lots and pedestrian/bicycle network enhancements. If those projects occur in already-developed areas, there would be minimal effect on historic, archaeological, or paleontological resources. If a new project were to be developed in open space or vacant land, there is the potential for impacts. The City would require proposed project sites to be surveyed by a qualified archaeologist, historian, and/or architectural historian, as appropriate, to identify any potential cultural resources that may be affected, unless the preponderance of evidence demonstrates that such survey is unnecessary (General Plan, Open Space and Conservation Element Goal 4.2, Action 5). If resources could be affected, the General Plan (Open Space and Conservation Element Goal 4.2) provides that the City ensure proper protection of cultural resources and to avoid or minimize adverse effects on such resources from private projects that require discretionary City actions.

Therefore, for the reasons explained above, impacts would be ***less than significant***. No mitigation is required.

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

Although unlikely, due the type and likely locations of ground-disturbing activities that could occur in conjunction with implementation of park-and-ride and bicycle/pedestrian network improvements, there is the potential for human remains to be discovered.

Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in California PRC Section 5097. These requirements provide substantial protection to human burials by protecting and ensuring the appropriate treatment of the archaeological contexts within which these burials would be most likely to be encountered. California PRC Section 5097.98 would afford protection for human remains discovered during development activities. In addition, review and protection are afforded by CEQA for those projects subject to discretionary action, particularly for activities that could potentially disturb human remains. SB 18 requires consultation regarding Native American sites and artifacts, but the potential for project-level impacts to unidentified and unrecorded tribal cultural places remains moderate to high. The excavation and grading activities of the proposed project could result in impacts to human remains. However, PRC Section 5097.98 mandates the process to be followed in the event of a discovery of any human remains, and would mitigate all potential impacts. Consequently, any potential impacts to human remains from earth disturbance during implementation of the Regional Reduction Plan in Fontana would be ***less than significant***.

Cumulative Impacts

The cumulative analysis for impacts on cultural resources considers a broad regional system of which the resources are a part. The cumulative context for the cultural resources analysis is the Santa Ana River Valley and Prado Basin within San Bernardino and Riverside Counties. In these areas, common patterns of prehistoric and historic development have occurred. Based upon existing studies outlining intense resource use in this region, and the documented, observable material culture (i.e., artifacts) recovered from the prehistoric era to the present, the Santa Ana River Valley and Prado Basin are known to have high archaeological sensitivity, and past development has resulted in substantial adverse changes in the significance of various archaeological resources prior to the implementation of regulations enacted for the purpose of avoiding disturbance, damage, or degradation of these resources.

Urban development that has occurred over the past several decades in the Santa Ana River Valley and Prado Basin has resulted in the demolition and alteration of innumerable historical resources, and it is reasonable to assume that present and future development activities will continue to result in impacts on historical resources. Because all historical resources are unique and non-renewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Federal, state, and local laws protect historical resources in most instances. Even so, it is not always feasible to protect historical resources, particularly when preservation in place would prevent implementation of projects. For this reason, the cumulative effects of development in the region on historical resources are considered significant.

There is a broad range of measures that could be implemented by Participating Cities that, along, with future growth in the region, have the potential to result in cultural resources impacts if ground disturbance occurs or if the historic integrity or context of significant resources is affected. Impacts such resources would be determined on a discretionary case-by-case basis, and would be required to follow CEQA, and adopted city and county policies pertaining to cultural resources protection. For future discretionary projects occurring under the Regional Reduction Plan and cumulative development, environmental review would occur at project-level and would require mitigation. Properties with resources would be addressed through detailed mitigation plans, including monitoring, recovery and/or in situ preservation, as appropriate, and based on the recommendations of a qualified expert.

Implementation of the GHG reduction measures selected by Fontana are anticipated to result in minimal impacts on historical, archaeological, and/or paleontological resources due to the small scale and extent of those measures, as described above. Any potential impacts would be mitigated to levels that would not be significant through implementation of existing City policy and ordinances. Therefore, implementation of the GHG reduction measures identified in the Regional Reduction Plan for Fontana would not result in a cumulatively considerable contribution, and this would be a ***less-than-significant cumulative impact*** with regard to historical, archaeological, and paleontological resources.

Cumulative development, including the Regional Reduction Plan, could disturb human remains, including those interred outside of formal cemeteries. Treatment of human remains is covered under standard regulatory requirements CEQA Guidelines Section 15064.5(e) and PRC Section 5097.98, which also address treatment of remains that may be Native American, and that apply to all jurisdictions. Implementation of the Regional Reduction Plan in Fontana is not expected to result in significant

adverse impacts related to human remains due to the types and anticipated locations of GHG reduction projects. With standard mitigation, impacts would not be cumulatively considerable. Therefore, this would be a ***less-than-significant cumulative impact***.

References

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

———. 2011. *Southwest Industrial Park Specific Plan Update and Annexation Public Review Draft Program Environmental Impact Report*. SCH #2009091089. Chapter 4.4 (Cultural Resources), October.

———. n.d. *City of Fontana Municipal Code*.

Heizer, R.F., ed. 1978. *Handbook of North American Indians*. Vol. 8: California. Washington, DC: Smithsonian Institution.

Office of Historic Preservation (OHP). 2013. OHP Listed Resources. http://ohp.parks.ca.gov/listed_resources/?view=county&criteria=33 (accessed February 2013).

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.6.6 Geology/Soils

This section of the EIR analyzes the potential environmental effects on geology/soils in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from the Fontana General Plan (2003) and California Geological Survey (CGS) publications. Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing geology/soils were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Geologic Setting

The City of Fontana planning area is located in the central part of the Upper Santa Ana River Valley, a region that has been referred to as the "Fontana Plain." This part of the valley is defined by the steeply rising range front of the eastern San Gabriel Mountains on the north, Lytle Creek Wash on the east, and the Jurupa Mountains on the south.

Elevations in the valley range from about 850 feet above mean sea level at the southwestern corner of the city to about 2,000 feet near the northernmost point. In the Jurupa Mountains, the highest point within the city is approximately 1,740 feet above mean sea level, and within the San Gabriel Mountains, the high point is at an elevation of about 2,840 feet. Although small portions of the San Gabriel and Jurupa Mountains are within city limits, nearly all of the past development has occurred on the gently sloping valley floor.

Fontana straddles the junction between two major southern California geologic provinces, the Transverse Ranges to the north, and the Peninsular Ranges to the south, with the base of the San Gabriel Mountains (and the Cucamonga fault zone) marking the boundary. The San Gabriel Mountains are part of the Transverse Ranges province. The characteristic features that define this province are a series of predominantly east/west-trending mountain ranges and their intervening valleys. The ranges encompass the northern part of San Bernardino County, as well as parts of Riverside, Los Angeles, Ventura, and Santa Barbara counties. The Santa Ana River Valley is considered a part of the Peninsular Ranges, a province characterized by a northwest-trending geologic structural grain aligned with the San Andreas fault system, and represented by northwest-trending mountains and valleys stretching all the way to the Mexican border.

The San Gabriel Mountains are located in the central part of the Transverse Ranges, where they rise abruptly to heights of more than 6,000 feet above the valley floor. Bounded by the San Andreas fault system on the northeast and the Cucamonga fault zone on the south, the mountains are essentially a large block of the Earth's crust that has been squeezed up and thrust over the valley floor by north/south compression along the San Andreas tectonic plate boundary. Tectonic forces that initiated the rise of the mountains are thought to have started about 3.5 million years ago, at a time when scientists now believe there was a change in the relative motion of the Pacific and North American tectonic plates from strike-slip (slipping horizontally past one another) to transpressive (oblique movement that is a combination of

strike-slip and compression). Uplift of the mountains accelerated in mid-Pleistocene time, about 500,000 years ago, and continues today. The San Gabriel Mountains are among the fasting rising, as well as the fastest disintegrating, mountain ranges in the world.

Geologic Units

Along the mountain front, the Santa Ana River Valley is shaped by coalescing alluvial fans that have a range of ages coincident with the rise of the San Gabriel Mountains. Fontana is situated on geologically young (Holocene-age, approximately 11,700 years old) alluvium forming the Lytle Creek Fan. These young sediments are underlain by older alluvial fan deposits, and at great depth, by crystalline bedrock hundreds of millions of years old similar to that exposed in the mountains to the north and on the south of the City. Scattered, slightly elevated remnants of the older fans are exposed at the surface where they have not been buried by the younger sediments. Sediment transport and deposition on the Lytle Creek Fan now takes place largely within Lytle Creek Wash.

Seismic Hazards

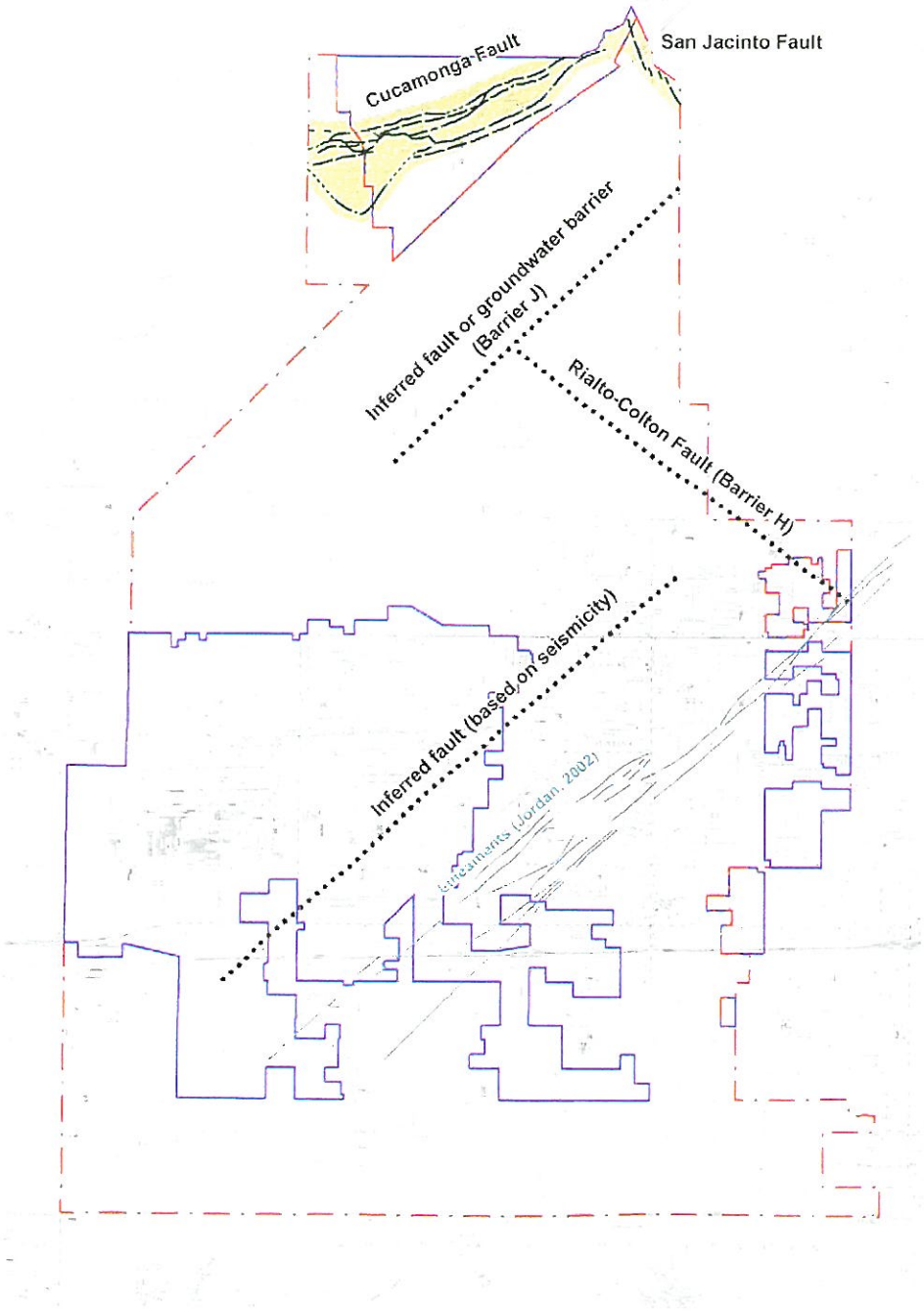
Local Faults

Displacements on faults at the northern edge of the Santa Ana River Valley caused older geologic units to be pushed up along a series of faults that dip northward beneath the mountains they form. In the Fontana area this is represented by the Cucamonga fault zone, which has thrust ancient crystalline rocks onto younger sediments filling the valley. Major strike-slip faults are also present in the vicinity, and where they have been most recently active, they have deformed the landscape and altered drainage patterns. Examples of such faulting in the Fontana vicinity are the San Jacinto and San Andreas faults, both predominantly right-lateral faults that are responsible for creating linear valleys and ridges, as well as offset stream channels.

Three faults have been mapped at depth within the portion of the valley floor encompassed by planning area: the Rialto-Colton fault and the Barrier J fault. A third fault trends across the center of the city in a northeast direction. This fault (or set of faults) has been mapped at that location based on a pronounced concentration of microearthquakes (referred to as the Fontana Seismic Trend). The Fontana Seismic Trend is delineated by a pronounced concentration of small earthquakes, and may be expressed at the surface by a series of northeast-trending lineaments that have not been investigated previously.

The Cucamonga and San Jacinto faults that extend into the far northern part of the planning area at the base of the San Gabriel mountains have been designated by the State Geologist as Alquist-Priolo Earthquake Fault Zones, indicating there is a potential for fault rupture. Special investigation and development standards apply to land uses that could be situated in those areas (see Regulatory Framework, below).

Figure 4.6.6-1 (Fault Locations) shows the locations of the faults that underlie Fontana and the Cucamonga and San Jacinto faults and associated Alquist-Priolo earthquake fault zones.



Base Map: USGS Topographic Map from SureTRASTER MAPS

Sources: Eckis, 1934; Dutcher & Garrett, 1963; CDWR, 1970; Morton, 1974; California Division of Mines and Geology, 1995; F. Jordan (2002 personal communication)

0.5 0 0.5 1 1.5

Fontana City Limit

Sphere of influence

Alquist-Priolo Earthquake Fault Zones

Lineaments identified in aerial photos by F. Jordan (personal communication, 2002)

Fault considered active, with the potential for surface rupture; solid where location known, dashed where approximate, dotted where inferred

Concealed Faults

NORTH
SCALE IN MILES

***Source*:** City of Fontana General Plan.

Figure 4.6.6-1
Fault Locations

Regional Faults

There are several regional faults that have the potential to generate strong groundshaking in Fontana. Table 4.6.6-1 (Regional Faults) lists the maximum magnitudes of earthquakes that each fault is capable of, and the peak horizontal ground acceleration that such an earthquake would generate in the Fontana area.

Table 4.6.6-1 Regional Faults

Fault	*Distance to Fontana (miles)*	*M_{max}, Magnitude*	*Peak Ground Acceleration (g)*
Chino-Central Avenue Fault	4–12	6.7	0.23–0.54
Cucamonga Fault	7–14	6.9	0.22–0.39
Elsinore Fault	9–16	6.8	0.16–0.27
Puente Hills Blind Thrust Fault	21–32	7.1	0.17–0.26
San Andreas Fault; San Bernardino and Coachella segments	14–22	7.7	0.22–0.32
San Andreas Fault; five southern segments	14–22	8.0	0.26–0.37
San Jacinto Fault; San Bernardino Segment	10–18	6.7	0.13–0.24
San Jose Fault	5–12	6.4	0.20–0.45
Sierra Madre Fault	7–15	7.2	0.25–0.44
Whittier Fault	8–16	6.8	0.17–0.30

SOURCE: Ontario (2006).
g = acceleration of gravity; M_{max} = magnitude as measured on the logarithmic seismic Richter scale

Groundshaking

Fontana is susceptible to very strong groundshaking, and some areas of the City may be affected by fault rupture, as noted above. A maximum magnitude earthquake on any of the three faults close to the city (Cucamonga, San Jacinto and San Andreas faults) has the potential to generate significant damage to wood-frame, reinforced concrete and steel structures, and to mobile homes. Most of the casualties anticipated in the area as a result of any of these earthquakes are thought to be associated with collapse of reinforced concrete and steel structures common in the commercial and industrial sections of the city. Mobile homes are expected to suffer extensive to complete damage. In all, nearly 50 percent of the structures in the area are expected to experience at least moderate damage.

Liquefaction

Liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This subsurface process can lead to near-surface or surface failure that can damage structures. If surface failure does occur, it is usually expressed as lateral spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) can commonly accompany these different types of failure.

Liquefaction hazard is low throughout most of the planning area. The portion of the Lytle Creek channel located in the northeast part of the planning area is highly susceptible to liquefaction. Other areas in the

southern portion of the city may also have a moderate susceptibility to liquefaction due to seasonal saturation of the near-surface sediments. Although there is the potential for liquefaction in some locations in the City, the State has not designated liquefaction hazard zones requiring special study under the Seismic Hazard Mapping Act.

Settlement

Strong groundshaking can also cause soils to become more tightly packed and settle due to the collapse of voids and pore spaces. This type of settlement typically occurs in soils that are loose, granular, and cohesionless, and can occur in either wet or dry soils. Unconsolidated young alluvial sediments are especially susceptible to this hazard. Seismically induced settlement can cause damage to structures and buried pipelines. Most of the Fontana planning area is underlain by young, unconsolidated alluvial deposits and artificial fill that may be susceptible to seismically induced settlement.

Other Geologic Hazards

Landslides

The northern and southern edges of the city encroach onto or near hillside areas consisting of dense crystalline bedrock. These hillsides are vulnerable to slope instability due primarily to the fractured, crushed and weathered condition of the bedrock, and the steep terrain. Oversteepened slopes, such as those along quarry excavations, are also locally susceptible to failure. The probability of large bedrock landslides occurring is relatively low, as indicated by the very few landslides that have actually been mapped in the area. Therefore, the source of potential losses due to slope instability arises primarily from the occurrence of smaller slope failures in the form of small slides, slumps, soil slips, debris flows, and rockfalls. The potential for such failures can be enhanced by wildfire, heavy winter storms, seismic activity, or human activities. Development has reached the base of the San Gabriel and Jurupa Mountains in recent years. Without protection, portions of these developments may be susceptible to run-off, sedimentation, and small slope failures from the adjacent hills. Under the right climatic and geological conditions, mountain drainages can also produce destructive debris flows, especially in winters following wildfires. The State has not delineated landslide hazard zones requiring special investigation under the State's Seismic Hazard Mapping program.

Ground Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and most often results from human activities such as the extraction of oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage.

Regional ground subsidence as a result of groundwater extraction has not been reported in the Fontana area, but it is known to be occurring in other nearby regions. The City is above the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin, from which groundwater has been extracted for decades. The thick alluvial deposits composing the subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid groundwater withdrawal. Surface subsidence of

up to 2.5 feet and ground fissuring from groundwater production have been reported in the City of Chino to the southwest of Fontana.

Collapsible Soils

When collapsible soils become saturated, their grains rearrange and lose cohesion, causing rapid, substantial settlement under relatively light loads. Soils prone to collapse are generally young, deposited by flash floods or wind. Increased surface water infiltration, such as from irrigation or a rise in the groundwater table, combined with the weight of a building can cause rapid settlement and cracking of foundations and walls. The soils that underlie most of the planning area are not considered collapsible. However, the alluvial and wind-blown deposits on the valley floor may be susceptible to collapse.

Compressible Soils

Compressible soils are typically unconsolidated, low-density Holocene sediments that may compress under the weight of structures and fill soil. The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression.

Expansive Soils

Soils containing expansive clay minerals can shrink or swell substantially as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking damage as soils shrink and subside or expand. Most of the sediments that underlie the valley area are coarse-grained and generally have a very low potential for expansion. However, finer-grained components that are moderately to highly expansive may be present locally. These units are more likely to be present in the southern part of the city, where finer-grained sequences within the alluvial fans are present. These fine-grained units may not be present at the surface but may be exposed during grading.

Erosion

Erosion is the movement of rock and soil due to water, wind, and gravity. Soil erosion may be a slow process that continues relatively unnoticed, or it may occur quickly, causing serious loss of topsoil. The rate and magnitude of soil erosion by water is controlled by rainfall intensity and runoff, soil texture and cohesion, slope gradient and length, and vegetation cover. The young alluvial sediment and wind-blown sand underlying the City are generally granular, poorly consolidated, and very susceptible to erosion. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes.

Regulatory Framework

Federal

There are no federal regulations related to geologic and soil resources and hazards.

State

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act requires the State Geologist to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The act also requires that cities and counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 for the purpose of protecting the public from the effects of nonsurface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The State has not published maps that cover the portion of San Bernardino County where Fontana is located.

Senate Bill 547

After the 1933 Long Beach earthquake, building codes changed prohibiting unreinforced masonry buildings, and few have been built in California since then; however, there are unreinforced concrete buildings that remain and pose a danger of collapse during seismic events. Senate Bill 547 (Government Code Sections 8875 et seq.), requires local governments to conduct an inventory of unreinforced concrete buildings within their jurisdiction and assess the hazard posed by this class of building. The Senate bill does not specify the level of performance required or expected, but leaves it up to each community.

California Building Code (2010)

California Code of Regulations (CCR) Title 24, Part 2, the California Building Code (CBC), provides minimum standards for building design in the State. The 2010 CBC, effective January 1, 2011, is the current code and is based on the current (2009) International Building Code (IBC).

Each jurisdiction in California may adopt its own building code based on the 2010 CBC. Local codes are permitted to be more stringent than the 2010 CBC, but, at a minimum, are required to meet all state standards and enforce the regulations of the 2010 CBC beginning January 1, 2011. The City of Fontana has adopted the 2010 CBC.

Chapter 16 of the CBC deals with structural design requirements governing seismically resistant construction (Section 1604), including, but not limited to, factors and coefficients used to establish

seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (Sections 1613.5 through 1613.7). Chapter 18 includes, but is not limited to, the requirements for foundation and soil investigations (Section 1803); excavation, grading, and fill (Section 1804); allowable load-bearing values of soils (Section 1806); and the design of footings, foundations, and slope clearances (Sections 1808 and 1809), retaining walls (Section 1807), and pier, pile, driven, and cast-in-place foundation support systems (Section 1810). Chapter 33 includes, but is not limited to, requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304). CBC Appendix J includes, but is not limited to, grading requirements for the design of excavations and fills (Sections J106 and J107) and for erosion control (Sections J109 and J110). Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in Cal-OSHA regulations (CCR, Title 8).

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled "The Homeowners Guide to Earthquake Safety." This publication was written and adopted by the California Seismic Safety Commission.

Regional

No regional regulations exist pertaining to geologic and soil resources and hazards. Each local jurisdiction has their own criteria for regulating geologic and soil resources and hazards.

Local

City of Fontana Municipal Code

Fontana has adopted the 2010 CBC including CBC Appendices C, I, and J (Municipal Code Section 5-61).

Fontana General Plan

The Fontana General Plan policies that are applicable to geologic and soil resources and hazards[5] are as follows:

Safety Element, Seismic Hazards

Policy 1 The City shall monitor development or re-development in areas where faults have been mapped through the city.

Policy 2 The City shall ensure that current geologic knowledge and peer (third-party) review are incorporated into the design, planning, and construction stages of a project, and that site-specific data are applied to each project.

[5] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy 3 The City shall strive to ensure that the design of new structures and the performance of existing structures address the appropriate earthquake hazards.

Safety Element, Geologic Hazards

Policy 1 The City shall take actions to minimize grading and otherwise changing the natural topography, while protecting public safety and reducing the potential for property damage as a result of geologic hazards.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on geology/soils if it would do any of the following:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - > Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
  - > Strong seismic groundshaking
  - > Seismic-related ground failure, including liquefaction
  - > Landslides
- Result in substantial soil erosion or the loss of topsoil
- 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
- Be located on expansive soil, as defined in 2010 California Building Code Section 1803.5.2, creating substantial risks to life or property
- 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

Analytic Method

The following analysis considers the potential impacts to geologic and soil resources resulting from implementation of the Regional Reduction Plan within the City.

Effects Not Found to Be Significant

Threshold	Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: ■ Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ■ Strong seismic groundshaking ■ Seismic-related ground failure, including liquefaction ■ Landslides

The Cucamonga and San Jacinto faults that extend into the far northern part of the planning area at the base of the San Gabriel Mountains have been designated by the State Geologist as Alquist-Priolo Earthquake Fault Zones, indicating there is a potential for fault rupture. Implementation of the Regional Reduction Plan in Fontana would not involve measures that would result in extensive development in those locations, as such measures would be limited to small-scale features such as park-and-ride lots and bicycle/pedestrian network improvements. Special investigation and development standards apply to land uses that could be situated in those areas to minimize potential hazards. Those features could also be subject to strong groundshaking from local and regional faults, as well as liquefaction or other ground failure, depending on location. The City implements the 2010 CBC seismic safety standards through the Municipal Code, which would minimize potential risks.

Implementation of measures to improve transportation/transit technology, adoption of outdoor lighting performance standards, changes to parking policies, trip reduction ordinances, and water conservation measures in existing development would not susceptible to fault rupture, strong groundshaking, or related hazards because those actions would not result in development of structures.

It is expected that, as a result of implementing a GHG Performance Standard for New Development (PS-1), the installation of energy-saving features (e.g., indoor energy-efficient appliances, roof-mounted equipment, or small-scale energy-generating facilities for an individual development project) would be integral to the development project itself. Therefore, the Regional Reduction Plan would not result in any additional or new significant impacts related to fault rupture, groundshaking, or related hazards beyond those associated with each new specific development project, and for which mitigation would be implemented if required.

Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

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

The young alluvial sediment and wind-blown sand underlying the City are generally granular, poorly consolidated, and very susceptible to erosion. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes.

The only components of the measures selected by Fontana to implement the GHG reduction measures in the Regional Reduction Plan that would directly result in ground disturbance that could result in erosion would be the construction of park-and-ride lots and pedestrian/bicycle network enhancements. If transit-oriented development policies are implemented, there could be ground disturbance for new development, which would be an indirect effect of the Regional Reduction Plan.

However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur. In addition, construction activities on project sites used to implement the reduction measures in the Regional Reduction Plan such as park-and-ride lots and bicycle and/or pedestrian networks larger than one acre are required to prepare a Stormwater Pollution Prevention Plan that details best management practices to reduce the potential for erosion during construction activities (see Hydrology and Water Quality). Consequently, impacts would be less than significant. The impact would be ***less than significant***. No mitigation is required.

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

The only components of the measures selected by Fontana to implement the GHG reduction measures in the Regional Reduction Plan that would directly result in ground disturbance would be the construction of park-and-ride lots and pedestrian/bicycle network enhancements. If transit-oriented development policies are implemented, there could be ground disturbance for new development, which would be an indirect effect of the Regional Reduction Plan. In all cases, the development projects would be required to comply with seismic safety provisions of the 2010 CBC (CCR Title 24, Part 2) and would need to obtain a grading permit. Such compliance and City review of the improvements would reduce hazards arising from unstable geologic units and soils including landslides, lateral spreading subsidence, liquefaction, or collapse to less than significant. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

Threshold	Would the project be located on expansive soil, as defined in 2010 California Building Code Section 1803.5.2, creating substantial risks to life or property?

Most of the sediments that underlie the valley area are coarse-grained and generally have a very low potential for expansion. However, finer-grained components that are moderately to highly expansive may be present locally. These units are more likely to be present in the southern part of the city, where finer-grained sequences within the alluvial fans are present. These fine-grained units may not be present at the surface but may be exposed during grading. If measures such as park-and-ride lots are constructed in the southern part of the City, this could expose persons or structures to potentially significant hazards from expansive soils. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur. Consequently, any potential impacts associated with expansive soils during implementation of the Regional Plan would be reduced to ***less than significant***. No mitigation is required.

Threshold	Would the project 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?

The Regional Reduction Plan measures in Fontana would reduce GHG emissions citywide through reduction measures such as energy efficiency goals, the reduction of vehicle trips and vehicle miles traveled to reduce transportation related emissions, and water conservation programs. None of the reduction measures are related to or require the need for septic tanks or alternative wastewater disposal systems. There would be ***no impact***. Further analysis is not required.

Cumulative Impacts

Because the Regional Reduction Plan does not impact geologic and soil resources or hazards at a Project level, implementation of the Regional Reduction Plan will not create impacts to geologic and soil resources and hazards that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

California Division of Mines and Geology. 1995. *Earthquake Fault Zones: Devore Quadrangle*.

California Geological Survey. 2010. *2010 Geologic Map of California*.

California Geological Survey, Seismic Hazards Mapping Program. 2008. *Official Maps Released in Southern California*.

Fontana, City of. 2003. *City of Fontana General Plan*.

Fontana, City of. n.d. *City of Fontana Municipal Code*.

Ontario, City of. 2006. *Technical Background Report for the City of Ontario General Plan Safety Element*, October

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.6.7 Greenhouse Gas Emissions

This section of the EIR analyzes the potential environmental effects on greenhouse gas (GHG) emissions in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from various sources, including publications prepared by a number of professional associations and agencies that have suggested approaches and strategies for complying with CEQA's environmental disclosure requirements. Such organizations include the California Attorney General's Office (AGO), the California Air Pollution Controls Officers Association (CAPCOA), the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), The Climate Registry, and the Association of Environmental Professionals (AEP). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing greenhouse gas emissions were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

The proposed project is located within the South Coast Air Basin (Basin). The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Climate change within the Basin is influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

The City of Fontana emitted approximately 1.2 million metric tons of carbon dioxide equivalents (MMT CO_2e) in 2008. The emissions were calculated based on the 2012RTP traffic modeling, data from utilities, and land use. The largest portion of the City's 2008 emissions were from transportation (51.2 percent), followed by emissions from electricity and natural gas use in buildings (39 percent). Table 4.6.7-1 (2008 Net Total Emissions) summarizes the City's net 2008 emissions of CO_2e as broken down by emissions category. This represents the baseline against which GHG emissions as a result of implementation of the Regional Reduction Plan are analyzed. A detailed breakdown of 2008 emissions by category is available in the Regional Reduction Plan.

Climate Change Background

Parts of the earth's atmosphere act as an insulating blanket of the right thickness to trap sufficient solar energy and keep the global average temperature in a suitable range. The 'blanket' is a collection of atmospheric gases called 'greenhouse gases' based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. This in turn is causing the earth's temperature to rise. A warmer earth may lead to changes in rainfall patterns, smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

Table 4.6.7-1 2008 Net Total Emissions

Category	*Metric Tons of CO_2e*
Energy	483,683
On-Road Transportation	635,066
Off-road Equipment	73,650
Water and Wastewater	23,107
Solid Waste	19,570
Agriculture	3,850
Total	***1,238,926***
Excluded Stationary Sources under Title V Permits[a]	131,922

SOURCE: SANBAG (2012).
a. Excluded from target setting and reductions due to lack of jurisdictional control (see Analytical Method section below).

The relationships of water vapor and ozone as GHGs are poorly understood. It is unclear how much water vapor acts as a GHG. The uncertainty is due to the fact that water vapor can also produce cloud cover, which reflects sunlight away from earth and can counteract its effect as a GHG. Also, water vapor tends to increase as the earth warms, so it is not well understood whether the increase in water vapor is contributing to or rather a result of climate change. Ozone tends to break down in the presence of solar radiation but is not understood well enough for evaluation. For these reasons, methodologies approved by the IPCC, United States Environmental Protection Agency (USEPA), and the California Air Resources Board (ARB) focus on carbon dioxide, nitrous oxide, methane, and chlorofluorocarbons. The following provides a brief description of each of these GHGs.

Carbon Dioxide

The natural production and absorption of carbon dioxide occurs through the burning of fossil fuels (e.g., oil, natural gas, and coal), solid waste, trees and wood products, and as a result of other chemical reactions, such as those required to manufacture cement. Globally, the largest source of CO_2 emissions is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. A number of specialized industrial production processes and product uses, such as mineral or metal production, and the use of petroleum-based products, leads to CO_2 emissions.

CO_2 is removed from the atmosphere (or sequestered) when it is absorbed by plants as part of the biological carbon cycle. Natural sources of CO_2 occur within the carbon cycle where billions of tons of atmospheric CO_2 are removed by oceans and growing plants and are emitted back into the atmosphere through natural processes. When in balance, total CO_2 emissions and removals from the entire carbon cycle are roughly equal. Since the Industrial Revolution in the 1700s, human activities, including burning of oil, coal, and gas and deforestation, increased CO_2 concentrations in the atmosphere by 35 percent as of 2005.

Methane

Methane is emitted from a variety of both human-related and natural sources. CH_4 is emitted during the production and transport of coal, natural gas, and oil, from livestock and other agricultural practices, and

from the decay of organic waste in municipal solid waste landfills. It is estimated that 60 percent of global CH_4 emissions are related to human activities. Natural sources of CH_4 include wetlands, gas hydrates,[6] permafrost, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. CH_4 emissions levels from a particular source can vary significantly from one country or region to another. These variances depend on many factors, such as climate, industrial and agricultural production characteristics, energy types and usage, and waste management practices. For example, temperature and moisture have a significant effect on the anaerobic digestion process, which is one of the key biological processes resulting in CH_4 emissions from both human and natural sources. Also, the implementation of technologies to capture and utilize CH_4 from sources such as landfills, coal mines, and manure management systems affects the emissions levels from these sources.

Nitrous Oxide

Concentrations of nitrous oxide also began to rise at the beginning of the Industrial Revolution reaching 314 parts per billion (ppb) by 1998. Microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen, produce nitrous oxide. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to the atmospheric load of N_2O.

Chlorofluorocarbons

Chlorofluorocarbons have no natural source, but were synthesized for uses as refrigerants, aerosol propellants, and cleaning solvents. Since their creation in 1928, the concentrations of CFCs in the atmosphere have been rising. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken, and levels of the major CFCs are now remaining static or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years. Since they are also a GHG, along with such other long-lived synthesized gases as CF_4 (carbontetrafluoride) and SF_6 (sulfurhexafluoride), they are of concern. Another set of synthesized compounds called HFCs (hydrofluorocarbons) are also considered GHGs, though they are less stable in the atmosphere and therefore have a shorter lifetime and less of an impact. CFCs, CF_4, SF_6, and HFCs have been banned and are no longer available. Therefore, these GHGs are not included further in this analysis.

Potential Effects of Global Climate Change

Climate change could have a number of adverse effects. Although these effects would have global consequences, in most cases they would not disproportionately affect any one site or activity. In other words, many of the effects of climate change are not site-specific. Emission of GHGs would contribute to the changes in the global climate, which would in turn, have a number of physical and environmental effects. A number of general effects are discussed below.

Water Supply. California Health and Safety Code Section 38501(a) recognizes that climate change "poses a serious threat to the economic well-being, public health, natural resources, and the environment

[6] Gas hydrates are crystalline solids that consist of a gas molecule, usually methane, surrounded by a "cage" of water molecules.

of California," and notes, "the potential adverse impacts of [climate change] include…reduction in the quality and supply of water to the state from the Sierra snowpack." As most of the state, including the City of Fontana, depends on surface water supplies originating in the Sierra Nevada, this potential water supply reduction is a concern.

Most of the scientific models addressing climate change show that the primary effect on California's climate would be a reduced snow pack and a shift in stream-flow seasonality. A higher percentage of the winter precipitation in the mountains would likely fall as rain rather than as snow in some locations, reducing the overall snowpack. Further, as temperatures rise, snowmelt is expected to occur earlier in the year. As a result, peak runoff would likely come a month or so earlier. The end result of this would be that the state may not have sufficient surface storage to capture the early runoff, and so, absent construction of additional water storage projects, a portion of the current supplies would flow to the oceans and be unavailable for use in the state's water delivery systems.

Water Quality. Climate change could have adverse effects on water quality, which would in turn affect the beneficial uses (habitat, water supply, etc.) of surface water bodies and groundwater. The changes in precipitation discussed above could result in increased sedimentation, higher concentration of pollutants, higher dissolved oxygen levels, increased temperatures, and an increase in the amount of runoff constituents reaching surface water bodies. Sea level rise, discussed above, could result in the encroachment of saline water into freshwater bodies.

Ecosystems and Biodiversity. Climate change could have effects on diverse types of ecosystems, from alpine to deep sea habitat. As temperatures and precipitation change, seasonal shifts in vegetation would occur, which would potentially have an effect on the distribution of associated flora and fauna species. As the range of species shifts, habitat fragmentation could occur, with acute impacts on the distribution of certain sensitive species. The IPCC states that "20 percent to 30 percent of species assessed may be at risk of extinction from climate change impacts within this century if global mean temperatures exceed 2 to 3°C (3.6 to 5.4°F) relative to pre-industrial levels" (IPCC 2007). Shifts in existing biomes[7] could also make ecosystems vulnerable to invasive species encroachment. Wildfires, which are an important control mechanism in many ecosystems, may become more severe and more frequent, making it difficult for native plant species to repeatedly re-germinate. In general terms, climate change would put a number of stressors on ecosystems, with potentially catastrophic effects on biodiversity.

Human Health Impacts. Climate change may increase the risk of vector-borne infectious diseases, particularly those found in tropical areas and spread by insects: malaria, dengue fever, yellow fever, and encephalitis (USEPA 2008). While these health impacts would largely affect tropical areas in other parts of the world, effects would also be felt in California. Warming of the atmosphere would be expected to increase smog and particulate pollution, which could adversely affect individuals with heart and respiratory problems, such as asthma. Extreme heat events would also be expected to occur with more frequency, and could adversely affect the elderly, children, and the homeless. Finally, the water supply impacts and seasonal temperature variations which could occur as a result of climate change could affect the viability of existing agricultural operations, making the food supply more vulnerable.

[7] A biome is a major ecological community classified by the predominant vegetation, and hence animal inhabitants.

Potential Effects of Human Activity on Climate Change

The burning of fossil fuels, such as coal and oil, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO_2 emissions (and thus substantial increases in atmospheric concentrations). In 1994, atmospheric CO_2 concentrations were found to have increased by nearly 30 percent above pre-industrial (c. 1760) concentrations.

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG emissions are typically measured in terms of pounds or tons of CO_2 equivalents (CO_2e), and are often expressed in metric tons (MT CO_2e) or millions of metric tons of CO_2 equivalents (MMT CO_2e).

- **Global Emissions.** Worldwide emissions of GHGs in 2004 were nearly 30 billion tons of CO_2e per year (including both on-going emissions from industrial and agricultural sources, but excluding emissions from land-use changes) (United Nations 2007).
- **U.S. Emissions.** In 2004, the United States emitted 7.1 billion tons of CO_2e. Of the four major sectors nationwide—residential, commercial, industrial, and transportation—transportation accounts for the highest percentage of GHG emissions (approximately 35 to 40 percent); these emissions are entirely generated from direct fossil fuel combustion. In 2008, the United States emitted 6.9 billion tons of CO_2e, with transportation accounting for the highest percentage of GHG emissions, approximately 32 percent (USEPA 2011).
- **State of California Emissions.** In 2004, California emitted approximately 483 million tons of CO_2e, or about 6 percent of the U.S. emissions. This large number is due primarily to the sheer size of California compared to other states. By contrast, California has one of the fourth lowest per-capita GHG emission rates in the country, due to the success of its energy-efficiency and renewable energy programs and commitments that have lowered the state's GHG emissions rate of growth by more than half of what it would have been otherwise. Another factor that has reduced California's fuel use and GHG emissions is its mild climate compared to that of many other states. In 2008, California's GHG emissions were approximately 478 million metric tons CO_2e, generally attributed to the reduced travel, and therefore, transportation emissions (USEPA 2010).
  - The California Energy Commission (CEC) found that transportation is the source of approximately 41 percent of the state's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent, and industrial sources at 20 percent. Agriculture and forestry is the source of approximately 8.3 percent, as is the source categorized as "other," which includes residential and commercial activities (CEC 2007).

Various aspects of constructing, operating, and eventually discontinuing (demolition and disposal of waste) the use of industrial, commercial, and residential development will result in GHG emissions. Operational GHG emissions result from energy use associated with heating, lighting, and powering buildings (typically through natural gas and electricity consumption), pumping and processing water (which consumes electricity), as well as fuel used for transportation and decomposition of waste associated with building occupants. New development can also create GHG emissions in its construction and demolition phases in connection with the use of fuels in construction equipment, creation and decomposition of building materials, vegetation clearing, and other activities. However, it is noted that

new development does not necessarily create entirely new GHG emissions. Occupants of new buildings are often relocating and shifting their operational-phase emissions from other locations.

Regulatory Framework

Federal

U.S. Environmental Protection Agency

The USEPA is responsible for implementing federal policy to address global climate change. The federal government administers a wide array of public-private partnerships to reduce GHG intensity generated by the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions.

Federal Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, USEPA released its final Greenhouse Gas Reporting Rule (Reporting Rule). The Reporting Rule is a response to the fiscal year (FY) 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110-161), which required USEPA to develop "mandatory reporting of greenhouse gasses above appropriate thresholds in all sectors of the economy … ." The Reporting Rule would apply to most entities that emit 25,000 MT CO_2e or more per year. Starting in 2010, facility owners were required to submit an annual GHG emissions report with detailed calculations of facility GHG emissions. The Reporting Rule also mandates recordkeeping and administrative requirements in order for USEPA to verify annual GHG emissions reports.

USEPA Endangerment and Cause and Contribute Findings

On December 7, 2009, USEPA signed the Endangerment and Cause or Contribute Findings for GHGs under Clean Air Act (CAA) Section 202(a). Under the Endangerment Finding, USEPA finds that the current and projected concentrations of the six key well-mixed GHGs—carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), perfluorinated carbons (PFCs), sulfur hexafluoride (SF_6), and hydrofluorocarbons (HFCs)—in the atmosphere threaten the public health and welfare of current and future generations. Under the Cause or Contribute Finding, USEPA found that the combined emissions of these well-mixed GHGs from new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare. These findings did not by themselves impose any requirements on specific industries or other entities. However, this action was a prerequisite to finalizing USEPA's Clean Air Act (CAA) Title V permitting regulations known as the "Tailoring Rule" under the for new, large point source emitters and corporate average fuel economy (CAFE) standards for light-duty vehicles for future years.

Clean Air Act Permitting (Tailoring Rule) for GHG Emissions

On January 2, 2011 USEPA required states to implement new pollution control measures designed to reduce GHG emissions from new large emission sources such as power plants and refineries. The new GHG standards fall under CAA Title V; while the USEPA oversees compliance with the CAA, individual states are in control of issuing CAA Title V air permits. All states have adapted their air permit programs to comply with the GHG standards of the CAA except for Arizona and Texas. For these two

states, the USEPA will take over the issuing of air permits until such a time that the state can resume compliance. The final rule, called the "Tailoring Rule," established a phased schedule that focuses the GHG permitting programs on the largest sources with the most CAA permitting experience in the first step. Then, in step two, the rule expands to cover large sources of GHGs that may not have been previously covered by the CAA for other pollutants. The rule also describes USEPA's commitment to future rulemaking that will describe subsequent steps for GHG permitting. The "Tailoring Rule" requires all new sources or modifications of existing sources subject to the New Source Review Prevention of Significant Deterioration (PSD) for another regulated air pollutant under the CAA to also provide Best Available Contract Technology (BACT) if the source has a potential to emit (PTE) at least 75,000 MT/year Carbon Dioxide equivalents (CO_2e). In addition new sources that are not regulated under the CAA for other air pollutants, but have a PTE of at least 100,000 MT CO_2e/year must provide BACT for GHG emissions.

Updated Corporate Average Fuel Economy (CAFE) Standards

The current Federal CAFE standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and the state of California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in summer 2012 for model years 2017–2025, which will require a fleet average in 2025 of 54.5 mpg.

State

California Air Resources Board

California ARB, a part of the California EPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

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

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHGs in California. California ARB has determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO_2e. California ARB has adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit set by AB 32. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health.

Part of California's strategy for achieving GHG reductions under AB 32 are the early action greenhouse gas reduction measures, which include the following: a low carbon fuel standard; reduction of emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007).

Assembly Bill (AB) 1493—Pavley Rules

Known as "Pavley I," AB 1493 standards were the nation's first GHG standards for automobiles. AB 1493 requires the California ARB to adopt vehicle standards that will lower GHG emissions from new light-duty autos to the maximum extent feasible beginning in 2009. Additional strengthening of the Pavley standards (referred to previously as "Pavley II", now referred to as the "Advanced Clean Cars" measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 mpg by 2020 (and more for years beyond 2020) and reduce GHG emissions from the transportation sector in California by approximately 14 percent. In June 2009, USEPA granted California's waiver request enabling the state to enforce its GHG emissions standards for new motor vehicles beginning with the current model year. USEPA and the California ARB have worked together on a joint rulemaking to establish GHG emissions standards for model-year 2017–2025 passenger vehicles. As noted above, the federal government completed rulemaking in summer 2012 resulting in adoption of new standards that would lead to fleet average of 54.5 mpg in 2025.

Senate Bill (SB) 1078, SB 107, and SB 2—Renewable Portfolio Standard

SB 1078 and SB 107, California's Renewable Portfolio Standard (RPS), obligates investor-owned utilities (IOUs), energy service providers (ESPs), and Community Choice Aggregations (CCAs) to procure an additional 1 percent of retail sales per year from eligible renewable sources until 20 percent is reached, no later than 2010. The California Public Utilities Commission (CPUC) and California Energy Commission (CEC) are jointly responsible for implementing the program. Senate Bill 2 (2011) set forth a longer-range target of procuring 33 percent of retail sales by 2020.

Executive Order S-01-07—Low Carbon Fuel Standard

Executive Order S-01-07 mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 and (2) that an LCFS for transportation fuels be established in California. The executive order initiated a research and regulatory process at California ARB. California ARB developed the LCFS regulation pursuant to the authority under AB 32 and adopted it in 2009. In late 2011, a federal judge issued a preliminary injunction blocking enforcement

of the LCFS, ruling that the LCFS violates the interstate commerce clause (Georgetown Climate Center 2012). The injunction was lifted in April 2012 so that California ARB can continue enforcing the LCFS pending California ARB's appeal of the federal district court ruling.

State Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs, such as the Southern California Council of Governments (SCAG), which includes Orange County, will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. SCAG's reduction target for per capita vehicular emissions is 8 percent by 2020 and 13 percent by 2035 (California ARB 2010). The MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule; to date, no region has adopted an SCS. The first of the RTP updates with SCS strategies are expected in 2012.

Senate Bill 97

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. In March 2010, the California Office of Administrative Law codified into law CEQA amendments that provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions, as found in CEQA Guidelines Section 15183.5. To streamline analysis, CEQA provides for analysis through compliance with a previously adopted plan or mitigation program under special circumstances.

Executive Order S-13-08

Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, provides clear direction for how the state should plan for future climate impacts. The first result is the 2009 California Adaptation Strategy (CAS) report which summarizes the best known science on climate change impacts in the state to assess vulnerability and outlines possible solutions that can be implemented within and across state agencies to promote resiliency.

California Code of Regulations (CCR) Title 24

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to increase the baseline energy efficiency requirements. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity.

Therefore, increased energy efficiency results in decreased GHG emissions. The 2008 standards are the most recent version which went into effect in January 1, 2010.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen) was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of VOC-emitting materials, strengthen water conservation, and require construction waste recycling.

Greenhouse Gas Cap-and-Trade Program

On October 20, 2011, California ARB adopted the final cap-and-trade program for California. The California cap-and-trade program will create a market-based system with an overall emissions limit for affected sectors. The program is currently proposed to regulate more than 85 percent of California's emissions and will stagger compliance requirements according to the following schedule: (1) electricity generation and large industrial sources (2012) and (2) fuel combustion and transportation (2015). The first auction will be in late 2012 with the first compliance year in 2013.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The Southern California Association of Governments (SCAG) regional plans cover Riverside County, which includes the City and SOI, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.

- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other non-vehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies.

SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin, which includes the counties of Los Angeles, Riverside, San Bernardino, and Orange. In order to provide GHG emission guidance to the local jurisdictions within the Basin, the SCAQMD has organized a Working Group to develop GHG emissions analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is the lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

Air Quality Management Plan

The SCAQMD and the SCAG are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. The most recent comprehensive plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal Clean Air Act planning requirements and focuses on new federal ozone and $PM_{2.5}$ standards. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show vehicle miles travelled (VMT) emissions offsets following the recent changes in USEPA requirements.

San Bernardino County GHG Reduction Plan

Following San Bernardino County's adoption of its General Plan in March 2007, the California Attorney General filed a lawsuit alleging that the EIR prepared for the General Plan Update did not comply with the requirements of CEQA in its analysis of GHG emissions and climate change. Subsequently, the County and the Attorney General entered into an agreement to settle the lawsuit, which included an agreement by the County to (1) prepare an amendment to its General Plan adding a policy that describes the County's goal of reducing those GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations and (2) prepare a GHG Emissions Reduction Plan, which includes inventories, a reduction target, and, reduction measures to meet the reduction target, by regulating those sources of GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations.

The County's GHG Reduction Plan fulfilled the requirements of the settlement agreement and includes a comprehensive analysis and inventory of GHG emissions within the unincorporated County areas and emissions from County government operations within municipalities, 2020 forecasted emissions, a set of reduction measures used to reduce 2020 emission levels down to the reduction targets for the County, and a monitoring and updating framework designed to keep the County on-track toward achieving the reduction targets.

The technical data, emission inventory processes, and methodology used in the San Bernardino County GHG Reduction Plan became the foundational inventory processes and methodology used in this Regional Reduction Plan.

Local

Fontana General Plan

The Fontana General Plan policies that are applicable to GHG emissions and reductions[8] are as follows:

Air Quality Element, Cost/Benefit of Improved Air Quality

Policy 1 Preferential treatment or permit streamlining shall be provided for those residential projects that incorporate emissions reduction measures that go beyond those suggested by the SCAQMD for residential development.

Air Quality Element, Air Quality and the Land Use & Transportation Connection (Reducing Vehicle Miles Traveled)

Policy 1 The City shall seek to integrate land use and transportation planning to the maximum extent practical.

Policy 3 Employers locating in our City should be encouraged to develop trip reduction plans to promote alternative work schedules, ridesharing, telecommuting, and work-at-home programs, employee education and preferential parking.

[8] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy 4 Incentives, regulations, and Transportation Demand Management systems shall be developed in cooperation with surrounding jurisdictions to eliminate vehicle trips that would otherwise be made.

Policy 5 Merchants in our City should be assisted in getting their customers to shift from single occupancy vehicles to transit, carpools, bicycles, or foot.

Policy 6 Developers in our community shall work to reduce vehicle trips and total vehicle miles traveled in projects that are approved here.

Policy 7 The City should manage parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.

Policy 8 Efforts to expand bus, rail, and other forms of transit in the portion of the South Coast Air Basin within San Bernardino County shall be cooperatively pursued with Omnitrans, MTA and other transit providers.

Policy 9 The City should invest in clean fuel systems on new local government fleet vehicles as their service life ends, and promote similar actions by other units of government.

Policy 10 The City shall manage traffic flow through signal synchronization, while coordinating with and permitting the free flow of mass transit vehicles, as a way to achieve enhanced mobility.

Policy 11 Traffic signals should be synchronized throughout the City and with those of adjoining cities and the California Department of Transportation.

Policy 12 Traffic signals shall be constructed and improved with channelization and Automated Traffic Surveillance and Control systems at appropriate intersections.

Policy 13 Traffic hazards, delays, and idle time should be diminished through highway and roadway maintenance, rapid emergency response, debris removal, and elimination of at-grade railroad crossings.

Policy 16 The City should provide incentives for business owners to schedule deliveries at off-peak traffic periods.

Air Quality Element, Energy Conservation and Emissions

Policy 1 Source reduction, recycling, and other appropriate measures to reduce the dependence on and processing of new raw materials shall be promoted.

Policy 2 Energy conservation shall be achieved through a combination of incentives and regulations for private and public developments.

Policy 3 The City shall promote and provide incentives for the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.

Policy 4 The City shall promote and provide incentives for the use of energy efficient building materials/methods that reduce emissions.

Policy 5 The City shall promote and provide incentives for the use of efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units.

Policy 6 Centrally heated facilities to utilize automated time clocks or occupant sensors to control heating shall be required in facilities of a size and character to yield a positive return on investment.

Policy 7 The City shall require residential building construction to comply with energy use guidelines detailed in Title 24 of the California Administrative Code and shall promote and provide incentives for residential building construction that goes beyond the guidelines detailed in Title 24.

Policy 11 Alternative energy sources development shall be promoted in Fontana.

Land Use Element, Balanced Land Uses

Policy 3 New planned communities in our City shall be developed to high standards for site design and landscaping and shall incorporate and/or be linked with amenities such as community facilities, schools, parks and other forms of open space.

Public Facilities Element, Wastewater Treatment

Policy 3 An aggressive water-recycling program shall be established and maintained in City.

Public Facilities Element, Reducing Solid Waste

Policy 3 An aggressive public education program shall be maintained to stimulate recycling, reuse and waste reduction by its resident and business citizens.

Public Facilities Element, Enhanced Communication Technology

Policy 1 "Smart" home design, equipped with sensors for efficient heating and cooling, supports "green building" concepts of energy efficiency and should be encouraged by the City when approving new development.

Open Space and Conservation Element, Water Resources

Policy 1 Promote use of xeric (adapted to arid conditions) landscaping techniques in master planned communities, and other new land use plans. Provide public information concerning xeric plant palettes and low water usage irrigation systems.

Policy 2 Replace existing turf areas and other high water consuming landscaping within City street medians and parkways with xeric vegetation and miscellaneous hardscape materials.

Policy 3 Participate with the Inland Empire Utilities Agency, the Fontana Water Company, the Cucamonga County Water District, and the West San Bernardino County Water District to develop and implement water conservation programs and to encourage the use of water conserving technologies, for indoor and outdoor applications.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on greenhouse gas emissions if it would do any of the following:

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

Analytic Method

The impact analysis for the Regional Reduction Plan is based on a GHG emissions analysis, which is presented in the environmental analysis, below. The Regional Reduction Plan document includes community-wide GHG emissions inventories for the City of Fontana for the following scenarios: 2008, 2020 business-as-usual, and 2020 reduced. The 2008 inventory is the baseline; this was the most recent year for which adequate data was available and uniform to all the Partnership Cities. The baseline emissions inventory was also used to establish the reduction target for the year 2020.

As stated above the GHG Reduction Target for the City is to reduce the GHG emissions predicted for 2020 business as usual by at least 30 percent.

The 2020 business-as-usual (BAU) scenario represents the forecasted emissions for the City without the incorporation of recently adopted measures to reduce GHG emissions. The 2020 reduced scenario demonstrates the effects of the Regional Reduction Plan reduction measures and their ability to reduce Fontana's emissions to levels at or below the reduction target. The methodology and assumptions used in this analysis are detailed in Appendices A and B of the Regional Reduction Plan. Refer to in the Regional Reduction Plan (included in Appendix B of this EIR) for model inputs and sources, model output and detailed calculations. A summary of the Regional Reduction Plan methodology is provided below.

The emissions and emissions reduction calculations performed for the Regional Reduction Plan followed guidance provided by the California Air Pollution Control Officers Association (CAPCOA), other reference sources (such as the U.S. Environmental Protection Agency, California Energy Commission, California Air Resource Board, and Intergovernmental Panel on Climate Change), and ICF International's professional experience obtained from preparing climate action plans for other jurisdictions in California. Baseline emissions inventories were completed by quantifying GHG sources in the region based on information provided by local utility providers, the Southern California Association of Governments (SCAG), and local land use information. These sources were multiplied by GHG emissions factors from a variety of sources, including EMFAC2011, and guidance from the reference sources listed above. 2020 business as usual emissions were estimated based on anticipated growth in the residential and commercial/industrial areas, and the projected increase in VMT determined by SCAG. Refer to Appendices A and B of the Regional Reduction Plan for a detailed methodology of the GHG

emissions and emission reduction calculations. The complete Regional Reduction Plan is included in Appendix B of this EIR.

Because the impact each GHG has on climate change varies, a common metric of CO_2e is used to report a combined impact from all of the GHGs. The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential, and is expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG emissions in this analysis are measured in terms of metric tons of CO_2 equivalents (MT CO_2e).Note that some stationary sources within the City are permitted under CAA Title V. Permitted industrial process such as oil and gas production (combustion), petroleum production and marketing, chemical production, mineral processes, and other permitted industrial processes are strictly regulated under the CAA by SCAQMD, California ARB, and USEPA. The City cannot change in any way the industrial process and BACT emission reduction devises on these permitted sources. Because the City does not have jurisdictional control over these point source industrial processes, GHG emissions from these permitted stationary sources were not included in determining GHG Reduction Target setting or subject to City administered reduction measures associated with them in the Regional Reduction Plan. However, SCAQMD permit regulations, and in some cases the USEPA Tailoring Rule and California Cap and Trade Program will regulate and reduce GHG emissions from these permitted industrial process sources. GHG emissions from these permitted stationary sources in the City of Fontana totaled 131,922 MT CO_2e in 2008.

Effects Not Found to Be Significant

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

Implementation of the Regional Reduction Plan in the City of Fontana would result in the reduction of GHG emissions over the long term, which would be a beneficial effect. Area source reduction strategies such as landscape strategies, cool roofs, cool pavement, and parking lot shading would reduce GHG emissions. Construction activities, such as building energy retrofits and grading or excavation activities, if required, for installation of energy-generating structures, would result in temporary, short-term emissions of GHGs. These temporary, short-term emissions would not be substantial, and would be offset by the operation of energy-efficiency retrofits and renewable energy projects that are part of the reduction measures in the CAP that would result in an overall reduction in GHG emissions.

Recently, the City has emphasized mixed-use development within infill areas and the Metrolink stations, with pedestrian linkages between land uses. The Regional Reduction Plan would implement additional reduction strategies that build from these existing programs. Table 4.6.7-2 (GHG Emission Inventories and Reductions in the City of Fontana) quantitatively shows the reductions of GHG emissions in 2020 that result would result from implementation of the Regional Reduction Plan in the City of Fontana and compares the reduced emissions with the City Reduction Target.

The reduction measures that reduce GHG emissions down to levels below the Reduction Target are discussed in Section 4.13.0 (Introduction to the Analysis) of this EIR. Chapter 4 of the Regional Reduction Plan has additional details of these reduction measures.

Table 4.6.7-2 GHG Emission Inventories and Reductions in the City of Fontana

Category	*Metric tons of CO_2e*				
Emission Source	2008	2020 BAU	Plan Reductions	2020 with Plan	% Reduction
Energy	483,683	556,973	210,326	346,647	37.8%
On-Road Transportation	635,066	690,099	190,870	499,229	27.7%
Off-road Equipment	73,650	83,979	7,503	76,477	8.9%
Wastewater Treatment	7,842	9,064	992	8,072	10.9%
Water Conveyance	15,265	20,138	6,043	14,095	30.0%
Solid Waste	19,570	24,052	16,315	7,737	67.8%
Agriculture	3,850	1,962	0	1,962	0.0%
GHG Performance Standard for New Development	—	—	29,882	—	—
Total	***1,238,926***	***1,386,267***	***445,624***	***940,643***	***32.1%***
Reduction Target	**—**	**—**	**333,180**	**1,053,087**	**24.0%**
Does the Plan Meet the Reduction Target?	—	—	Yes	Yes	Yes
Reductions Beyond Target	**—**	**—**	***112,444***	**—**	**—**
Excluded Stationary Sources under Title V Permits[b]	131,922	151,072	—	—	—

SOURCE: San Bernardino Associated Governments, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, Draft, Prepared by ICF International (December 2012).

Values may not sum due to rounding.

a. The GHG Performance Standard for New Development is not a sector of the inventory, but it contributes toward the reduction target by promoting reductions in multiple sectors. See the Regional Reduction Plan Chapter 4 for a complete description of this measure.

b. Excluded from target setting and reductions due to lack of jurisdictional control (see Analytical Method section, above).

The Regional Reduction Plan includes emission inventories, forecasted emissions, a reduction target and reduction measures and quantification demonstrating that the reduction measures achieve the reduction target for the City of Fontana.

The proposed project will result in a reduction of GHG emissions. Therefore, this impact is ***less than significant***. No mitigation is required.

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

The proposed project is a GHG reduction plan and includes a baseline GHG emissions inventory for the year 2008, an emission reduction target for the year 2020, a forecasted emissions inventory under a business-as-usual scenario for 2020, and a reduced 2020 inventory that demonstrates the emissions reductions achieved with the implementation of the Regional Reduction Plan reduction measures. Table 4.6.7-2 summarizes the 2008 GHG emissions for the City. The emissions in 2008 totaled 1.2 million metric tons (MMT) CO_2e. The largest source of emissions was transportation, followed closely by energy use.

The 2020 BAU emissions inventory for the City was estimated in the Regional Reduction Plan using Fontana General Plan and SCAG growth rates for the City from 2008 to the year 2020. The BAU

inventory represents the projected City emissions without the incorporation of recently adopted sustainability measures or reduction measures included in the proposed project. Table 4.6.7-2 summarizes the 2020 BAU emissions inventory. The emissions are an estimated at 1.4 MMT CO_2e, an increase of 147,342 MT CO_2e (or 11.9 percent) from the 2008 baseline. Similar to the 2008 inventory, the largest source of emissions is predicted to be transportation followed closely by emissions associated with energy use. The difference between the BAU-forecasted emissions and the established reduction target for the year 2020 is 333,180 MT CO_2e. This is the amount the City must reduce in order to reach their target. Implementation of the Regional Reduction Plan reduces 445,624 MT CO_2e of emissions in 2020 which exceeds the reduction goal by approximately 112,444 MT CO_2e. This is a reduction of approximately 32.1 percent in 2020. Therefore the Regional Reduction Plan fulfills its own GHG reduction planning.

AB 32 is implemented through the Scoping Plan which is the state-wide plan for the reduction of GHG emissions. The Regional Reduction Plan builds complements the statewide efforts of the Scoping Plan by building upon the reduction measures administered by the State. For example, the Regional Reduction Plan Reduction Measure Energy-1 (Energy Efficiency for Existing Buildings) implements the energy efficiency retrofits contemplated in the Scoping Plan. Solar installation for new and existing housing and commercial buildings shown in the reduction measures of the Regional Reduction Plan, provide additional renewable energy sources beyond what was contemplated in the AB 32 Scoping Plan. In addition, the AB 32 Scoping Plan shows that statewide emissions would be reduced by approximately 29 percent below 2020 BAU. The Fontana chapter of the Regional Reduction Plan demonstrates that the City exceeds that level of reduction. All of the reduction measures in the Fontana chapter of the Regional Reduction Plan complement the reduction efforts of the AB 32 Scoping Plan. Therefore, the Regional Reduction Plan does not conflict with the AB 32 Scoping Plan.

Descriptions of the reduction measures are shown in Section 4.13.0 of this EIR and are described in further detail in Chapter 4 of the Regional Reduction Plan.

Senate Bill 375 (SB 375) requires SCAG to provide a Sustainable Communities Strategy (SCS) that will reduce GHG emissions from passenger vehicles and achieve the Regional Reduction Targets for GHG emissions from light-duty autos and trucks in the SCAG area. The SCS achieves the Regional Reduction Targets by providing changes in land use patterns that promote reductions in VMT and vehicle trips including transit-oriented development with a mix of residential and commercial land uses that promote the use of transit rather than individual vehicles. Note that SCAG does not have land use authority in developing a land use pattern that will fulfill the SCS. Because of this, the land use patterns envisioned in the SCAG SCS need to be implemented by the local jurisdictions that have that land use authority.

The Regional Reduction Plan reduction measures for Fontana include On Road Transportation-1 (Sustainable Communities Strategy). This reduction measure provides the land use changes within the City of Fontana needed to fulfill Fontana's portion of the Regional SCS land use patterns

The following is a description of the On-Road Transportation-1 (Sustainable Communities Strategy) in the Regional Reduction Plan:

- **Measure Description**—SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the

GHG reduction goals established in AB 32. While Pavley and LCFS seek to reduce fuel consumed and reduce the carbon content of fuel consumed, SB 375 seeks to reduce VMT through land use planning. SB 375 requires regional transportation plans, developed by MPOs to incorporate an SCS in their RTPs. The goal of the SCS is to reduce regional VMT through land use planning and associated transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. The regional GHG reduction target for SCAG is 8 percent by 2020 and 13 percent by 2035, compared to 2005 GHG emissions on a per capita basis. SCAG's 2012–2035 RTP/SCS, if fully implemented would successfully achieve the targets set by California ARB.

- **Entity Responsible for Implementation**—The City of Fontana and SCAG are responsible for implementing this measure. The City of Fontana provides land use density and development patterns consistent with the SCS such as increased density and mixed use development near transit stations that provides transit-oriented development. SCAG leads and SANBAG plays a supporting role in enabling transportation improvements, such as extension of the Metrolink line to Redlands and Bus Rapid Transit improvements in San Bernardino County.

The following details each components of On-Road Transportation-1 (Sustainable Communities Strategy) in the Regional Reduction Plan:

- **On-Road-1.1: Improve Transit Travel Time and Connectivity (Regional)**—To the extent feasible, reduce transit passenger travel time through reduced headways and increased speed. In addition, improve intermodal connectivity among transit systems. These goals could be pursued in connection with, and in addition to, adoption of SANBAG's LRTP.
- **On-Road-1.2: Other Transit Improvements (Regional)**—SANBAG and Fontana will work with local and regional transit agencies to secure the following services.
  - > Additional Bus Rapid Transit routes, and other transit choices such as shuttles and rail, beyond what is outlined in the SANBAG LRTP.
  - > Convenient feeder service from multimodal transit center to downtown employment centers.
  - > Regionwide bus/transit passes.
  - > Park-and-ride lots.
  - > New opportunities to finance further transit service for the elderly, handicapped, and recreational purposes.
  - > Shuttle service to transport facilities (e.g., park-and-ride lots).
  - > Idling limits for transit fleets.
- **On-Road-1.3: Public Transit Funding (Regional)**—SANBAG and the City of Fontana will collaborate with a broad range of agencies and organizations to improve and expand funding for public transit infrastructure and operations.
- **On-Road-1.4: Adopt Land Use Patterns to Favor Transit-Oriented Development**—The Fontana General Plan provides the changes in land use patterns to further prioritize transit-oriented development along existing and planned transit facilities. This strategy could build on one of the alternatives considered in the LRTP alternative, which redistributes population and employment growth to transit corridors, and promotes transit-oriented development at station areas.

- **On-Road-1.5: Nonmotorized Zones (Local)**—The City of Fontana will provide urban nonmotorized zones in downtown areas where feasible and considering establishing a goal for conversion of downtown roadway miles to transit, linear parks, or other nonmotorized zones (California Air Pollution Control Officers Association 2010) and provide for the following services:
  - > Monitor traffic and congestion to determine roadways that should be targeted for improvements.
  - > Evaluate potential efficiency gains from further signal synchronization. Synchronize traffic signals throughout the city and with adjoining cities while allowing free flow of mass transit systems. Require continuous maintenance of the synchronization system
  - > Allow for more-efficient bus operation, including possible signal preemption, and expand signal-timing programs where air quality benefits can be demonstrated.
- **On-Road-1.6: Traffic Calming (Local)**—The City of Fontana will provide traffic calming measures to encourage people to walk or bike instead of using a vehicle.
- **On-Road-1.7: Traffic Signal Synchronization (Local)**—The City of Fontana is improving travel speed by enhanced signal synchronization.
- **On-Road-1.10: Employer Provided Fringe Benefits (Local)**—The City of Fontana is encouraging the use of telecommuting and alternative work schedules for employees and other employer benefits to reduce VMT, including a Guaranteed Ride Home Program.
- **On-Road-1.11: Pedestrian Bicycle Lanes (Local/Regional)**—The City of Fontana shall create bicycle lanes directed to the location of schools and major employment districts.
- **On-Road-1.12: Pedestrian and Bicycle Network Improvements (Local/Regional)**—The City of Fontana is improving the existing pedestrian and bicycle network as follows:
  - > Encourage the development of bicycle stations, attended parking, and other attended bicycle parking support facilities at intermodal hubs.
  - > Establish a network of multiuse trails to facilitate safe and direct off-street bicycle and pedestrian travel. Provide bike racks along these trails at secure, lighted locations.
  - > Evaluate and consider free bicycles for public use and/or charge a nominal fee for their use.
  - > Amend or implement a development code to include standards for provision of safe pedestrian and bicyclist accommodations, including "Complete Streets" policies that foster equal access by all users, including pedestrians and bicyclists. Include standards in the design of roadways. As appropriate, require new development and redevelopment projects to address bicycle and pedestrian access internally and to other areas through easements; safe access to public transportation and construction of paths that connect with other nonmotorized routes; and safe road crossings at major intersections for school children and seniors.
  - > Apply for regional, state, and federal grants for bicycle and pedestrian infrastructure projects. Consider using state gas tax subventions, sales tax funds, other funding sources, and development exactions/impact fees to provide bicycle and pedestrian facilities.

> Prohibit projects that impede bicycle and walking access, e.g., large parking areas that cannot be crossed by nonmotorized vehicles, and new residential communities that block through-access on existing or potential bicycle and pedestrian routes.

> Develop and implement a bicycle safety education program to teach drivers and bike riders the laws, riding protocols, routes, safety tips, and emergency maneuvers to increase confidence, safety, and frequency of use for new and existing bike riders.

- **On-Road-1.13: Alternative Fuel Infrastructure (Local/Regional)**—SANBAG and the City of Fontana promote the necessary facilities and infrastructure to encourage the use of privately owned low- or zero-emission vehicles such as electric vehicle charging facilities and conveniently locate alternative fueling stations. Convert public transit, street sweeping, and refuse fleets to alternative fuels and provide supporting infrastructure. Examine the use of smaller, more fuel-efficient taxicabs and offering incentives to taxicab owners to use gas-electric hybrid vehicles.
- **On-Road-1.14: School Programs and Outreach (Local)**—The City of Fontana shall collaborate with local public schools districts to expand school bus services and routes. Encourage ridesharing programs in private schools to match parents by geographical location for student transport including the following.

> Continue to provide public education and information about options for reducing motor vehicle related GHG emissions. Include information on trip reduction; trip linking; public transit; biking and walking; vehicle performance and efficiency (e.g., keeping tires inflated); low- or zero-emission vehicles; and car and ride sharing.

In addition Fontana will participate in the Regional Reduction Plan reduction measure On-Road-2 ("Smart Bus" Technology), which helps implement the SCS within Fontana.

- **On-Road-2 "Smart Bus" Technology**—Collaborate with Omnitrans to implement "Smart Bus" technology, global positioning system (GPS), and electronic displays at all transit stops by 2020 to provide customers with "real-time" arrival and departure time information (California Air Pollution Control Officers Association 2009). Smart Bus Technologies include Automatic Vehicle Location (AVL) systems and real-time passenger information at bus stations. Omnitrans plans to implement these technologies systemwide on all bus routes serving San Bernardino Valley (Omnitrans service area) to enable information sharing, enhance rider services, and attract potential riders. The AVL system has already been implemented. The Bus Arrival Prediction Information System (BAPIS) would be installed in two phases. In Phase I, real-time rider information would be available via text messaging, Quick Response (QR), website, Interactive Voice Response (IVR), and mobile phone devices. Completed implementation is slated for December 2012. In Phase II, Omnitrans will install electronic signs at all major transit hubs and provide General Transit Feed Specification (GTFS) data to the general public to build apps for mobile devices like smartphones and tablet computers. Phase II completion is slated for December 2013. GHG emissions are expected to decrease because the AVL technologies could lead to more fuel efficient bus operations for Omnitrans and the BAPIS technologies could potentially attract more transit riders who may switch modes from automobiles. Omnitrans' Demand Response Services, OmniLink and Access, do not operate on a fixed schedule or route and are not included in this analysis. Omnitrans is primarily responsible for this measure. The City of Fontana will coordinate with Omnitrans as appropriate.

The following discussion summarizes Fontana General Plan policies that correlate with these two reduction measures implementing the SCS within the City of Fontana:

On Road Transportation-1 (Sustainable Communities Strategy)

Land Use Goal 3

Policy 3 Circulation system improvements shall continue to be pursued that facilitate connectivity across freeway and rail corridors.

Policy 4 Improvements shall be made to transportation corridors that promote physical connectivity and reflect consistently high aesthetic values.

Land Use Goal 5

Policy 4 Downtown, its Metrolink Station and Transit Plaza, and the surrounding community shall be accessible and connected by multiple modes of transportation including pedestrian, bicycle, transit and automobile.

Air Quality Goal 2

Policy 6 The City should manage parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.

Policy 7 Developers in our community shall work to reduce vehicle trips and total vehicle miles traveled in projects that are approved here.

On Road Transportation-2 (Smart Bus Technologies)

Circulation Element, Goal 1

Policy 13 Provide new bus turnouts along appropriate arterials based on and in coordination with local and regional transit providers' bus routes and major stops.

Circulation Element, Goal 4

Policy 2 Establish connections between inter-city rail and major activity centers to improve freight transfers and provide passenger service.

Air Quality Element, Goal 2

Policy 8 Efforts to expand bus, rail, and other forms of transit in the portion of the South Coast Air Basin within San Bernardino County shall be cooperatively pursued with Omnitrans, MTA and other transit providers.

The Regional Reduction Plan provides the GHG reductions contemplated by SB 375 by implementing SCAG's SCS strategy in Fontana. Therefore, this impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

The analysis of GHG emissions is cumulative in nature, and no separate analysis is required.

References

California Air Pollution Control Officers Association (CAPCOA). 2010. *Quantifying Greenhouse Gas Mitigation Measures*, August.

California Air Resources Board (California ARB). 2007. *Proposed Early Actions to Mitigate Climate Change in California*, December 20.

———. 2008. *Climate Change Proposed Scoping Plan*, October.

———. 2010. *Proposed SB 375 Greenhouse Gas Targets: Documentation of the Resulting Emission Reductions based on MPO Data*, August 9.

California Climate Action Registry (CCAR). 2009. *General Reporting Protocol.* Version 3.1, January.

California Climate Change Center (CCCC). 2006a. *Projecting Future Sea Level.* A Report from the California Climate Change Center. CEC-500-2005-202-SF. Prepared by D. Cayan, P. Bromirski, K. Hayhoe, M. Tyree, M. Dettinger, and R. Flick. Table 3 (Projected global sea level rise (SLR) (cm) for the SRES A1fi, A2, and B1 greenhouse gas emission scenarios. SLR for A2 and B1 scenarios is estimated by combining output recent global climate change model simulations with MAGICC projections for the ice melt component. SLR estimates for A1fi estimated from MAGICC based on A2 temperature changes scaled according to those in A1fi), March, p. 19.

———. 2006b. *Climate Warming and Water Supply Management in California: White Paper.* A Report from Climate Change Center. CEC-500-2005-195-SF. Prepared by J. Medelin, J. Harou, M. Olivares, J. Lund, R. Howitt, S. Tanaka, M. Jenkins, K. Madani, and T. Zhu. Chapter 2 (Potential Impacts of Climate Change on California's Water Resources). Table 2-6 (Relative Sea Level Trends for Eight Tide Gauges Along the Coast of California with 50 Years or More of Record), March.

California Energy Commission (CEC). 2007. *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004—Final Staff Report.* Publication # CEC-600-2006-013-SF, Sacramento, CA, December 22, 2006, updated January 23, 2007.

Climate Action Reserve. 2008. *Local Government Operations Protocol: For the quantification and reporting of greenhouse gas emissions inventories.* Version 1.0, September 25. http://www.arb.ca.gov/cc/protocols/localgov/archive/final_lgo_protocol_2008-09-25.pdf.

———. 2010. *Urban Forest Project Protocol.* Version 1.1, March 10.

Fontana, City of. 2003. *City of Fontana General Plan.*

Georgetown Climate Center. 2012. *Summary of the Federal District Court's Order Enjoining California's Low Carbon Fuel Standard*, January 19.

Intergovernmental Panel on Climate Change (IPCC). 2007. *Climate Change 2007: Impacts, Adaptation, and Vulnerability. Contribution of Working Group II to the Third Assessment Report of the Intergovernmental Panel on Climate Change.* Parry, Martin L., Canziani, Osvaldo F., Palutikof, Jean P., van der Linden, Paul J., and Hanson, Clair E. (eds.). Cambridge, United Kingdom: Cambridge University Press.

San Bernardino, County of. 2012. *The San Bernardino County Greenhouse Gas Reduction Plan*, January.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

South Coast Air Quality Management District (SCAQMD). 2008. Rule 445: Wood Burning Devices, March 7.

United Nations Framework Convention on Climate Change (UNFCCC). n.d. Time series—Annex I. Sum of Annex I and Non-Annex I Countries Without Counting Land-Use, Land-Use Change, and Forestry (LULUCF). Predefined Queries: GHG total without LULUCF (Annex I Parties). Bonn, Germany. http://unfccc.int/ghg_emissions_data/predefined_queries/items/3814.php (accessed May 2, 2007).

United States Environmental Protection Agency (USEPA). 1985. *AP-42: Compilation of Air Pollutant Emission Factors*. Fourth Edition, September.

———. 2008. *Climate Change—Health and Environmental Effects*.

———. 2010. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2008*. EPA# 430-R-10-006, April.

———. 2011. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2009*. EPA# 430-R-11-005.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.6.8 Hazards/Hazardous Materials

This section of the EIR analyzes the potential environmental effects on hazards/hazardous materials, including hazardous materials, hazardous waste disposal, airport safety, emergency preparedness, and wildfire potential, in the City of Fontana from implementation of the Regional Reduction Plan. Geologic and flood hazards are addressed separately in Section 4.6.6 (Geology/Soils) and Section 4.6.9 (Hydrology/Water Quality), respectively. Data for this section were taken from the Fontana General Plan (2003), airport land use plans, state fire hazard mapping, and federal and state agency databases that contain information on hazardous materials. Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hazards/hazardous materials were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Hazardous Materials and Hazardous Waste

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

Hazardous Materials Use

There are a number of industries and businesses in Fontana that use and store hazardous materials and generate waste, and some are also sources of air emissions. According to U.S. Environmental Protection Agency (USEPA) data, there are 34 "large quantity generators" of hazardous waste in Fontana. These facilities generate more than 1,000 kilograms (approximately 1 ton) per month or more of hazardous or more than 1 kilogram (approximately 2 pounds) per month of acutely hazardous waste.

Businesses, offices, health care facilities, and schools also use hazardous materials, but in smaller quantities. Residential uses are a source of household hazardous waste. The City operates a permanent Household Hazardous Waste Collection facility.

Some businesses and industries that use or store hazardous materials or generate waste are or within 0.25 mile of an existing or may be within 0.25 mile of a planned school.

Hazardous Materials and Waste Sites

There are several locations in Fontana that are included on the a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, commonly referred to as the "Cortese" list.

Information about those facilities is summarized in Table 4.6.8-1 (List of Hazardous Materials and Waste Sites).

Table 4.6.8-1 List of Hazardous Materials and Waste Sites

Facility t Name	*Address*	*Project Type*	*Status*
Advanced Environmental Inc	13579 Whittram Ave	Corrective Action	Active
California Steel Industries Inc	14000 San Bernardino Avenue	State Response	Active
Kaiser Steel	9400 Cherry Avenue	Voluntary Cleanup	Active
Proposed Central Fontana Elementary School #29	Merrill Avenue/Alder Avenue	School Cleanup	Certified
Chemwest Industries Inc	13425 San Bernardino Ave	Corrective Action	Certified / Operation & Maintenance
Kaiser Ventures Inc	9400 Cherry Ave	Corrective Action	Certified O&M—Land Use Restrictions Only
Master Halco, Inc.	9129 Cherry Avenue	Tiered Permit	Inactive—Action Required
Hayward Bomb Plant		Military Evaluation	Inactive—Needs Evaluation
Kaiser Permanente—Fontana	9961 Sierra Avenue	Tiered Permit	Inactive—Needs Evaluation
Kaiser Shell Casing Plant		Military Evaluation	Inactive—Needs Evaluation
Nirp Taylor Forge Lab (J09ca1080)		Military Evaluation	Inactive—Needs Evaluation
Ordnance B/U St Depot		Military Evaluation	Inactive—Needs Evaluation
Proposed Middle School 8.5 Site	Northeast Intersection Between Hemlock Avenue And Hilton Drive	School Investigation	Inactive—Needs Evaluation
Proposed Middle School No. 8	Citrus Avenue/Arrow Highway	School Investigation	Inactive—Needs Evaluation
Shawcor Pipe Protection LLC	14000 San Bernardino Avenue, Building R-49	Tiered Permit	Inactive—Needs Evaluation
Proposed Arrow Hwy Hs No. 5	Citrus Avenue And Arrow Highway	School Investigation	No Action Required
Proposed ES AA No. 30	SW Corner Citrus Avenue And San Bernardino Avenue	School Investigation	No Action Required
Proposed Middle School Site 8 (C-1)	Catawba And Poplar Avenues	School Investigation	No Action Required
Wayne Ruble Middle School No. 7	Cypress Ave/Walnut Ave/Juniper Ave	School Investigation	No Action Required
Almond Elementary School	Foothill Boulevard/West Almond Avenue	School Cleanup	No Further Action
Proposed Middle School No. 8.75	Between South Highland And Walnut Avenue	School Investigation	No Further Action
Sycamore Hills Elementary School	Tamarind Avenue/Santa Ana Avenue	School Investigation	No Further Action
Advanced Environmental Inc	13579 Whittram Ave	Operating	Operating Permit
Boral Resources (Former)	8747 Lime	Evaluation	Refer: 1248 Local Agency
California Steel Industries, Inc.	14000 San Bernardino Avenue	Tiered Permit	Refer: Other Agency
Chemwest Industries Inc	13425 San Bernardino Ave	Non-Operating	Undergoing Closure
Kaiser Ventures Inc	9400 Cherry Ave	Non-Operating	Undergoing Closure

SOURCE: Department of Toxic Substances Control, EnviroStor (2013).

Hazardous Materials Transportation

Two major freeways (I-10 and I-15) extend across portions of the city of Fontana, and several railroad spurs extend across the study area. Both freeways and many of the railroad spurs are used to transport hazardous materials, posing a potential for spills or leaks from non-stationary sources to occur within city limits.

Airports

There are no airports in Fontana. Los Angeles/Ontario International Airport (LAONT) is approximately 2 miles west of the western boundary of the Fontana planning area. The City is within the airport influence area (AIA) shown in the LAONT airport land use plan. However, no air safety zones extend into the City of Fontana planning area.

The Rialto Municipal Airport is approximately 1 mile east of the Walnut Village area of Fontana, north of E. Base Line Road. It is general aviation airport owned and operated by the City of Rialto. Air safety Zone III extends slightly into the City of Fontana to approximately Cypress Avenue on the west and just south of Foothill Boulevard on the south. Air safety Zone II is within the larger safety Zone III. It is a narrow configuration in a generally southwest-northeast direction, ending just west of Cypress Avenue and near Miller Avenue.

Wildland Fire Hazards

The California Department of Forestry and Fire Protection (CALFIRE) has delineated two areas in the City as very severe fire hazard areas: the Jurupa hills in the southern part of the City and the northern part of the City at the foot of the San Gabriel Mountains. The northwestern corner of the city has high hazard chaparral vegetation and steep slopes. This area is also subject to high, hot Santa Ana (or Santana) winds that blow from the north-northeast down the Cajon Pass. Fire models indicate that a fire in this area can have a major impact on the fire-fighting forces in Fontana and neighboring communities. The Jurupa hills have high grasses and locally steep slopes. A major fire in this area also has the potential to tax the fire forces of Fontana and adjacent communities, and to result in major traffic congestion as residents attempt to evacuate while onlookers try to enter the area. In addition to the two areas identified above, flat, grassy vacant properties in the city are also susceptible to vegetation fires.

Under Assembly Bill 3819, passed in 1994 "Class A" roofing, minimum clearances of 30 feet around structures, and other fire defense improvements are required in very severe fire hazard zones. Many communities require vegetation management zones far wider than 30 feet; in the northern part of Fontana, 300 feet is recommended.

Regulatory Framework

There are many federal, state, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste, and they are constantly changing. Federal and state statutes, as well as local ordinances and plans regulate hazardous waste management. These regulations can reduce the danger hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

Federal

Hazardous Materials and Hazardous Waste

United States Environmental Protection Agency (USEPA)

The USEPA is the primary federal agency that regulates hazardous materials and waste. In general, the USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. USEPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the RCRA and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, an underground storage tank program, and a solid waste program that includes development of waste reduction strategies such as recycling.

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. Treatment is any process that changes the physical, chemical, or biological character of the waste to reduce its potential as an environmental threat. Treatment can include neutralizing the waste, recovering energy or material resources from the waste, rendering the waste less hazardous, or making the waste safer to transport, dispose of, or store.

The RCRA gave the USEPA the authority to control hazardous waste from "cradle to grave," that is, from generation to transportation, treatment, storage, and disposal. The RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. It should be noted that RCRA focuses only on active and future facilities and does not address abandoned or historical sites. The federal Hazardous and Solid Waste Amendments are the 1984 amendments to RCRA that required phasing out land disposal of hazardous waste. Some of the other mandates of this strict law include increased enforcement authority for the USEPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as the Superfund, was enacted to protect the water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous wastes sites. Through the act, the USEPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. This federal law created a tax on the chemical and petroleum industries that went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List (NPL) of sites,

which are known as Superfund sites. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Superfund Amendments and Reauthorization Act

SARA reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. SARA Title III also authorized the Emergency Planning and Community Right-to-Know Act.

Emergency Planning and Community Right-to-Know Act

EPCRA was enacted by Congress as the national legislation on community safety. This law was designated to help local communities protect public health, safety, and the environment from chemical hazards. The primary purpose of EPCRA is to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored on-site to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies. EPCRA Section 3131 requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals; report off-site transfers of waste for treatment or disposal at separate facilities; pollution prevention measures and activities; and participate in chemical recycling. These annual reports are submitted to the USEPA and state agencies. The USEPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities by certain industry groups and federal facilities. This online, publicly available, national digital database is called the Toxics Release Inventory (TRI), and was expanded by the Pollution Prevention Act of 1990.

To implement EPCRA, Congress required each state to appoint a State Emergency Response Commission (SERC) to coordinate planning and implementation activities associated with hazardous materials. The SERCs were required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee (LEPC) for each district. In California, the SERC oversees six LEPCs throughout the state. The Governor's Office of Emergency Services (OES) coordinates and provides staff support for the SERC and LEPCs. Broad representation by fire fighters, health officials, government and media representatives, community groups, industrial facilities, and emergency managers ensures that all necessary elements of the planning process are represented.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens these chemicals and can require reporting or testing of that may pose an environmental or human health hazard. It can ban the manufacture and import of those chemicals that pose an unreasonable risk. Also, the USEPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It then can control these chemicals as necessary to protect human health and the environment. The act supplements other federal statutes, including the Clean Air Act and the TRI under EPCRA.

Airport Hazards

Federal Aviation Administration (FAA)

The basic responsibilities of the Federal Aviation Administration (FAA), under the U.S. Department of Transportation, are the regulation of civil aviation to promote safety, airspace and air traffic management, and the regulation of commercial space transportation. CFR contains standards for aircraft noise emission levels.

Fire Hazards

Federal Emergency Management Agency (FEMA)

The Federal Emergency Management Agency (FEMA) coordinates the federal government's role in preparing for, preventing, mitigating the effects of, responding to, and recovering from all domestic disasters, whether natural or man-made, including fire and acts of terror. The U.S. Fire Administration, a department within FEMA, is the lead Federal agency for fire data collection, public fire education, fire research and Fire Service training.

State

Hazardous Materials and Hazardous Waste

California Department of Toxic Substances Control

California Department of Toxic Substances Control (DTSC) is a department of California Environmental Protection Agency (Cal/EPA), which authorizes DTSC to carry out the RCRA program in California to protect people from exposure to hazardous wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations [CCR] Title 22, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. San Bernardino County, including the City of Fontana, is in DTSC's Southern California region.

DTSC cleans up or oversees approximately 220 hazardous substance release sites at any given time and completes an average of 125 cleanups each year. An additional 250 sites are listed on DTSC's EnviroStor database of properties that may be contaminated. DTSC also maintains a Site Mitigation and Brownfields Reuse Program Database.

Under the DTSC, the Statewide Compliance Division (SCD) administers the technical implementation of the state's Unified Program, a consolidation of six environmental programs at the local level. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. The six programs that make up the Unified Program are:

- Hazardous Materials Business Plan/Emergency Response Plan

- Hazardous Waste/Tiered Permitting
- Underground Storage Tanks
- Aboveground Storage Tanks Spill Prevention Control and Countermeasures
- California Accidental Release Prevention Program (CalARP)
- Uniform Fire Code Hazardous Materials Management Plan

The SCD also conducts triennial reviews of Unified Program agencies to ensure their programs are consistent statewide, conform to standards, and deliver quality environmental protection at the local level. SCD also carries out the inspections, enforcement, and complaint response at the state's hazardous waste generators, facilities, and transporters and oversees the hazardous waste generator and on-site waste treatment surveillance and enforcement program carried out by local Unified Programs.

Hazardous Material Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notification is required for all significant releases of hazardous materials. Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. Many state statutes require emergency notification of a hazardous chemical release:

- Health and Safety Codes Sections 25270.7, 25270.8, and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161)
- Government Code Sections 51018, 8670.25.5(a)
- Water Code Sections 13271, 13272
- California Labor Code Section 6409.1(b)10

In addition, all releases that result in injuries or workers harmfully exposed must be immediately reported to California Occupational Safety and Health Administration (California Labor Code Section 6409.1(b)). For additional reporting requirements, also refer to the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and California Labor Code Section 9030.

Airport Hazards

California Department of Transportation

California Department of Transportation, Division of Aeronautics, is responsible for airport safety in California. The State Aeronautics Act, Public Utilities Code (PUC) Sections 21001 et seq., is the foundation for the Department's aviation policies. The Aeronautics Division issues permits for and annually inspects hospital heliports and public-use airports; makes recommendations regarding proposed school sites within 2 miles of an airport runway; and authorizes helicopter landing sites at or near schools. Aviation system planning provides for the integration of aviation into transportation system planning on a regional, statewide, and national basis. The Division of Aeronautics administers noise

regulation and land use planning laws that foster compatible land use around airports and encourages environmental mitigation measures to lessen aircraft noise, air pollution, and other impacts caused by aviation. The Division of Aeronautics publishes the California Airport Land Use Commission (ALUC) Planning Handbook. The California ALUC Planning Handbook provides planning guidance to ALUCs and counties and cities with jurisdiction over airport area land uses. The purpose of the handbook is to support the State Aeronautics Act. The handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential.

Fire Hazards

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CALFIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Office of the State Fire Marshal (OSFM) supports the CDF mission to protect life and property through fire prevention engineering programs, law and code enforcement, and education. The OSFM provides for fire prevention by enforcing fire-related laws in state- owned or -operated buildings, investigating arson fires in California, licensing those who inspect and service fire protection systems, approving fireworks as safe and sane for use in California, regulating the use of chemical flame retardants, evaluating building materials against fire safety standards, regulating hazardous liquid pipelines, and tracking incident statistics for local and state government emergency response agencies.

California Uniform Fire Code

CCR Title 24, Part 9, is based on the 2000 Uniform Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety-related building standards that are referenced in other parts of CCR Title 24.

California Fire Plan

The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The California Fire Plan is a cooperative effort between the state Board of Forestry and Fire Protection and CALFIRE.

Regional

Hazardous Materials and Hazardous Waste

Certified Unified Program Agency (CUPA) is a regional or local agency that has been certified by Cal/EPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. A participating agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A designated agency is a local agency that has not been certified by Cal/EPA to become a CUPA but is the responsible local agency that would implement the six Unified Programs until they are certified.

The Unified Program is related to the state SERCs and LEPCs that were established under both federal (EPCRA) and state authority relative to the Hazardous Materials Business Plan/Emergency Response

Plan. While the CUPA structure does not specifically incorporate the SERC and LEPCs, both SERC and CUPA have found it beneficial to establish strong communication and coordination on hazardous materials issues. The CUPA board now has a representative on the SERC, and members of LEPCs are also CUPA board members. Common issues include ensuring that hazardous materials, waste, and tank programs maintain strong coordination and communication for maximum consistency in program implementation. Shared data, joint resources, common forms, provision of emergency information, and regulatory review are other interests that are coordinated by the CUPA Board and SERC/LEPCs.

San Bernardino County is a member of the Southern California Hazardous Waste Management Authority, and works on regional level to solve hazardous waste problems. The San Bernardino County Fire Department, Hazardous Materials Division (HMD) is designated by the state as the CUPA for the County of San Bernardino. The fire department focuses on the management of specific environmental programs at the local government level to address the disposal, handling, processing, storage, and treatment of local hazardous materials and waste products. The CUPAs are also responsible for implementing the leak prevention element of the Underground Storage Tank (UST) Program.

UST Program: Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I established regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In USEPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with USEPA oversight.

In California, the State Water Resources Control Board (SWRCB), under the umbrella of Cal/EPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances. The program consists of four elements: leak prevention, cleanup, enforcement, and tank tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's Geotracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

The San Bernardino County Fire Department HMD is charged with the responsibility of conducting compliance inspections of regulated facilities in San Bernardino County. Regulated facilities are those that handle hazardous materials, generate or treat hazardous waste, and/or operate an underground storage tank. All new installations of underground storage tanks require an inspection, along with the removal, under strict chain-of-custody protocol, of the old tanks.

County of San Bernardino Hazardous Waste Management Plan

Assembly Bill 2948 (Chapter 1504, Statutes of 1986), commonly known as the Tanner Bill, authorized counties to prepare Hazardous Waste Management Plans (HWMP) in response to the need for safe management of hazardous wastes. The County of San Bernardino HWMP was adopted by the County of San Bernardino Board of Supervisors and approved by the California Department of Health Services in February 1990. The County HWMP serves as the primary planning document for the management of

hazardous waste in San Bernardino County. It identifies the types and amounts of wastes generated in the county; establishes programs for managing these wastes; identifies an application review process for the siting of specified hazardous waste facilities; identifies mechanisms for reducing the amount of waste generated in the county; and identifies goals, policies, and actions for achieving effective hazardous waste management. Hazardous materials and waste are managed by the San Bernardino County Fire Department HMD. As further required by the state, all cities in San Bernardino County must also adopt a City HWMP.

Hazardous Materials Disclosure Programs

All businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, are required to submit a Hazardous Materials Business Plan to its local CUPA.

According to the San Bernardino County Fire Department HMD guidelines, the preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in quantities equal to, or greater than, those outlined below:

- Any business that uses, generates, processes, produces, treats, stores, emits, or discharges a hazardous material in quantities at or exceeding 55 gallons, 500 pounds, or 200 cubic feet (compressed gas) at any one time in the course of a year
- All hazardous waste generators, regardless of quantity generated; any business that handles, stores, or uses Category I or II pesticides, as defined by the federal Insecticide, Fungicide, and Rodenticide Act, regardless of amount
- Any business that handles DOT Hazard Class 1 (explosives, found in 49 CFR), regardless of amount
- Any business that handles extremely hazardous substances in quantities exceeding the threshold planning quantity; extremely hazardous substances are designated pursuant to the EPCRA Section 302, and are listed in 40 CFR Part 355
- Any business subject to the EPCRA, also known as SARA Title III; generally EPCRA includes facilities that handle hazardous substances above 10,000 pounds or extremely hazardous substances above threshold planning quantities; there are some exceptions, including retail gas stations with up to 75,000 gallons of gasoline or 100,000 gallons of diesel fuel in USTs that meet the 1998 upgrade requirements
- Any business that handles radioactive material that is listed in Appendix B of Chapter 1 of 10 CFR.

Businesses are required to update their business plan with the San Bernardino County Fire Department HMD annually. The entire plan must be reviewed and recertified every three years. In addition, the plan must be revised within 30 days of change of owner, business address, business name, emergency contact information, inventory, or other site conditions that may significantly impact emergency response.

Hazardous Materials Incident Response

Under Title III of SARA, the LEPC is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. This emergency plan must include:

- An identification of local facilities and transportation routes where hazardous material are present
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan)
- A plan for notifying the community that an incident has occurred
- The names of response coordinators at local facilities
- A plan for conducting exercises to test the plan

The plan is reviewed by the SERC and publicized throughout the community. The LEPC is required to review, test, and update the plan each year. The San Bernardino County Fire Department HMD is responsible for coordinating hazardous material coordination and inspection in the City.

Airport Hazards

San Bernardino County

San Bernardino County opted for an alternative to the ALUC and delegated responsibility to prepare an Airport Land Use Compatibility Plan for each airport jurisdiction. Other public agencies also provide policy guidance or promulgate standards that address regional transportation and safety issues related to airport land use compatibility planning. Land use compatibility assessments are part of both the Los Angeles/Ontario International Airport (LAONT) and Rialto Municipal Airport land use plans.

Los Angeles World Airports Authority (LAWA)

Currently, the airport authority operating LAONT is LAWA. LAWA provides updates to the LAONT Airport Master Plan, for areas both within and surrounding the airport and the airport's take-off and departure paths.

Fire Hazards

San Bernardino County Office of Emergency Services (OES)

The OES is also a division of the San Bernardino County Fire Department and is responsible for broad disaster planning and emergency services coordination throughout the county, including the City of Fontana. OES looks broadly at emergency responses to wildfires, earthquakes, or other disasters affecting the region. The goal of the OES is to improve public and private sector readiness, and to mitigate local impacts resulting from natural or man-made emergencies through disaster preparedness planning and appropriate response efforts with city departments and local and state agencies. While OES does not directly manage field operations, it manages an Incident Command Post to ensure coordination of disaster response and recovery efforts through its day-to-day program management and during an incident/disaster. The division also manages and operates the Emergency Operations Center (EOC), which is the primary coordination point for disasters and major emergencies. In the event of a disaster or an incident requiring complex coordination, preselected and trained responders report to the San

Bernardino County Operational Area EOC. The 100-plus responders have been trained to perform specific functions designated under the Standardized Emergency Management System to coordinate emergency management of disasters. These responders are available 24 hours a day 7 days a week. OES conducts annual exercises in the EOC to test the readiness of various types of disasters and large-scale emergencies.

The OES is also responsible for the countywide Emergency Management Plan (EMP), which is currently under revision. The plan identifies hazards and response, roles and responsibilities, and other key activities of government during a disaster. The office also maintains copies of the EMPs for the 24 cities/towns in the operational area. The OES assists county unincorporated communities and residents by assigning an OES Officer to assist in meeting their local planning goals and needs. These mostly isolated areas of the county may have the need for special considerations in a disaster.

San Bernardino County Fire Department

The San Bernardino County Fire Department is responsible for firefighting operations within San Bernardino County and coordinates with the City of Fontana Fire Protection District for local needs within the City. The Office of Emergency Services (OES), a division within the San Bernardino County Fire Department is responsible for broad emergency services coordination throughout the county, including the City of Fontana. OES looks broadly at emergency responses affecting the region. The goal of the OES is to improve public and private sector readiness, and to mitigate local impacts resulting from natural or man-made emergencies through disaster preparedness planning and appropriate response efforts with city departments and local and state agencies. While OES does not directly manage field operations, it manages an Incident Command Post to ensure coordination of emergency response and recovery efforts through its day-to-day program management and during an incident/disaster. The division also manages and operates the Emergency Operations Center (EOC), which is the primary coordination point for major emergencies. In the event of an incident requiring complex coordination, preselected and trained responders report to the San Bernardino County Operational Area EOC. The 100-plus responders have been trained to perform specific functions designated under the Standardized Emergency Management System to coordinate emergency management of disasters. These responders are available 24 hours a day 7 days a week. OES conducts annual exercises in the EOC to test the readiness of various types of disasters and large-scale emergencies.

Fontana Fire Protection District

Fire protection in Fontana is provided through contract with the San Bernardino County Fire Department. There are eight stations. The district responds to fires, provides medical aid response, responds to hazardous materials incidents, performs rescue services, and other response as needed.

Local

Fontana General Plan

The General Plan policies that are applicable to hazardous materials and fire hazards[9] are contained with the Safety Element as follows:

Safety Element, Hazardous Materials

Policy 1 The City shall strive to reduce the potential for residents, workers, and visitors to Fontana to being exposed to hazardous materials and wastes.

Safety Element, Fire Hazards

Policy 1 The City shall require residential, commercial, and industrial structures to implement fire hazard-reducing designs and features.

Although there are no General Plan policies specifically pertaining to airports, the Land Use Element recommends that in accordance with Federal Aviation Regulations, the guidance provided in the Rialto Airport Comprehensive Land Use Plan should prevail when development is considered within the airport's delineated safety zones.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on hazards/hazardous materials if it would do any of the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment
- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area
- If within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area

[9] These policies are not a complete listing of all policies contained in General Plan; those policies that would be most applicable to the proposed project are included here.

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

Analytic Method

The following analysis considers whether or not implementation of the Regional Reduction Plan within the City would create or increase potential hazards or inhibit the ability to respond to hazards.

Effects Not Found to Be Significant

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

The Regional Reduction Plan in Fontana would reduce GHG emissions citywide and includes reduction measures such as energy efficiency goals, the reduction of vehicle trips and vehicle miles traveled (VMT) to reduce transportation related emissions through transit-oriented development policies, increased transportation/transit technology, outdoor lighting performance standards, and water conservation programs. The GHG reductions would not involve the transport or use of hazardous materials. Waste diversion programs focus on recyclable materials and are regulated by current federal and state regulations, City ordinances, and General Plan. These policies would regulate the handling of hazardous substances to reduce potential releases; exposure; and risks of transporting, storing, treating, and disposing of hazardous materials and wastes. Consequently, potential impacts as a result of implementation of the Regional Reduction Plan would be ***less than significant***. No mitigation is required.

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

The Regional Reduction Plan in Fontana would reduce GHG emissions citywide and includes reduction measures such as energy efficiency goals, the reduction of vehicle trips and VMT to reduce transportation related emissions through transit-oriented development policies, increased transportation/transit technology, outdoor lighting performance standards, and water conservation programs. These activities would not release hazardous materials or create foreseeable upsets or accidents that would present a significant hazard to the public or the environment, and there are regulations, permits, and codes reduce the potential for upset conditions and accidents to foreseeable safe conditions within the community. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The Regional Reduction Plan in Fontana would reduce GHG emissions citywide and includes reduction measures such as energy efficiency goals, the reduction of vehicle trips and VMT to reduce transportation related emissions through transit-oriented development policies, increased transportation/transit technology, outdoor lighting performance standards, and water conservation programs. The GHG reductions would not involve the use of hazardous materials or emit hazardous emissions near schools. Consequently, any potential impacts associated with emissions during implementation of the Regional Reduction Plan would be reduced to ***less than significant***. No mitigation is required.

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

The Regional Reduction Plan does not propose siting specific reduction measures at particular locations. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?

The Regional Reduction Plan does not propose land uses in particular areas. The City is within the airport influence area (AIA) shown in the LAONT airport land use plan. However, no air safety zones extend into the City of Fontana planning area. The City is within the land use planning area for the Rialto Municipal Airport. Although there are no General Plan policies specifically pertaining to airports, the Land Use Element recommends that the guidance provided in the Rialto Airport Comprehensive Land Use Plan should prevail when development is considered within the airport's delineated safety zones. The City review of proposed projects such as new park-and-ride lots or bicycle/pedestrian network improvements during implementation of the Regional Reduction Plan within an airport safety zone would ensure that implementation of these types of uses near airports does not result in safety hazards to people in the area. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project, if within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?

Implementation of reduction measures would be reviewed by the City to ensure that placement of these types of facilities near a private airstrip or heliport would not create a safety hazard. The impact would be ***less than significant***. No mitigation is required.

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

The Regional Reduction Plan does not propose land uses in particular areas. The Regional Reduction Plan in Fontana would reduce GHG emissions citywide and includes reduction measures such as energy efficiency goals, the reduction of vehicle trips and VMT to reduce transportation related emissions through transit-oriented development policies, increased transportation/transit technology, outdoor lighting performance standards, and water conservation programs. None of the reduction measures would alter emergency response or evacuation plans. Improvements to transit, bicycle, and pedestrian infrastructure along roadways that would serve emergency response and evacuation within the City would be reviewed by the City Planning Department to ensure adequate ingress and egress along these roadways. Therefore, the impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The Regional Reduction Plan does not propose land uses in particular areas. To help protect the City and its residents from fire hazards, Fontana has building and fire codes that must be followed. All building plans in the City must be reviewed by the Fire Protection District to ensure their compliance with the City's fire code. Facilities and infrastructure built as a result of the Regional Reduction Plan implementation within the City would be reviewed for adherence to the building and fire codes. Therefore, the impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create hazards at a project level, implementation of the Regional Reduction Plan will not create impacts related to hazards and hazardous materials that are cumulatively considerable. Therefore, ***cumulative impacts are less than significant***.

References

California Department of Toxic Substances Control (DTSC). 2013. EnviroStor Online Database. http://www.envirostor.dtsc.ca.gov/public/

Fontana, City of. 2003. *City of Fontana General Plan*.

California Department of Forestry and Fire Protection (CAL FIRE). 2008. *Very High Fire Hazard Severity Zones in LRA*, October 29. ftp://frap.cdf.ca.gov/fhszlocalmaps/san_bernardino/Fontana.pdf.

Ontario, City of. 2011. *LA/Ontario International Airport Land Use Compatibility Plan*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

San Bernardino County Airport Land Use Commission. 1991. *Rialto Municipal Airport Final Comprehensive Land Use Plan*, January.

U.S. Environmental Protection Agency (USEPA). Envirofacts database. Search criterion: Fontana.

———. Facility Registry System database. Search criterion: Fontana.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.6.9 Hydrology/Water Quality

This section of the EIR analyzes the potential environmental effects on hydrology/water quality in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from the Fontana General Plan (2003). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing hydrology/water quality were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Regional Hydrology and Climate

Fontana is within the Santa Ana River Watershed, which includes portions of San Bernardino, Orange, and Riverside Counties and covers approximately 2,800 square miles. The Santa Ana River is the main surface drainage course in the region, and the largest river in the basin. It originates in the San Bernardino Mountains, travels southwest, and terminates at the Pacific Ocean near the Huntington Beach/Newport Beach city boundary. Water flow in the river is regulated by the Prado Dam, the Seven Oaks Dam, and other flood-control facilities along the river and its tributaries.

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

Local Drainage

There are three main drainage features flowing from the foothills in the San Gabriel foothills and three small drainages in the south, which flow from the Jurupa hills. Within the developed area in the central portion of the City are two main drainage features, which have been previously modified for flood control measures.

There is limited surface water runoff within the Fontana planning area, primarily from canyon drainages in the northern sphere area, and from surface drainages flowing north from the Jurupa Hills, in the southern edge of the planning area. Surface flows from the northern canyons are intercepted by flood control channels, which flow south and ultimately discharge into the Santa Ana River system. Runoff from the southern drainages are also by local storm drainage systems, and conveyed to large channels that ultimately discharge to the Santa Ana River.

Urban Runoff

Urban runoff from the planning area flows into a network of open channels, as well as along streets, into underground drainage systems and over undeveloped land. A significant amount of the urban surface runoff that occurs in the planning area is intercepted by the City‘s storm drainage system, which flows into San Bernardino County Flood Control facilities, mainly the San Sevaine and Declez Channels. These

channels carry flows directly into the Santa Ana River. Some stormwater runoff is diverted for recharge in flood retention and spreading basins, including (from west to east) the Eighth Street, Ely, Turner, Chris, Cucamonga, and Wineville Basins.

Urban runoff commonly contains a variety of water pollutants, including elevated levels of pathogens, sediment, trash, fertilizers, pesticides, heavy metals, and petroleum products. Storm water can carry these pollutants to the eventual receiving waters, i.e., rivers, streams, lakes, bays and the ocean. The City regularly monitors its storm drain system to detect illegal or un-warranted discharges into the City stormwater drainage system. Monitoring is accomplished by water and soil sampling and spot inspections. Fines may be imposed on businesses or individuals who discharge illegal substances into the storm drain system.

Groundwater

The City of Fontana overlies the Chino Basin. The Chino Basin is one of the largest groundwater basins in Southern California, covering approximately 235 square miles of the Upper Santa Ana River Valley. The basin currently contains approximately 5,000,000 acre-feet (af) of water and has an unused storage capacity of about 1,000,000 af. Groundwater is produced from the basin by cities and other water supply entities and by about 300 to 400 agricultural users overlying the basin. Since 1978, the basin has been managed via ongoing court adjudication in the 1978 judgment *Chino Basin Municipal Water District vs. City of Chino et al.*

Groundwater flows through the Chino Basin north/south, and groundwater quality tends to be better in the northern portion of the basin, where significant recharge occurs. Salinity, measured as total dissolved solids (TDS), and nitrate concentrations increase in the southern portion of Chino Basin. Generally, TDS exceeds 500 mg/L and nitrate exceeds 50 mg/L south of Riverside Drive. TDS and nitrate generally originate from nonpoint sources such as land application of wastes and fertilizer from previous and current agricultural activities. In addition, there are several point sources of contamination in the basin that affect groundwater quality in localized areas. The primary water quality concerns for the City's groundwater wells are nitrate and perchlorate. Other contaminants of concern are volatile organic compounds (VOC) and TDS. The levels of these pollutants within the groundwater are the result of contamination plumes.

Flood Hazards

Fontana is situated primarily on alluvial sediments shed from the San Gabriel and Jurupa Mountains, which are carried downslope onto the valley floor by a series of ephemeral streams, including Duncan, San Sevaine, Morse, and Henderson Creeks, and several smaller unnamed streams. Any rainwater that does not infiltrate the valley sediments makes its way as runoff into the East Etiwanda Creek Channel or the Etiwanda-San Sevaine Channel. Except for the Santa Ana River, most of the streams in the valley have significant flow only during the wet winter months, when they may carry large amounts of runoff for short periods of time.

The City of Fontana is not vulnerable to flooding associated with the Santa Ana River and its larger tributaries. However, the smaller channels and alluvial fans within or immediately adjacent to the city do pose a flooding potential. The City has undertaken a significant capital improvement program that

includes the construction and retrofitting of storm drains and other flood control structures throughout the area. The current FIRMS, which became effective on August 28, 2008, indicate 100-year flood hazards are located in the northwest portion of the planning area (associated with the Hawker Crawford Channel), along the western boundary (Etiwanda-San Sevaine Channel), in the central area (along I-10 Channel), and along and south of the West Fontana Channel in several locations. primarily in the vicinity of Citrus Avenue.

Although Fontana has not experienced a 100-year flood in many years, the smaller 10-year and 25-year storms that have occurred did strain the area's flood control system. To compound this, the area has experienced tremendous growth, and many more developments are currently in the construction or design phases. The City's General Plan noted these projects will increase the amount of impervious surface area and place more people and structures within the floodplain, with a resultant increase in the flood risk.

There is no major dam located upstream from the Fontana area, and the city is currently not susceptible to dam inundation or seiche. However, other smaller flood control improvements, such as canals, culverts, levees, and retention basins may crack and suffer some structural damage during an earthquake, especially in areas prone to ground failure. Mudflows could occur in drainage channels in Fontana during flash floods, but are not expected to pose a substantial hazard in the City, due to the very gently sloping terrain.

Fontana is located over 60 miles from the Pacific Ocean; there is no tsunami hazard.

Regulatory Framework

Federal

The USEPA is the primary federal agency that regulates water quality and water resources, principally through the Clean Water Act and Safe Drinking Water Act.

Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act [CWA]) is the principal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the USEPA the authority to implement pollution control programs, such as setting wastewater standards for industry. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters and sets water quality standards for all contaminants in surface waters. 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 Pollution Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program promulgated under CWA Section 402, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources include discharges from publicly

owned treatment works (POTWs), discharges from industrial facilities, and discharges associated with urban runoff. While the NPDES program addresses certain specific types of agricultural activities, most agricultural facilities are nonpoint sources and are exempt from NPDES regulation.

NPDES has a variety of measures designed to minimize and reduce pollutant discharges. For example, pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) are regulated by the USEPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a city) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre. In California, the USEPA has delegated authority to issue NPDES permits to the SWRCB.

As described in more detail, below, California has adopted a general NPDES permit that applies to construction. The MS4 permit in effect in the City of Fontana is Order R8-2010-0036 issued by the Santa Ana Regional Water Quality Control Board in January 2010. The City is the local enforcing agency of the MS4 NPDES permit.

Safe Drinking Water Act

The Federal Safe Drinking Water Act (SDWA) provides regulations on drinking water quality in Fontana. The SDWA gives the USEPA the authority to set drinking water standards, such as the National Primary Drinking Water Regulations (NPDWRs or primary standards). The NPDWRs protect drinking water quality by limiting the levels of specific contaminants that are known to occur or have the potential to occur in water and can adversely affect public health. The California Department of Public Health, Division of Drinking Water and Environmental Management, is responsible for implementation of the SDWA in California.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions.

The Flood Disaster Protection Act requires owners of all structures in identified special flood hazard areas to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members in designated areas are able to participate in the National Flood Insurance Program afforded by FEMA. The program is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA.

The most recent study and FIRM were completed and published for Fontana on August 28, 2008. The City of Fontana, under the National Flood Insurance Program, has created standards and policies to ensure flood protection. These policies address development and redevelopment, compatibility of uses, required predevelopment drainage studies, compliance with discharge permits, among other items, and are codified in City Municipal Code Chapter 12.

State

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act (Water Code Section 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.

The state is divided into nine regions related to water quality and quantity characteristics. 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 recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The City of Fontana is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

Construction NPDES Permit

Construction site runoff is regulated statewide through a statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAR000002), adopted by the State Water Resources Control Board (SWRCB) September 2, 2009. To obtain coverage under the Construction General Permit, project proponents must file Permit Registration Documents (PRDs) prior to the commencement of construction activity, which include a Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and other documents required by the Construction General Permit. The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges; and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater, as well as non-stormwater discharges.

The Construction General Permit requires specific minimum BMPs, depending upon the project sediment risk (Risk Levels 1 through 3). Risk Level 1 projects are subject to minimum BMP and visual monitoring requirements; Risk Level 2 projects are subject to numeric actions levels (NALs) and some additional monitoring requirements; and Risk Level 3 projects are subject to numeric effluent limitations (NELs) and more rigorous monitoring requirements, such as receiving water monitoring and, in some cases, bioassessment. The risk is a calculated value that is determined when the SWPPP is prepared. The SWPPP will identify the appropriate risk level and related BMPs and other requirements. The results of

monitoring and corrective actions, if any, must be reported annually to the SWRCB. This permit also specifies minimum qualifications for SWPPP developers and construction site inspectors.

Regional

County of San Bernardino Stormwater Program

The San Bernardino County Stormwater Program has developed the Model Water Quality Management Plan guidance document to comply with the Santa Ana RWQCB's NPDES permit requirements. This guidance document requires that a project's post-development discharge not exceed predevelopment discharges for 1-, 5-, and 10-year storms; or that a project proponent carry out additional analysis and mitigation to ensure that a project not adversely impact downstream erosion, sedimentation, or stream habitat.

Santa Ana River Basin Water Quality Control Plan

The Water Quality Control Plan for the Santa Ana River Basin, adopted in 1995 and updated in February 2008, establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific waterbodies and the water quality levels that must be maintained to protect those uses. The Basin Plan includes an implementation plan describing actions by SARWQCB and others needed to achieve and maintain the water quality standards. The SARWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems in the region, along with causes, where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.

Local

City of Fontana Municipal Code

Stormwater Quality

City Municipal Code Chapter 23 regulates stormwater discharges into the City's storm drains. It identifies specific performance standards and compliance mechanisms for construction projects and development projects, consistent with NDPES requirements.

Storm Water Management Plan

To implement its obligations under the Area Wide Urban Storm Water Permit, the City has adopted a Municipal Storm Water Management Plan (MSWMP), which consists of a variety of measures, including prohibition or regulation of specific types of discharges, inspections, avoidance of sewage spills, public education, controls on new development and redevelopment, site maintenance practices, and construction site management practices.

All new construction projects involving a ground disturbance of at least 1 acre in total area must comply with the terms of the General Construction Permit. This applies to private projects as well as projects undertaken by the City or other government entities. Specific construction site maintenance measures,

spill prevention and response procedures, erosion control measures, etc. are required to be specified on a Storm Water Pollution Prevention Plan that must be approved prior to the issuance of a grading permit.

Prior to the issuance of building permits, new development and redevelopment projects subject to the City's MSWMP restrictions are also required to submit and obtain approval of a Storm Water Quality Management Plan (SWQMP) that specifies the water pollution control Best Management Practices (BMPs) to be incorporated into the project design. Examples of common structural BMPs include control of impervious runoff, common area efficient irrigation and runoff minimization. Non-structural BMPs include educational materials, activity restrictions and common area catch basin inspections. The City provides a list of approved structural and non-structural BMPs to development applicants, to assist in the preparation of their SWQMPs.

Flood Hazards

The City of Fontana's Flood Damage Prevention Program is included as City Municipal Code Chapter 12. This includes performance standards for construction, for utilities, subdivisions, manufactured homes, and floodways. Construction standards include requirements for anchoring, floodproofing, and minimum elevations of floors.

Fontana General Plan

The Fontana General Plan policies that are applicable to drainage, water quality, and flood hazards[10] are as follows:

Open Space and Conservation Element, Water Resources Goal 3.1

Policy 1 Promote use of xeric (adapted to arid conditions) landscaping techniques in master planned communities, and other new land use plans. Provide public information concerning xeric plant palettes and low water usage irrigation systems.

Policy 2 Replace existing turf areas and other high water consuming landscaping within City street medians and parkways with xeric vegetation and miscellaneous hardscape materials.

Policy 3 Participate with the Inland Empire Utilities Agency, the Fontana Water Company, the Cucamonga County Water District, and the West San Bernardino County Water District to develop and implement water conservation programs and to encourage the use of water conserving technologies, for indoor and outdoor applications.

Open Space and Conservation Element, Water Resources Goal 3.2

Policy 1 Promote the use of structural and non-structural water quality best management practices (BMPs) in land planning and project-level site planning.

Policy 2 Require structural and non-structural BMPs for all parking lots and paved storage areas within industrial and commercial zones, for the City's street network, and within the City's parks and other civic facilities.

[10] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the measures selected by Fontana to implement the Regional Reduction Plan are included here.

Policy 4 Fulfill the City's obligations for storm water management, in accordance with the Implementation Agreement among the SBCFCD, the County, and the cities in San Bernardino County, under the terms of Order No. R8-2002-0012, issued by the SARWQCB.

Safety Element, Flood Hazards

Policy 1 The City shall discourage new development in flood hazard areas and implement mitigation measures to reduce the hazard to existing developments that are located within the 100- and 500-year flood zones.

Community Design Element, Guiding New Development, Goal 5.2

Policy 7 Environmentally sensitive and energy-efficient building siting standards, which minimize impacts from wind, provide shade, reduce stormwater-runoff and maximize opportunities for passive solar design, should be incorporated into design guidelines for large-scale projects.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on hydrology/water quality if it would do any of the following:

- Violate any water quality standards or waste discharge requirements
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site
- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
- Otherwise substantially degrade water quality
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam
- Inundation by seiche, tsunami, or mudflow

Analytic Method

Measures selected by the City of Fontana were reviewed to determine which actions could result in physical changes that could pose drainage, water quality, or flood risk concerns. For those measures that could result in land disturbance or development of new features, potential effects were assessed by considering the magnitude of potential change in view of the City's General Plan policies and implementing actions in combination with existing laws and regulations.

Effects Not Found to Be Significant

Threshold	Would the project violate any water quality standards or waste discharge requirements?

The applicable standards that would apply to measures implemented under the Regional Reduction Plan in Fontana are construction and post-construction NDPES (MS4) requirements.

On-Road elements of the Regional Reduction Plan selected by the City of Fontana that directly have the potential to affect water quality would be limited to development of new or expanded park-and-ride lots and pedestrian/bicycle enhancements. Potential impacts would be associated with construction activities and post-construction runoff. However, these improvements are expected to occur in locations that are already developed and would involve minimal land disturbance. In all cases, the City would require implementation of the statewide General Construction Permit and MS4 NDPES performance standards to reduce potential water quality impacts from construction and occupancy of such projects to ensure compliance with applicable standards and permits.

Measures that encourage land use planning to prioritize transit-oriented development along existing and planned transit corridors could result in new construction, but this would primarily occur in already urbanized locations. While the locations of such development has not been determined, it is anticipated the ground disturbance footprint would be limited, and there would be no substantial changes in the types of discharges from a particular site that would differ substantially from existing conditions. Further, the City would require implementation of the statewide General Construction Permit and MS4 NDPES performance standards to reduce potential water quality impacts from construction and occupancy of such projects to ensure compliance with applicable standards and permits.

Other measures, such as outdoor lighting performance standards, transportation/transit technology improvements and related funding would have no effect on water quality because they would not result in physical changes to land surface. Similarly, equipment upgrades to the IEUA to enhance energy efficiency (which would not be directly implemented by the City) would not affect the quality of wastewater treatment plant discharge, and therefore, would have no direct or indirect effect on water quality standards or permits.

Water conservation measures (i.e., SBX 7-7) would consist of reducing per capita demand by increasing conservation in existing areas in conjunction with incorporating more efficient indoor plumbing and water-conserving landscape in new development. Water conservation measures that encourage reduced water use would have no effect on water quality. To accomplish conservation, the City would rely, in

part, on recycled water from IEUA. This would have no effect on IEUA treatment processes, nor the quality of recycled water obtained from IEUA. Therefore, water quality standards would not be violated.

Implementation of GHG Performance Standards for New Development (PS-1) encourages new discretionary development to incorporate energy-efficiency and alternative energy strategies. If small-scale energy systems are a component of that strategy, such features would likely be constructed within the development footprint and in conjunction with that particular discretionary project, for example, as roof-mounted elements or small-scale commercial projects. The City would require these projects to implement construction and post-construction NPDES requirements.

Consequently, potential impacts as a result of implementation of the Regional Reduction Plan related to water quality standards and discharge requirement would be ***less than significant***. No mitigation is required.

Threshold	Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

The Fontana Water Company (FWC) provides water service to Fontana. A portion of FWC's supply consists of groundwater from three adjudicated groundwater basins (Chino Basin, Rialto Basin, and Lytle Basin) and one un-adjudicated basin (No-Man's Land Basin). According to the FWC's 2010 Urban Water Management Plan (UWMP), based on current management practices and supply reliability, the minimum groundwater supplies available at the end of an average water year, single dry year, and multiple dry years would be at least equal to if not greater than FWC's water demands.

The Regional Reduction Plan would not foster or encourage new growth relying on groundwater. The City of Fontana expects to achieve GHG reductions by implementing water conservation measures in existing and new development. As a result, there would be no new or increased demand on groundwater supplies.

Examples of transportation/transit-related and land use-related measures (Transportation-1 and Transportation-2 that could be implemented in Fontana that could involve changes in the physical environment include new park-and-ride lots and pedestrian/bicycle enhancements. Transportation-1 could result land use planning changes to prioritize transit-oriented development along existing and planned transit facilities. These actions would have little or no effect on groundwater recharge potential and would occur in areas that are already developed with impervious surfaces. Building energy measures would consist of changes to outdoor lighting performance standards that the City may implement and upgrades to the regional IEUA wastewater treatment plant (which would not be under the direct control of Fontana). Neither of these would affect groundwater recharge potential. Under the GHG Performance Standard-1, the City expects project proponents to include energy-efficiency and alternative energy strategies to help reduce their GHG emissions. Such measures could include more efficient building design, rooftop solar or small-scale photovoltaic or wind energy, but these would be within the footprint of the proposed development. Therefore, the proposed project would not be expected to

directly or indirectly substantially increase the impermeable surface area, and groundwater recharge would not be affected. Therefore, there would be ***no impact***. No further analysis is required.

Threshold	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?
Threshold	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?
Threshold	Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
Threshold	Would the project otherwise substantially degrade water quality?

On-Road elements of the Regional Reduction Plan selected by the City of Fontana that directly have the potential to affect drainage patterns or contribute to erosion potential, off-site flooding, or other water quality impacts would be limited to development of new or expanded park-and-ride lots and pedestrian/bicycle network enhancements. Potential impacts would generally be associated with post-construction stormwater runoff to existing drainage systems because it is unlikely that new facilities would be developed in areas where natural or engineered drainages would be substantially affected. Further, these improvements are expected to occur in locations that are already developed and would involve minimal land disturbance.

Measures that encourage land use planning to prioritize transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could result in new construction, and this could have an effect on drainage patterns or stormwater runoff, but this would primarily occur in already urbanized locations. While the locations of such development has not been determined, it is anticipated the ground disturbance footprint would be limited, and there would be no substantial changes discharge patterns that would differ substantially from existing conditions that could lead to a substantially increased erosion/siltation or flooding potential. Further, the City would require implementation of the statewide General Construction Permit and MS4 NDPES performance standards to reduce potential water quality impacts from construction and occupancy of such projects to ensure compliance with applicable standards and permits, as described above. To minimize erosion/siltation potential, the City would require implementation of the statewide General Construction Permit and MS4 NDPES performance standards to reduce potential water quality impacts from construction and occupancy of such projects to ensure compliance with applicable standards and permits. In addition, the City would require storm drain improvements if a project could result in increased flood hazard (General Plan Safety Element, Goal 3, Policy 4; General Plan Community Design Element, Goal 5.2, Policy 7).

Under the GHG Performance Standard-1, the City expects project proponents to include energy-efficiency and alternative energy strategies to help reduce their GHG emissions. Such measures could include more efficient building design, rooftop solar or small-scale photovoltaic or wind energy, but

these would be within the footprint of the proposed new development, and would result in little, if any, drainage or water quality effects.

Other measures, such as outdoor lighting performance standards, transportation/transit technology improvements and related funding, and water conservation would have no effect on drainage or water quality because they would not result in physical changes to the land surface. Similarly, equipment upgrades to the IEUA (which would not be directly implemented by the City) would not affect drainage patterns in the City, and therefore, would have no effect on surface water or drainage systems.

For the reasons described above, implementation of the measures selected by the City of Fontana for implementation under the Regional Reduction Plan would not substantially alter drainage patterns, increase flood hazard due to stormwater flows, or otherwise substantially degrade water quality. Impacts would be ***less than significant***. No mitigation is required.

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

Measures such as On-Road-1.4 that seek to encourage land use planning to promote transit-oriented development along existing corridors could indirectly result in development of new housing in areas that could be vulnerable to 100-year flood hazard. However, the City discourages new development in flood hazard areas, particularly in the northern and central parts of the City unless a project applicant can demonstrate proposed development would not be impacted by flooding, or that remedial measures to reduce the hazard of flooding would be implemented in design, among other requirements (General Plan Safety Element, Goal 3, Policy 1, Actions 1 through 5). Impacts would be ***less than significant***. No mitigation is required.

Threshold	Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Examples of transportation/transit-related and land use-related measures (Transportation-1 and Transportation-2 that could be implemented in Fontana that could involve changes in the physical environment include new park-and-ride lots and pedestrian/bicycle enhancements. Transportation-1 could result land use planning changes to prioritize transit-oriented development along existing and planned transit facilities. Measures such as On-Road-1.4 that seek to encourage land use planning to promote transit-oriented development along existing corridors could indirectly result in greater concentrations of people and structures in areas that could be vulnerable to 100-year flood hazard. However, the City discourages new development in flood hazard areas, particularly in the northern and central parts of the City, unless a project applicant can demonstrate proposed development would not be impacted by flooding, or that remedial measures to reduce the hazard of flooding would be implemented in design, among other requirements (General Plan Safety Element, Goal 3, Policy 1, Actions 1 through 5).

Building energy measures would consist of changes to outdoor lighting performance standards that the City may implement and upgrades to the regional IEUA wastewater treatment plant (which would not be under the direct control of Fontana). Neither of these would affect flood hazard characteristics. Under

the GHG Performance Standard-1, the City expects project proponents to include energy-efficiency and alternative energy strategies to help reduce their GHG emissions. Such measures could include more efficient building design, rooftop solar or small-scale photovoltaic or wind energy, but these would be within the footprint of the proposed development, and would not result in additional hazard beyond that associated with each individual project and for which the City would require that flood hazard(s) be mitigated in conjunction with project approvals. Therefore, impacts would be ***less than significant***. No mitigation is required.

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

There is no risk of flooding from dam failure in Fontana, but other smaller flood control improvements, such as canals, culverts, levees, and retention basins may crack and suffer some structural damage during an earthquake, especially in areas prone to ground failure, which could pose a flood risk. The On-Road transportation measures selected by Fontana could include new park-and-ride lots and pedestrian/bicycle enhancements and transit system improvements, which are expected to be developed along existing corridors, where localized flooding could occur. However, these facilities would not attract a substantial number of people or consist of major structures that, if damaged by flooding from failure of flood control structures, would pose a serious hazard. Other measures such as transportation/transit technology improvements, adoption of outdoor lighting performance standards, wastewater plant technology upgrades, and water conservation would be unaffected. Measures that seek to encourage land use planning to promote transit-oriented development along existing corridors could indirectly result in greater concentrations of people and structures in areas that could be vulnerable to flooding from local flood control facilities. However, the City discourages new development in flood hazard areas, particularly in the northern and central parts of the City unless a project applicant can demonstrate proposed development would not be impacted by flooding, or that remedial measures to reduce the hazard of flooding would be implemented in design.

Under the GHG Performance Standard-1, the City expects project proponents to include energy-efficiency and alternative energy strategies to help reduce their GHG emissions. Such measures could include more efficient building design, rooftop solar or small-scale photovoltaic or wind energy, but these would be within the footprint of the proposed development. This would not result in additional hazard beyond that associated with each individual project and for which the City would require that flood hazard(s) be mitigated in conjunction with project approvals. Therefore, impacts would be ***less than significant***. No mitigation is required.

Threshold	Would the project inundation by seiche, tsunami, or mudflow?

The City is located over 60 miles from the Pacific Ocean; thus, there would be no impacts associated with inundation by tsunamis. There are no enclosed bodies of water in or near Fontana that could pose a seiche hazard. Mudflows could occur in drainage channels in Fontana during flash floods, but are not expected to pose a substantial hazard in the City, due to the very gently sloping terrain. Implementation of the Regional Reduction Plan in Fontana does not propose new development along drainage channels; therefore, there would be no mudflow risk. There would be ***no impact***. Further analysis is not required.

Cumulative Impacts

For each of the less-than-significant drainage, flooding, and water quality impacts identified above, due to the nature and scale of potential improvements, effects would tend to be site-specific and localized and would not combine with other projects to create a cumulative impact. Further, implementation of existing water quality and flood hazard regulations and standards, which would be directly enforced and monitored by the City, would ensure impacts remain less than significant. Therefore, implementation of the Regional Reduction Plan in Fontana would not result in drainage, water quality, or flood hazard impacts that would be cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

California Regional Water Quality Control Board, Santa Ana Region. 2010. Waste Discharge Requirements for the County of San Bernardino and the Incorporated Cities of San Bernardino County, Order No. R8-2010-0036, NPDES No. CAS618036, Areawide Urban Storm Water Runoff.

California State Water Resources Control Board. 2009. National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities. Order No. 2009-0009-DWQ, NPDES No. CAR000002, adopted September 2, 2009, as amended November 16, 2010, and July 17, 2012.

Fontana, City of. 2003. *City of Fontana General Plan*.

———. 2013. Compilation of FEMA Flood Insurance Rate Maps. http://www.fontana.org/DocumentCenter/Home/View/4473.

Fontana, City of. *City of Fontana Municipal Code*, codified through June 2012.

Fontana Water Company. 2011. *2010 Urban Water Management Plan*, July.

Ontario, City of. 2006. *Existing Conditions Report; Water Quality, for the City of Ontario General Plan*, October

———. 2009. *The Ontario Plan Final Environmental Impact Report*, July.

———. 2010. *The Ontario Plan*, January 27.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.6.10 Land Use/Planning

This section of the EIR analyzes the potential environmental effects on land use/planning in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from Fontana General Plan (2003), Southwest Industrial Park Draft Specific Plan Update EIR (2011), and the City of Fontana Zoning and Development Code (City of Fontana Municipal Code Chapter 30). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing land use/planning were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Existing Land Uses

The City of Fontana covers approximately 42 square miles (approximately 1.83 million acres) in southern San Bernardino County, in the Upper Santa Ana River Valley. It is bounded by Riverside County on the south, the cities of Ontario and Rancho Cucamonga and Interstate 15 (I-15) (Ontario Freeway) on the west and north, and Rialto to the northeast and east (see Figure 4.6-1 [Vicinity Map] in Section 4.6.0 [Introduction to the Analysis]). The I-10 runs east/west through the southern part of the City.

In the early 1900s, Fontana was a diversified agricultural community, producing major commodities such as citrus, grain, grapes, poultry, and swine. In 1942 the area began to transition to a more industrial base with the founding of the Kaiser Steel Mill. By the 1950s, Fontana was the region's leading producer of steel and steel-related products. Today, Fontana is both a bedroom community, with a commuting population of workers, and due to its location to several major freeway and rail transportation corridors, is also a major Inland Empire hub of warehousing and distribution centers. A range of residential neighborhoods has developed in the city. Residential planned community development, together with some planned industrial uses, makes up the majority of the existing developed land use between Jurupa Avenue and the southern boundary of the city. A large portion of Fontana, north of the State Route 210 (SR-210) still remains to develop as a mix of planned communities and job centers.

Fontana is also home to a major regional medical center that brings both employees and patients to the city. Places of note in Fontana include the NASCAR Speedway and the National Hot Rod Association drag strip, which attract tens of thousands of visitors to the city several times a year. Other regional attractions include the Center Stage Theater and the Lewis Library and Technology Center.

The majority of the vacant land in the City is located north of SR-210, but there has been recent growth north of SR-210 with the development of Hunter's Ridge, Summit Heights, Citrus Heights and Sierra Lakes. Additional growth is expected near this major east/west transportation corridor within the City. However, environmental constraints that will require recognition and mitigation in that area as it develops include the potential location of endangered species, as well as seismic, flood and wildland fire hazard areas (which are noted in the technical sections of this chapter).

In addition to the large open areas of the City still available for development in the north, scattered infill opportunities are located in the central core of the City, and significant development opportunity areas exist in its sphere of influence to the west and north, in a concentrated area south of Slover Avenue and east of Sierra Avenue, and south of Jurupa Avenue in the southeast corner of the City. The City recently

The City's planning area incorporates 16,620 total acres of residential land uses, and 16,848 total acres of non-residential land uses. In addition, the City's General Plan indicates over 6,000 acres (11,000 acres in the sphere of influence) denoted for commercial and industrial uses, supporting trucking-based industries and warehouse distribution centers for many large companies such as Toyota and Target. The land use plan also provides for total of 2,440 acres of community and general commercial development (which could include development of office uses), 8,150 acres of light and general industrial uses, and 1,086 acres of regional mixed use development, which is intended to include a mix of commercial, industrial and higher density residential development. Figure 4.6.10-1 (General Plan Land Uses) shows the adopted General Plan land use map through its latest revision (January 15, 2013).

Regulatory Framework

Federal

There are no federal regulations pertaining to land use/planning.

State

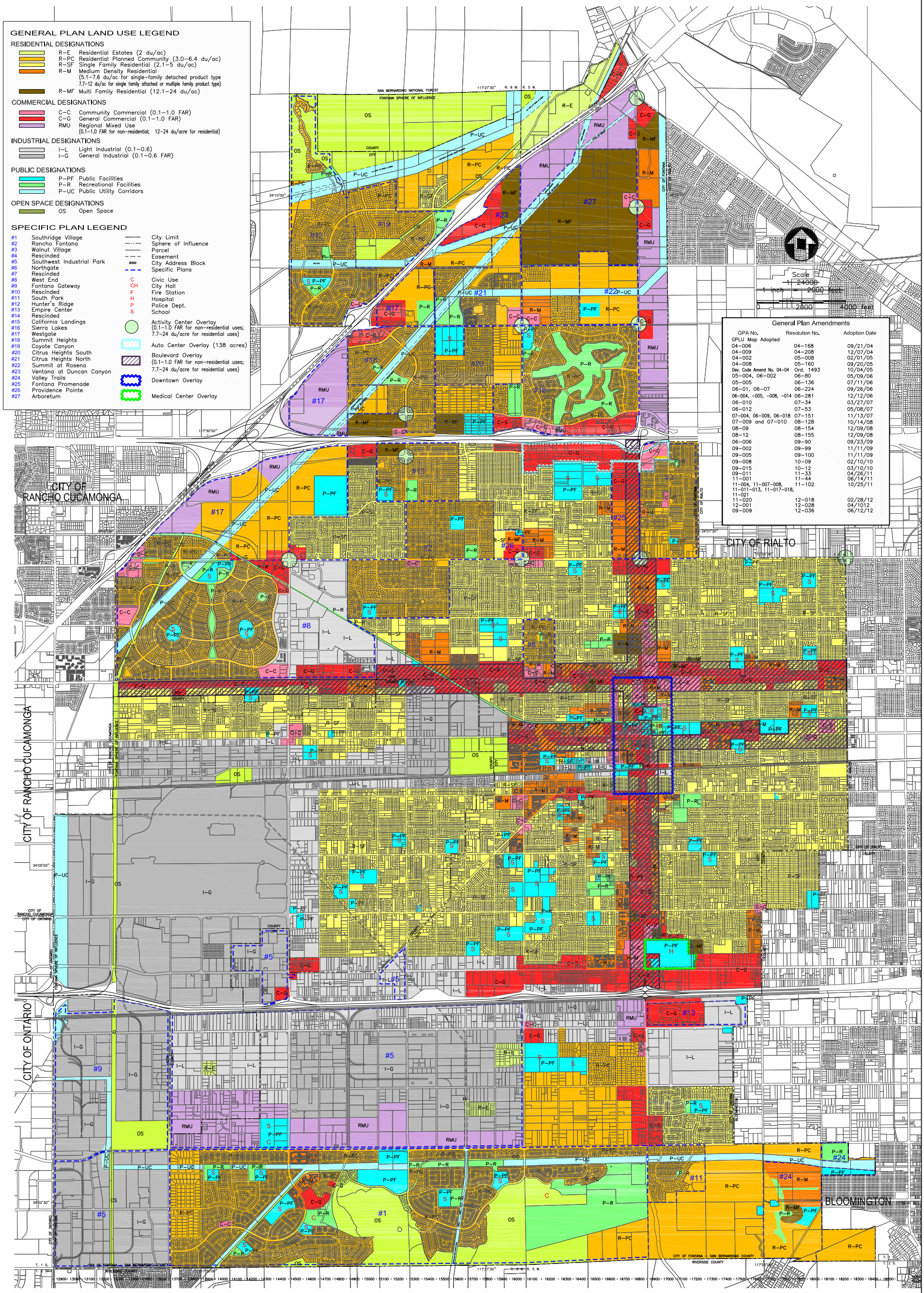
California Air Resources Board

The California Air Resources Board (ARB), a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels



***Source*:** City of Fontana General Plan.

Figure 4.6.10-1
General Plan Land Uses

ATKINS

The first California Climate Action Team Report to the Governor in 2006 contained recommendations and strategies to help meet the targets in Executive Order S-3-05. In April 2010, the Draft California Action Team (CAT) Biennial Report expanded on the policy oriented 2006 assessment. The new information detailed in the CAT Assessment Report includes development of revised climate and sea-level projections using new information and tools that have become available in the last two years; and an evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts (Cal/EPA 2006). The action items in the report focus on the preparation of the Climate Change Adaptation Strategy, required by Executive Order S-13-08, described below.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHG in California. GHGs as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 required California ARB to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to 1990 statewide levels by 2020. On or before June 30, 2007, California ARB was required to publish a list of discrete early action GHG emission reduction measures that would be implemented by 2010. The law further required that such measures achieve the maximum technologically feasible and cost effective reductions in GHGs from sources or categories of sources to achieve the statewide greenhouse gas emissions limit for 2020.

California ARB published its final report for Proposed Early Actions to Mitigate Climate Change in California in October 2007. This report described recommendations for discrete early action measures to reduce GHG emissions. The measures included are part of California's strategy for achieving GHG reductions under AB 32. Three new regulations are proposed to meet the definition of "discrete early action greenhouse gas reduction measures," which include the following: a low carbon fuel standard; reduction of HFC-134a emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture (California ARB 2007b). California ARB estimates that by 2020, the reductions from those three measures would be approximately 13 million to 26 million metric tons carbon dioxide equivalent (MMT CO_2e).

Under AB 32, California ARB has the primary responsibility for reducing GHG emissions. California ARB has published a staff report titled California 1990 GHG Emissions Level and 2020 Emissions Limit (California ARB 2007a) that determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO_2e. Additionally, in December 2008, California ARB adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. The plan emphasizes a cap-and-trade program, but also includes the discrete early actions.

Senate Bill 97 (SB 97)

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of GHG

emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt the CEQA Guidelines.

On April 13, 2009, OPR submitted the proposed amendments to the Secretary for Natural Resources. The Natural Resources Agency conducted formal rulemaking in 2009, certified, and adopted the amendments in December 2009. The California Office of Administrative Law codified into law the amendments in March 2010. The amendments became effective in June 2010 and provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions.

CEQA Guidelines Section 15183.5 (Tiering and Streamlining the Analysis of GHG Emissions) was added as part of the CEQA Guideline amendments and describes the criteria needed in a Climate Action Plan that would allow for the tiering and streamlining of CEQA analysis for subsequent development projects. The following quote is from the CEQA Guideline amendments:

> Section 15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.
>
> (a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175–15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).
>
> (b) Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.
>
> (1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:
>
> (A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
>
> (B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;
>
> (C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;
>
> (D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
>
> (E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;
>
> (F) Be adopted in a public process following environmental review.
>
> (2) Use with Later Activities. A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project,

> and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.

One of the goals of the C-CAP is to allow programmatic level review and mitigation of GHG emissions that allows streamlining of CEQA review for subsequent development projects. To accomplish this, the C-CAP framework is designed to fulfill the requirements identified in CEQA Guidelines Section 15183.5, above.

Executive Order S-13-08

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, which provides clear direction for how the State should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change:

- Initiate California's first statewide Climate Change Adaptation Strategy (CAS) that will assess the State's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform State planning and development efforts
- Issue interim guidance to State agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects
- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise

The 2009 CAS report summarizes the best known science on climate change impacts in the state to assess vulnerability, and outlines possible solutions that can be implemented within and across state agencies to promote resiliency. This is the first step in an ongoing, evolving process to reduce California's vulnerability to climate impacts (CNRA 2009).

California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008, and the Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. The Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards for several reasons:

- To provide California with an adequate, reasonably priced, and environmentally sound supply of energy
- To respond to AB 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020
- To pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs
- To act on the findings of California's Integrated Energy Policy Report (IEPR) that concludes that the Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions
- To meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes
- To meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The SCAG regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies. SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

South Coast Air Quality Management District (SCAQMD)

The City of Fontana is also located within the South Coast Air Basin (Basin) and is, therefore, within the jurisdiction of the SCAQMD. The 2012 Air Quality Management Plan (AQMP) is a regional and multi-agency effort between the SCAQMD Governing Board, California ARB, Southern California Association of Governments, and the USEPA, and includes control strategies, attainment demonstration, reasonable further progress, and maintenance plans. The AQMP is periodically updated to incorporate more recent scientific data, primarily in the form of updated emissions inventories, ambient measurements, new

meteorological episodes, and new air quality modeling tools. The AQMP provides guidance to local government about how to incorporate these strategies into land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and vehicle miles traveled (VMT). Emission estimates can then be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the National Ambient Air Quality Standards (NAAQS).

The current 2012 AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. The 2012 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling including transportation conformity budgets that show VMT emissions offsets following the recent changes in USEPA requirements.

Los Angeles/Ontario Airport Land Use Plan

Los Angeles/Ontario International Airport (LAONT) is approximately 2 miles west of the western boundary of the Fontana planning area. The City is within the airport influence area (AIA) shown in the LAONT airport land use plan. However, no air safety zones extend into the City of Fontana planning area.

Local

City of Fontana Municipal Code

Development in Fontana is guided by the Zoning and Development Code (Municipal Code Chapter 30).

Fontana General Plan

The Fontana General Plan establishes the long-range direction, or blueprint, for the City. The Land Use Element focuses on the physical distribution of land uses within the City and its identified sphere of influence (SOI). The Circulation, Community Design, Economic Development, and Air Quality elements also address land use planning from a transportation network and project siting perspective. Several regulatory mechanisms are used to implement the General Plan on a day-to-day basis, including specific plans/community plans, zoning code (Municipal Code Chapter 30), subdivision ordinance, redevelopment plans, annual budget, and capital improvements plans, among others.

The General Plan contains the following policies that are applicable to the proposed project:

Land Use Element, Balanced Land Uses

Policy 4 Activity centers identified conceptually on the Land Use Plan shall be the preferred form of development for residentially serving retail, services and entertainment uses, and shall incorporate open spaces for public gathering as well.

Land Use Element, Land Use Compatibility

Policy 2 Regionally beneficial land uses such as transportation corridors, flood control systems, utility corridors, and recreational corridors shall be sensitively integrated into our community.

Land Use Element, One Fontana

Policy 3 Circulation system improvements shall continue to be pursued that facilitate connectivity across freeway and rail corridors.

Policy 4 Improvements shall be made to transportation corridors that promote physical connectivity and reflect consistently high aesthetic values.

Policy 5 Activity centers should be linked with residential neighborhoods and be accessible by multiple modes of transportation.

Land Use Element, Infill and Revitalization of Core Areas

Policy 1 Infill development shall be accorded a high priority in the commitment of City resources and available funding.

Circulation Element, Major Thoroughfares and Transportation Routes

Policy 1 Regulate the intensity of land uses to keep traffic on any arterial in balance with roadway capacity by requiring traffic studies to identify local roadway and intersection improvements necessary to mitigate their traffic impacts.

Circulation Element, Public Transit

Policy 7 Where needed and appropriate, require new development to provide transit facilities and accommodations, such as bus shelters and turn-outs, consistent with regional agency plans and existing and anticipated demands.

Community Design Element, Guiding New Development Goal 5.1

Policy 2 New development should be linked to community facilities such as trails, parks, community centers and schools.

Community Design Element, Guiding New Development Goal 5.2

Policy 2 Higher density residential uses should be located near retail and activity centers.

Policy 3 A well-integrated network of bike and pedestrian paths should connect residential areas to schools, parks, and shopping centers.

Community Design Element, Guiding New Development Goal 5.3

Policy 2 Newly developed shopping and activity centers shall be linked to surrounding residential uses through convenient bicycle and pedestrian paths.

Economic Development Element

Policy 3 The City should achieve a mix of land uses that capitalizes on transportation corridors, stimulates employment, offers a variety of housing types/lifestyle choices and can respond to market opportunities.

Air Quality Element, Reducing Vehicle Miles Traveled

Policy 1 The City shall seek to integrate land use and transportation planning to the maximum extent practical.

Air Quality Element, Energy Conservation

Policy 3 The City shall promote and provide incentives for the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.

Policy 7 The City shall require residential building construction to comply with energy use guidelines detailed in Title 24 of the California Administrative Code and shall promote and provide incentives for residential building construction that goes beyond the guidelines detailed in Title 24.

Rialto Municipal Airport Land Use Plan

The Rialto airport is a general aviation airport owned and operated by the City of Rialto, just east of northeastern Fontana, between SR-210 and Baseline Avenue. The General Plan notes that n accordance with Federal Aviation Regulations, the guidance provided in the Rialto Airport Comprehensive Land Use Plan should prevail when development is considered within the airport's delineated safety zones. Safety Zones II and III partially extend into Fontana in the vicinity of Sierra Avenue.

Habitat Conservation Plans

Neither the City of Fontana nor the County of San Bernardino has adopted a federal or state habitat conservation plan that provides any requirements or guidance for the Fontana planning area. In 2004, the City prepared a North Fontana Interim Multiple Species Habitat Conservation Plan (MSHCP) policy to address lands in north Fontana, generally bounded by Summit Avenue on the south, extending east into Fontana and extending west across I-15 towards Rancho Cucamonga, and on the north by Neely's Corner. This area provides open space and habitat for Critical Habitat for SBKR and CAGN. It also has a number of natural plant communities. The plan identifies mitigation strategies that would be available to developers. As of 2013, the City has not completed CEQA on the MSHCP policy, and the plan has not been adopted.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on land use/planning if it would do any of the following:

- Physically divide an established community

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Conflict with any applicable habitat conservation plan or natural community conservation plan

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable land use plan policies to determine if any inconsistency exists. These land use plans include the SCAQMD 2012 Air Quality Management Plan, SCAG's Regional Comprehensive Plan and Guide (RTP and Compass Growth Visioning), the Fontana General Plan, the City's Zoning and Development Code, and the Rialto Municipal Airport Land Use Plan.

Effects Not Found to Be Significant

Threshold	Would the project physically divide an established community?

The City of Fontana is a highly urbanized area with well-established communities integrated into the land use plan. Implementation of the Regional Reduction Plan measures selected by Fontana would not physically divide an established community. Measures that encourage transit-oriented development (e.g., Road-1.4) along existing and planned transit corridors would not result in the creation of physical barriers that could divide a community. The GHG Reduction Performance Standard for New Development includes measures that the City would require of new development, which would be integral to the projects, which would not divide an established community. The remaining measures (e.g., transportation/transit technology improvements, parking ordinances, and related funding) would have no physical effects on land use planning. Park-and-ride lots and pedestrian and bicycle network improvements would have limited footprints, and such facilities that could be implemented by Fontana under the Regional Reduction Plan would not include any physical barriers that could divide an established community. There would be ***no impact***.

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

Several regionally and locally adopted land use plans, policies, and regulations would be applicable to development of infrastructure and renewable generation under the proposed Regional Reduction Plan. These include the 2012 Air Quality Management Plan, SCAG's Regional Comprehensive Plan and Guide, 2012 RTP and SCS, City Zoning Code, and the Rialto Municipal Airport Land Use Plan.

To fulfill the purposes of the Regional Reduction Plan, the City identified the following goals:

- Provide a list of specific actions that will reduce GHG emissions, with the highest priority given to actions that provide the greatest reduction in GHG emissions and benefits to the community at the least cost.

- Reduce the City of Fontana community GHG emissions to a level that is 15 percent below its projected emissions level in 2020.
- Establish a qualified reduction plan for which future development within the City can tier and thereby streamline the environmental analysis necessary under the California Environmental Quality Act (CEQA).

The City will meet and exceed their goal through a combination of state (~72 percent) and local (~28 percent) efforts. The Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Fontana's on-road and building energy sectors in 2020. An additional reduction of 124,090 MT CO_2e will be achieved primarily through the following local measures, in order of importance: SBX 7-7 (Water-4); GHG Performance Standard for Existing Development (PS-1); and Implementation of the SCS (Transportation-1). Fontana's Plan has the greatest impacts on GHG emissions in the solid waste management, building energy, and water conveyance sectors.

Figure 4.6-2 (Emissions Reduction Profile for Fontana) in Section 4.6.0 shows Fontana's 2008 GHG emissions total, 2020 BAU emissions forecast total, and the total emissions remaining after meeting the city's emissions reduction target (i.e., 15 percent below the 2008 emissions level). The contribution of state/county and local reductions are overlaid on the 2020 BAU emissions forecast total ("2020 Plan"), representing the total emissions reductions achieved in 2020. As stated above, state/county reductions account for the majority (~72 percent) of the total reductions needed to achieve the 2020 target.

Figure 4.6-3 (Emissions by Sector for Fontana) in Section 4.6.0 presents emissions by sector, for both the 2020 BAU and the 2020 reduction or Regional Reduction Plan scenarios. The largest emissions contributions are in the on-road transportation, building energy, and off-road emissions sectors.

Table 4.6-3 (Emission Reduction by Sector for Fontana) in Section 4.6.0 summarizes the 2008 inventory, 2020 BAU forecast, and GHG reduction (Regional Reduction Plan) results by sector. It shows the percent reduction in each sector's emissions in 2020 and demonstrates that Fontana exceeds its emissions reduction goal. Emissions sectors with the greatest percent reduction include the solid waste management, building energy, and water conveyance sectors.

Figure 4.6-4 (Emission Reductions by Control and by Sector for Fontana) in Section 4.6.0 presents emission reductions by sector and by control (i.e., state/county control versus local or city control). As stated previously, the majority of emissions reductions are due to state/county measures. Of the state/county measures, the majority of reductions are in the building energy and on-road transportation sectors. Of the local measures, the majority of reductions are in the building energy sector due to the implementation of SBX 7-7 (Water-4).

The Regional Reduction Plan reduction measure Transportation-1, Sustainable Communities Strategy, includes mixed use development and transit oriented development. Mixed land use (i.e., residential developments near work places, restaurants, and shopping centers) with access to public transportation has been shown to save consumers up to 512 gallons of gasoline per year. It is estimated that households in transit-oriented developments drive 45 percent less than residents in auto-dependent neighborhoods. With this reduction, there is less overall energy consumption and fewer greenhouse gas emissions from personal vehicles. Going hand-in-hand with mixed-use development is the development of pedestrian

corridors and bike trails that connect residents to work sites, shops, and recreational opportunities, which can also realize a reduction of personal vehicle use and fuel consumption.

Policies in the applicable land use plans identified above are designed to promote sustainability in land use planning. For example, SCAG's RTP provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from increased transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and non-residential uses. The goals of the Fontana General Plan promote sustainability.

The proposed project furthers the goals and policies in the identified land use plans by providing specific measures and programs that reduce greenhouse gas emissions, improve air quality, and facilitate transit-oriented development, thus reducing VMT. The Regional Reduction Plan facilitates mixed-use development in identified corridors near transit, as identified in the General Plan.

While a separate document, the Regional Reduction Plan will be utilized as a companion document to the Fontana General Plan to provide a more comprehensive and detailed framework for land-based policy decisions to reduce greenhouse gas emissions from existing and future development. The Regional Reduction Plan will further the goals and policies of the General Plan with regard to energy conservation and sustainable development by implementing, in addition to City programs already in place, measures and programs to reduce greenhouse gas emissions and facilitate transit-oriented development. All of the Land Use Element policies, as well as the others listed above, in the General Plan seek to maximize efficient use of resources, maintain a high quality of life, enhance job opportunities, promote sustainability, and facilitate access to transportation facilities. Policies related to historic resources are designed to protect and preserve recognized historic resources, and any facilities constructed or energy retrofits performed pursuant to the Regional Reduction Plan would be required to be consistent with those policies.

The Regional Reduction Plan does not propose any specific development. Under the GHG Performance Standard for New Development (PS-1) component the Regional Reduction Plan, the City could require new projects to quantify project-generated GHG emissions and adopt feasible reduction measures to reduce project emissions to a level that is a certain percent below BAU project emissions. PS-1 does not require project applicants to implement a pre-determined set of measures. It is anticipated such measures could include energy-efficient appliances and alternative energy sources, water conservation, landscaping, and site design. Any energy-efficiency or energy-generating facilities that would be constructed in new development would require consistency with the applicable specific plans. Thus, there would be no inconsistency with implementation of the Regional Reduction Plan.

Any facilities developed adjacent to or within the safety zones of the Rialto Municipal Airport pursuant to the Regional Reduction Plan would be required to be consistent with that airport's land use plan policies for land uses adjacent to or within the airport safety zones to obtain approval.

Therefore, because the proposed Regional Reduction Plan furthers the goals of the identified land use plans and would not conflict with those plans, including the City's General Plan, it is consistent with these plans. This impact would be ***less than significant***. No mitigation is required. Implementation of the proposed project would also ensure compliance with AB 32, which would be a benefit of the project.

Threshold	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

There are no adopted habitat conservation or natural community conservation plans that are applicable to Fontana. There would be ***no impact***. Further analysis is not required.

Cumulative Impacts

The geographic context for land use impacts with respect to consistency with applicable land use plans is San Bernardino County, which assumes buildout to a horizon year of 2030 in the County General Plan. While the County is part of the larger SCAG region, compliance with SCAG policies is voluntary, and individual municipalities are not required, although they aim to, conform to SCAG policies. In addition, land use decisions are subject to the jurisdiction of the SCAQMD, which implements the AQMP for the South Coast Air Basin, of which the County is a part. All development in this geographic context is required to be consistent with the applicable General Plan, and any inconsistencies with the AQMP must be identified as impacts in the environmental analysis. The Regional Reduction Plan with respect to consistency with land use plans would be ***less than significant***.

References

Fontana, City of. 2003. *City of Fontana General Plan*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.6.11 Mineral Resources

This section of the EIR analyzes the potential environmental effects on mineral resources in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from the Fontana General Plan (2003) and California Geological Survey reports. Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing mineral resources were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Mineral resources include any form of natural rock materials that have commercial value. In the planning area, the most significant mineral resource consists of sand and gravel deposits in the alluvial fan that extends southward from the base of the San Gabriel foothills. Sand and gravel aggregates are essential ingredients in construction materials such as concrete, plaster and mortar. Substantial sand and gravel deposits are also found outside of the planning area, within the Lytle Creek alluvial wash. There are no known deposits of precious gemstones, ores, or unique or rare minerals in the planning area.

There are no active sand and gravel mining operations in the City limits, and there is one active operation in the Sphere of Influence, south of the Fontana Speedway in an industrial area. There are no pending proposals to establish any new surface mining operations within the planning area, and the City considers likely that any such proposals would be met with strong opposition, due to anticipated conflicts with existing land use plans and established land use patterns.

Regulatory Framework

Federal

There are no federal regulations pertaining to mineral resources.

State

California Department of Conservation

Surface Mining and Reclamation Act

The California Department of Conservation regulates mining of mineral resources through the Office of mining Reclamation (OMR), which enforces the Surface Mining and Reclamation Act of 1975 (SMARA) (Public Resources Code Sections 2710–2796). SMARA provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state's mineral resources. Public Resources Code Section 2207 provides annual reporting requirements for all mines in the state, under which the State Mining and Geology Board is also granted authority and obligations.

Under SMARA, the State Geologist is also responsible for classifying mineral resources areas as one of four Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs). For specific areas, such as in Ontario and other locations in San Bernardino County, the State Geologist establishes "Production-Consumption" regions (P-C Region). As part of the classification process, an analysis of site-specific conditions is used to calculate the total volume of aggregates within individually identified Resource Sectors; certain MRZ areas may be identified as having regional or statewide significance. Anticipated aggregate demand in the P-C Regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified in the P-C Region. The City of Fontana is within the San Bernardino P-C region. This region is one of three within the Greater Los Angeles Sand and Gravel Resource Area.

Regional

There are no regional regulations pertaining to mineral resources.

Local

Fontana General Plan

The Fontana General Plan does not contain any policies concerning mineral resources, and it does not include any maps showing the locations of MRZs classified by the State. As explained in the General Plan, "there are no pending proposals to establish any new surface mining operations within the planning area, and it is likely that any such proposals would be met with strong opposition, due to anticipated conflicts with existing land use plans and established land use patterns. Given these considerations, conservation of mineral resource lands will not be included in the proposed open space and conservation plan."

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mineral resources if it would do any of the following:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state
- 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

Analytic Method

The following analysis is based on a review of mineral resource information developed by the City of Fontana and the California Geological Survey in combination with the types of physical development that could occur in Fontana if it implements the measures it has selected for the Regional Reduction Plan.

Effects Not Found to Be Significant

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

In the Fontana planning area, the most significant mineral resource consists of sand and gravel deposits in the alluvial fan that extends southward from the base of the San Gabriel foothills in the northern part of the planning area. Under the General Plan, this area is designated open space and residential uses. There are no known deposits of precious gemstones, ores, or unique or rare minerals in the planning area. There are no active sand and gravel mining operations in the City limits, and there is one active operation in the Sphere of Influence, south of the Fontana Speedway in an industrial area. There are no pending proposals to establish any new surface mining operations within the planning area.

The On-Road transportation reduction measures that could be implemented by Fontana (Transportation-1 and Transportation-2) under the Regional Reduction Plan would generally be limited to transportation, transit, and pedestrian/bicycle network enhancements. These measures also encourage adoption of land use patterns that favor transit-oriented development. Such actions are expected to occur in areas of the City that are already densely urbanized. Implementation of GHG Performance Standards for New Development (PS-1) encourages new discretionary development to incorporate energy-efficiency and alternative energy strategies. If small-scale energy systems are a component of that strategy, such features would likely be constructed within the development footprint, for example, as roof-mounted elements or small-scale commercial projects. Residential, commercial, and industrial energy-saving measures such as outdoor lighting controls (Energy-2) and utility provider equipment upgrades (Wastewater-2) would occur at existing locations. Water conservation measures (i.e., SBX 7-7) would consist of reducing per capita demand by increasing conservation in existing areas in conjunction with incorporating more efficient indoor plumbing and water-conserving landscape in new development. In all cases, it is expected that implementation of these measures would result in little, if any, ground disturbance where minerals may be present (e.g., near the San Gabriel Mountains) or result in substantial demand for aggregate resources to construct projects.

Therefore, for the reasons described above, in combination with the lack of significant mineral resources in Fontana, there would be ***no impact***. No further analysis is required.

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

The General Plan does not identify any locally important mineral resource recovery sites in Fontana. There would be ***no impact***. No further analysis is required.

Cumulative Impacts

Because implementation of the Regional Reduction Plan in Fontana would result in no impact on mineral resources at a project level, implementation of the Regional Reduction Plan would not create mineral resources impacts that are cumulatively considerable. Therefore, there would be ***no cumulative impact***.

References

California Division of Mines and Geology (CDMG). 1987. *Mineral Lands Classification of the Greater Los Angeles Area.*

California Geological Survey (CGS). 2008. *Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, California*.

Fontana, City of. *City of Fontana General Plan*. Chapter 9(Open Space and Conservation Element), adopted October 2003.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan.* Draft. Prepared by ICF International, December.

4.6.12 Noise

This section of the EIR analyzes the potential environmental effects on noise in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from the Fontana General Plan (2003) and airport land use plans for Los Angeles/Ontario International Airport and Rialto Municipal Airport. Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing noise were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Noise Terminology and Effects

Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease Table 4.13.12-1 (Sound Levels of Typical Noise Sources and Noise Environments) shows the relationship of various noise levels to commonly experienced noise events.

Average noise levels over a period of minutes or hours are usually expressed as dB L_{eq}, or the equivalent noise level for that period of time. For example, $L_{eq(3)}$ would represent a 3-hour average. When no period is specified, a 1-hour average is assumed. Noise standards for land use compatibility, which are addressed in the Fontana General Plan Noise Element and Noise Control Ordinance, are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (L_{dn}). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7:00 PM and 10:00 PM (evening hours), and 10 dBA to the average hourly noise levels between 10:00 PM and 7:00 AM (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours. L_{dn} is a very similar 24-hour weighted average which weights only the nighttime hours and not the evening hours.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increases or decreases; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 1998).

Table 4.13.12-1 Sound Levels of Typical Noise Sources and Noise Environments

Noise Source (at a Given Distance)	*Noise Environment*	*Scale of A-Weighted Sound Level in Decibels*	*Human Judgment of Noise Loudness (Relative to a Reference Loudness of 70 dB*)*
Military Jet Take-off with After-burner (50 ft)	Carrier flight deck	140	Hearing damage without protection 128 times as loud
Civil Defense Siren (100 ft)		130	64 times as loud
Commercial Jet Take-off (200 ft)	Airport Runway	120	Threshold of Pain 32 times as loud
Pile Driver (50 ft) Rock & Roll Band (50 ft)	Construction Site Rock Concert	110	16 times as loud
Ambulance Siren (100 ft) Newspaper Press (5 ft) Power Lawn Mower (3 ft) Motorcycle (25 ft) Propeller Plane Flyover (1000 ft) Diesel Truck, 40 mph (50 ft) Garbage Disposal (3 ft)	Boiler Room Printing Press Plant High Urban Ambient Sound	100 90 89	Very Loud 8 times as loud 4 times as loud 2 times as loud
Passenger Car, 65 mph (25 ft) Living Room Stereo (15 ft) Vacuum Cleaner (3 ft) Electronic Typewriter (10 ft)	Busy Shopping Mall Indoor Sports Park	70	Moderately Loud * 70 dB (Reference Loudness)
Normal Conversation (5 ft) Air Conditioning Unit (100 ft)	Data Processing Center Department Store	60	½ as loud
	Office	50	¼ as loud
	Lower Limit of Urban Ambient Sound	40	Quiet ⅛ as loud
Bird calls (distant)	Rural Residential Area	30	
Soft Whisper (5 ft)	Quiet Bedroom	20	Just Audible
		10	Threshold of Hearing

Noise Sources

On-Road Vehicles

The most prevalent source of noise within the City of Fontana is from the operation of on-road motor vehicles that operate on City streets and the local freeways. Traffic noise varies in how it affects land uses depending upon the type of roadway, and the distance of the land use from that roadway. Some variables that affect the amount of noise emitted from a road are speed of traffic, flow of traffic, and type of traffic (e.g. heavy trucks versus automobiles). Another variable affecting the overall measure of noise is a perceived increase in sensitivity to vehicular noise at night.

Aircraft Noise

The City of Fontana is located in the flight path of Los Angeles Ontario International Airport (LAONT) located approximately a few miles west of the City of Fontana. The airport is a medium-hub, full-service airport. Traffic at the airport includes general aviation, commercial passenger aviation, and air cargo freight movement. Noise from aircraft at LAONT is produced by takeoffs, flyovers/overflights, approaches, and landings. The flight path follows Santa Ana Avenue. Noise contours for LAONT based on monitoring locations in Ontario and Fontana indicate that the 65 dB contour (the lowest noise level contour for LAONT) extends into small area just east of the I-15 in Fontana.

The airport is anticipated to accommodate up to 1.6 million tons of cargo and 30 million annual passengers by year 2030. While technological improvements have resulted in less noisy aircraft than older models, as the LAONT increases its capacity and number of flights per day, the number of noise interruptions from single-event sound exposure levels (SEL), such as that generated from a jet engine aircraft, will increase in frequency.

In addition to LAONT, Fontana is over-flown by operations associated with the Art Scholl Memorial/Rialto Municipal Airport, which is located on Linden Avenue north of Baseline Road in Rialto. Noise contours show the entirety of the 65 dBA CNEL contour to lie within the City of Rialto. The 60 dBA CNEL extends into the City of Fontana just west of Encinitas Court between Baseline Avenue and Whatley Avenue.

Railroad Noise

Another prevalent source of noise in the City is from railroad operations. Both the Metrolink and Union Pacific have rail lines running through the City. Currently, daily train traffic produces noise that may disrupt activities in proximity to railroad tracks.

Railroad noise is a function of a number of factors including the number of operations per day, the times these operations occur, the numbers of engines and railcars, the speed, the type of rail (i.e., continuous or bolted), and whether there exist at grade crossings that require the engineer to sound a warning horn.

Rail transportation may become more popular in the future if a mass public transportation system is implemented within San Bernardino County. Additionally, augmented operations associated with the Alameda Corridor could increase freight traffic through the City. Finally, as the City increases the level of industrial use, new rail trips could be brought into the City to accommodate the import of raw materials and export of finished goods and products.

Stationary Noise Sources

A stationary noise producer is any entity in a fixed location that emits noise. Stationary noise producers are common in many noise-sensitive areas. Motors, appliances, air conditioners, lawn and garden equipment, and power tools are often found in residential neighborhoods, as well as on or near the properties of schools, hospitals, and parks. Furthermore, school playground activities represent a source of stationary noise that is often situated adjacent to residential properties. Industrial and manufacturing facilities are also stationary noise producers that may affect sensitive land uses. Furthermore, while noise generated by the use of motor vehicles over public roads is preempted from local regulation, the City

considers the use of these vehicles to be a stationary noise source when operated on private property such as at a truck terminal or warehousing facility.

At the present time, the City has well-demarked general industrial areas. These areas are buffered from residential uses through land use zoning that places either light industrial or commercial uses between the major manufactures involved in heavy industrial uses and local residents.

California Speedway

One major attraction in the City is the California Speedway located in the industrial area north of San Bernardino Avenue and west of Cherry Avenue. The County operating permit requires that the racetrack adhere to County-mandated noise levels for an industrial area. The track is not allowed to exceed a noise level of 70 decibels during any day or night operation. However, the noise level cannot exceed 45 decibels in any neighboring residential area from the hours of 10:00 PM to 7:00 AM. The racetrack is allowed to exceed the noise levels only during six scheduled races throughout the year. The County-issued permit bars any racing during the l0:00 PM to 7:00 AM period.

Schools

While considered as a sensitive land use, schools can be a source of nuisance noise on neighboring residential uses. Noise produced by children at play in a schoolyard can be on the order of 74 dBA L_{eq} as measured at a distance of 50 feet. High schools may include stadiums used for athletic events. These may or may not include night lighting as well as the use of public address systems and can generate substantial noise levels during the day and/or evening. Noise produced on school grounds is typically exempted from regulation under a city's municipal code, but the City of Fontana has no such exemption. (The City's noise ordinance does prohibit the creation of any excessive noise adjacent to any school while the premises are in use.) As further development occurs within the City, more schools would be constructed, and existing schools could be expanded, further elevating this potential problem.

Temporary Noise Sources

The City is also subject to temporary noise during its growth. As the various properties within the City are developed, or redeveloped, construction will temporarily raise the ambient noise levels above the prevailing background noise. These sources have the potential to affect noise-sensitive receptors such as residences, schools, and hospitals.

Noise-Sensitive Land Uses

A series of land uses have been deemed sensitive by the State of California. These land uses require a serene environment as part of the overall facility or residential experience. Many of these facilities depend on low levels of sound to promote the well being of the occupants. These uses include, but are not limited to schools, hospitals, rest homes, long term care facilities, mental care facilities, residential uses, places of worship, libraries, and passive recreation areas, all of which are present in Fontana. Activities conducted in proximity to these facilities and/or the placement of new sensitive facilities must consider the noise output, and to ensure that they do not create or expose sensitive uses to unacceptable noise levels. Commercial and industrial uses are not considered noise- and vibration-sensitive uses.

Regulatory Framework

Federal

Federal Highways Administration

The Federal Highways Administration (FHWA) administers the protocols and methods of analyzing traffic noise. United States Code of Federal Regulations Title 23, Part 772 (23 CFR 772), provides the procedures for analysis and abatement of highway traffic noise and construction noise. It provides technical assistance to state authorities, in conjunction with other local and federal authorities, to prepare and execute appropriate noise review and abatement programs for roadway and highway construction noise impacts. The maximum highway-related noise level considered acceptable for land uses along highways is 65 dBA CNEL.

Federal Aviation Administration

The primary responsibility of the Federal Aviation Administration (FAA) in regard to noise is the enforcement of the FAA Noise Standards (Title 14, Part 150), which prescribes the procedures, standards and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. Title 14 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs. The FAA establishes the 65 dB CNEL contour of an airport as the threshold for evaluation of potential noise impacts. The maximum airport-related noise level considered compatible with NSLU is 65 dBA CNEL.

Federal Transit Administration

The Federal Transit Administration (FTA) establishes noise impact criteria to be used in evaluating noise impacts from mass transit projects, including railroads, in the Transit Noise and Vibration Impact Assessment published in 2006. The FTA criteria do not establish a screening level for potential impacts. Rather, the FTA noise impact criteria are based on comparison of the existing outdoor noise levels and the future outdoor noise levels from the transit project. The noise level that would result from a proposed transit project's implementation is evaluated as having either a low, moderate or severe impact based on the existing noise level and sensitivity of the affected land use. Lands set aside for serenity and quiet are considered the most sensitive land uses (Category 1), followed by residences and buildings where people normally sleep (Category 2), and institutional land uses with primarily daytime and evening use (Category 3).

State

California Department of Transportation

The California Department of Transportation (Caltrans) administers the FHWA requirements for analysis and abatement of highway traffic noise and construction noise (23 CFR 772) in California. Caltrans also has additional technical methodologies for analysis of roadway and highway construction

noise in California. The Caltrans Traffic Noise Analysis Protocol (CATNAP) and Technical Noise Supplement (TENS) provide the methodology and procedures for analysis and abatement of roadway noise in the state.

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, finds that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

California Noise Insulation Standards

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (California Code of Regulations Title 24, Part 2). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a multi-family residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or L_{dn}) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or L_{dn}) of at least 45 dBA.

California Airport Noise Standards

The 1990 California Airport Noise Standards require airport proprietors, aircraft operators, local governments, pilots, and the California Department of Transportation Division of Aeronautics to work cooperatively to diminish noise. This requirement is accomplished by controlling and reducing noise in the communities in the vicinity of airports. The level of noise acceptable to a person residing in the vicinity of an airport is established as a CNEL value of 65 dBA. The limitation on airport noise in residential communities is established to be 65 dBA CNEL for proposed new airports, active military airports being converted to civilian use, and existing civilian airports.

Regional

There are no regional regulations related to noise.

Local

Fontana General Plan

The Fontana General Plan General Plan policies that are applicable to noise[11] are as follows:

Noise and Land Use Planning Connection

Policy 1 New sensitive land uses shall be prohibited in incompatible areas.

Policy 2 Noise-tolerant land uses shall be guided into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of the adjacent airports.

Policy 5 Where sensitive uses are to be placed along transportation routes, mitigation shall be provided to ensure compliance with State mandated noise levels.

Policy 6 The State of California Office of Planning and Research General Plan Guidelines shall be followed with respect to acoustical study requirements.

Noise and Transportation Connection

Policy 6 Noise mitigation practices shall be employed when designing all future streets and highways, and when improvements occur along existing highway segments. These mitigation measures will emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.

Non-Transportation Noise and Land Use Connection

Policy 1 Residential land uses and areas identified as noise sensitive shall be protected from excessive noise from non-transportation sources including industrial, commercial, and residential activities and equipment.

Policy 4 Non-transportation noise shall be considered in land use planning decisions.

Policy 5 Construction shall be performed as quietly as feasible when performed in proximity to residential or other noise sensitive land uses.

City of Fontana Municipal Code

In addition to federal and state noise standards, the City of Fontana has established noise standards for residential districts in its Municipal Code (Article V, Division 6, Section 30-182, Table 30-182.A). These standards pertain to stationary noise sources. The exterior noise levels within any zoning district must not exceed 65 dB at any time of the day, and interior noise levels must not exceed 45 dB.

The City of Fontana restricts construction activities to the weekday hours of 7:00 AM to 6:00 PM and 8:00 AM to 5:00 PM on Saturday (Municipal Code Section 18-63(b)(7)). However, construction activities may occur outside of these hours under certain circumstances and if permitted by the Building Inspector.

[11] These policies are not a complete listing of all policies contained in General Plan; those policies that would be most applicable to the proposed project are included here.

City of Fontana Land Use Compatibility Criteria

Table 4.6.12-2 (City of Fontana Maximum Permissible Exterior Noise Levels) presents a land use compatibility chart for community noise prepared by the California Office of Noise Control and adopted by the City of Fontana to demonstrate land-use compatibility. While the chart is presented in terms of the L_{dn} or CNEL, the City prefers the use of the CNEL descriptor, as it is slightly more conservative (i.e., restrictive), in protecting sensitive land uses. It identifies "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" exterior noise levels for various land uses. 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. There is some overlap between the various categories.

Table 4.6.12-2 City of Fontana Maximum Permissible Exterior Noise Levels

Noise Receiving Land Use Categories	*Community Noise Exposure (L_{dn} or CNEL, dBA)*			
	Normally Acceptable	*Conditionally Acceptable*	*Normally Unacceptable*	*Clearly Unacceptable*
Residential—Low Density, Single Family, Duplex, Mobile Homes	50–60	55–70	70–75	75–85
Residential—Multiple Family	50–65	60–70	70–75	75–85
Transient Lodging—Motel, Hotels	50–65	60–70	70–80	80–85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–70	60–70	70–80	80–85
Auditoriums, Concert Halls, Amphitheaters	NA	50–70	65–85	NA
Sports Arenas, Outdoor Spectator Sports	NA	50–75	70–85	NA
Playgrounds, Neighborhood Parks	50–70	NA	67.5–75	72.5–85
Golf Course, Riding Stables, Water Recreation, Cemeteries	50–75	NA	70–80	80–85
Office Buildings, Business Commercial and Professional	50–70	67.5–77.5	NA	75–85
Industrial, Manufacturing, Utilities, Agriculture	50–75	70–80	NA	75–85

SOURCE: City of Fontana, *City of Fontana General Plan* (2003), Table 12-1.
NA = not applicable

While this land use compatibility chart is based on a 24-hour value, the City is aware that some land uses are not occupied on a 24-hour basis, and a descriptor (such as L_{dn} or CNEL) may be overly restrictive in siting these types of sensitive land uses. Such uses may include, but are not limited to, schools, libraries, and churches. In these cases, a more appropriate standard would consider the time of occupancy of the land use. Here, the City recommends the use of a 65 dBA, 12-hour L_{eq} (L_{eq12}) that includes those hours of actual use. (If a facility is to be used in excess of 12 hours per day, the CNEL standard should be used.)

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on noise if it would do any of the following:

- Result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project
- If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels
- If within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels

Analytic Method

Baseline information to characterize the noise environment was compiled from readily available information, including the Fontana General Plan. GHG reduction measures selected by the City of Fontana in the Regional Reduction Plan were reviewed to determine which actions could result in changes that could affect noise levels in Fontana or that could expose people to excessive noise or vibration.

For those measures that could result in development of new, potentially noise-generating elements, potential effects were assessed by considering the magnitude of potential change in view of the City's General Plan policies and implementing actions in combination with existing laws and regulations pertaining to noise. In Fontana, those measures would be limited to actions that would develop park-and-ride lots (On-Road-1.2), adoption of land use planning that encourages transit-oriented development along existing and planned transit corridors (On-Road-1.4), and/or pedestrian and bicycle network improvements (On-Road-1.11 and On-Road-1.12).

It is expected that, as a result of implementing a GHG Performance Standard for New Development (PS-1), the installation of energy-saving features (e.g., indoor energy-efficient appliances, roof-mounted equipment, or small-scale energy-generating facilities for an individual development project) could generate noise. However, noise sources would be within the disturbance footprint of that development and integral to that development. It would not be a new temporary or permanent noise or vibration source associated with implementation of the Regional Reduction Plan in Fontana, and noise-generating impacts of new development would be subject to separate environmental review, and mitigated, as

necessary. In addition, the City would require compliance with interior and exterior noise standards established in Municipal Code Table 30-812.A. The Regional Reduction Plan would not result in any additional or new significant impacts beyond those associated with specific development projects that would require mitigation. Therefore, those impacts are not evaluated in detail.

Implementation of measures to improve transportation/transit technology, adoption of outdoor lighting performance standards and energy efficiency upgrades to wastewater treatment facilities (which would be implemented by IEUA, not by the City of Fontana), changes to parking policies, trip reduction ordinances, and water conservation measures in existing development would have no direct or indirect effect on the noise or vibration environment. Those actions would not involve construction activities that would generate noise near or in the vicinity of noise-sensitive land uses, nor would those activities be expected to generate noise or vibration, either periodically or permanently, that would be discernible to noise-sensitive land uses. Therefore, those impacts are not evaluated in detail.

Effects Not Found to Be Significant

Threshold	Would the project result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
Threshold	Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
Threshold	Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
Threshold	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

An objective of the Regional Reduction Plan is to achieve GHG reductions consistent with the regional Sustainable Communities Strategy (SCS) by reducing vehicle miles traveled (VMT), which is a function of land use planning and associated transportation patterns.

In Fontana, adoption of land use planning policies that promote transit-oriented development along existing and planned transit corridors (e.g., On-Road-1.4) could involve some limited amount of ground disturbance, which would be an indirect effect of the Regional Reduction Plan, as the Regional Reduction Plan does not directly confer development approvals for such land uses. On-Road elements of the Regional Reduction Plan selected by the City of Fontana could include construction of new or expanded park-and-ride lots and pedestrian/bicycle network enhancements. Noise from construction activities, when conducted in accordance with the City's Municipal Code, is exempt from General Plan noise standards, and therefore, would not expose people to noise in excess of local standards. Some vibration would be generated during construction, but typically, effects are intermittent and would not be permanent.

Land use planning that encourages transit-oriented development (TOD) along existing and planned transit corridors could increase the population who could be exposed to vehicular or rail noise and associated vibration in those locations. However, policies and implementing actions in the City's General Plan would reduce the potential for noise and vibration impacts. For example, the General Plan Noise

Element (Goal 1, Policies 1 and 5) prohibits sensitive land uses in incompatible areas, and where sensitive uses are to be placed along transportation routes, mitigation must be provided to ensure compliance with State-mandated noise levels. To implement these policies, the corresponding action items require that the City review all development applications for consistency with the standards and policies of the Noise Element of the General Plan as well as the City Noise Ordinance (Action 1). Action 2 discourages the development of new sensitive land uses (unless mitigable) within 200 feet of any freeway or Metrolink corridor and within 500 feet of the Union Pacific rail corridor (which would also mitigate vibration impacts). Under Action 3, noise mitigation features such as sound walls could be required where rail operations impact existing and new adjacent residential or other noise-sensitive land uses. Action 4 is intended to enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 dBA CNEL limit. These standards are used in conjunction with the Uniform Building Code by the City's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.

On-Road elements of the Regional Reduction Plan selected by the City of Fontana could include operation of new or expanded park-and-ride lots and pedestrian/bicycle network enhancements. Vehicles entering and exiting a park-and-ride lot could result in temporary increases in noise levels during commute hours, but, typically noise levels do not exceed community noise level standards. Pedestrian and bicycle network enhancements would not involve motorized travel and would be expected to contribute to the noise environment.

Therefore, implementation of the Regional Reduction Plan measures selected by the City of Fontana would not result in the exposure of persons to or generation of noise levels in excess the City's General Plan policies or noise ordinance, either periodically or permanently, or expose people to excessive groundborne vibration or groundborne noise levels. Impacts would be ***less than significant***. No mitigation is required.

Threshold	Would the project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels?

The City of Fontana is within the Airport Influence Area of LAONT, for which an airport land use compatibility plan (ALUCP) was adopted by the City of Ontario in April 2011. Recent noise monitoring indicates that there are no locations in Fontana that experience noise levels in excess of 65 dB associated with LAONT operations. The proposed project would not alter LAONT operations, and it would not directly nor indirectly result in the development of new uses that would expose people to excessive noise levels from the airport. A portion of Fontana is within the airport land use plan for Rialto Municipal Airport. Noise contours show the entirety of the 65 dBA CNEL contour to lie within the City of Rialto. The 60 dBA CNEL extends into the City of Fontana just west of Encinitas Court between Baseline Avenue and Whatley Avenue. Implementation of the measures selected by Fontana in the Regional Reduction Plan would not directly or indirectly result in the development of new land uses that would expose people to excessive noise levels associated with Rialto Airport operations. There would be ***no impact***. No further analysis is required.

Threshold	Would the project, if within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels?

The proposed project would not be in the vicinity of a private airstrip. There would be ***no impact***. No further analysis is required.

Cumulative Impacts

Cumulative development is expected to result in an increase in ambient noise levels, which would be primarily related to traffic noise. The Regional Reduction Plan seeks to reduce GHG emissions by reducing VMT, which could reduce traffic volumes and alter traffic/transit patterns that could, in turn, have some effect on regional noise conditions. Whether ambient noise or vibration levels would increase or decrease would be a function of whether rail or transit service is increased or decreased along existing routes and where transit-oriented development is located relative to noise sources.

Implementation of measures selected by Fontana in the Regional Reduction Plan would not result in a cumulatively considerable contribution to those impacts. Potential noise impacts associated with implementation of Fontana's measures would be reduced to less-than-significant levels through implementation of adopted policies and City ordinances. Therefore, implementation of the Regional Reduction Plan in Fontana would not result in impacts that are cumulatively considerable, and ***cumulative impacts would be a less than significant***.

References

Fontana, City of. 2003. *City of Fontana General Plan* Noise Element.

———. n.d. *City of Fontana Municipal Code*.

Los Angeles World Airports (LAWA). 2011. *California State Airport Noise Standards Quarterly Report: Ontario. 3rd Quarter 2011*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

San Bernardino County Airport Land Use Commission. 1991. *Rialto Municipal Airport Final Comprehensive Land Use Plan*, January.

4.6.13 Population/Housing

This section of the EIR analyzes the potential environmental effects on population/housing in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from the Fontana General Plan (2003), the General Plan Housing Element (2010), and the San Bernardino County Regional Greenhouse Gas Reduction Plan. Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing population/housing were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Population and Housing

The City of Fontana had a population of 196,069 as of 2010 (193,913 in 2008), making Fontana the second largest city in San Bernardino County and the twentieth largest city in California. Fontana has grown at a rate of approximately 50 percent every 10 years, and is projected to reach a population of 222,717 by 2020 (an approximately 15 percent increase over 2008). Among the Partnership cities, only the City of Adelanto is projected to have a larger increase in population before 2020.

Table 4.6.13-1 presents socioeconomic data for Fontana, including population, housing (single-family and multifamily), and employment (agricultural, industrial, retail, and nonretail).

Table 4.6.13-1 Socioeconomic Data for City of Fontana

Category	*2008*	*2020*
Population	193,913	222,717
Housing (du)	48,573	57,482
Single-Family (du)	38,193	45,010
Multifamily (du)	10,380	12,472
Employment (jobs)	47,622	53,652
Agricultural (jobs)	67	86
Industrial (jobs)	12,968	15,160
Retail Commercial (jobs)	14,528	15,383
Non-Retail Commercial (jobs)	20,060	23,033

du = dwelling unit

Regulatory Framework

Federal

United States Department of Housing and Urban Development (HUD)

The United States Department of Housing and Urban Development's (HUD) mission is to create strong, sustainable, inclusive communities and quality affordable homes within the United States. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes: utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination; and transform the way HUD does business. HUD is responsible for enforcement of the Federal Fair Housing Act.

Federal Fair Housing Act

In April 1968, at the urging of President Lyndon B. Johnson, Congress passed the federal Fair Housing Act (codified at 42 USC 3601–3619, penalties for violation at 42 USC 3631), Title VIII of the Civil Rights Act of 1968. The primary purpose of the Fair Housing Law of 1968 is to protect the buyer/renter of a dwelling from seller/landlord discrimination. Its primary prohibition makes it unlawful to refuse to sell, rent to, or negotiate with any person because of that person's inclusion in a protected class. The goal is a unitary housing market in which a person's background (as opposed to financial resources) does not arbitrarily restrict access. Calls for open housing were issued early in the twentieth century, but it was not until after World War II that concerted efforts to achieve it were undertaken.

State

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department estimates the relative share of California's projected population growth that would occur in each county in the state based on California Department of Finance (DOF) population projections and historical growth trends. Where there is a regional council of governments, the Housing and Community Development Department provides the regional housing need to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares provides cities and counties the opportunity to comment on the proposed allocations. The Housing and Community Development Department oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

The California housing element law (Government Code Sections 65580 to 65589) requires that each City and County identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. State law recognizes the vital role local governments play in the supply and affordability of housing.

To that end, the Government Code requires that the housing element achieve legislative goals to identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities; remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes including those with disabilities; assist in the development of adequate housing to meet the needs of low and moderate income households; conserve and improve the condition of housing and neighborhoods, including existing affordable housing; promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability; and preserve for lower income households the publicly assisted multifamily housing developments in each community.

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. These regional targets are met within each region through the drafting, adoption, and implementation of a sustainable community strategy (SCS). The SCS outlines the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a state target for reducing greenhouse gas emissions. The strategy must take into account the region's housing needs, transportation demands, and protection of resource and farm lands. The Metropolitan Planning Organization (MPO) for each region is responsible for drafting, adoption and implementation of the SCS for that region. SB 375 also modified Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing element plans. After submitting the SCS to the California Air Resources Board, the MPO allocates the Regional Housing Needs Assessment numbers to localities, based on the development pattern shown in the SCS and the existing allocation factors in housing element law. SB 375 extended the duration of housing elements from 5 to 8 years in order to align them with RTP deadlines. One housing element will be completed for every two RTPs. The bill also set the housing element due date at 18 months after the MPO estimates it will adopt the SCS. The MPO for this region is the Southern California Association of Governments (SCAG).

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The Southern California Association of Governments (SCAG) regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction

in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use and housing into transportation planning with an emphasis on transit and other nonvehicle transportation modes.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- Mobility—Getting where we want to go
- Livability—Creating positive communities
- Prosperity—Long-term health for the region
- Sustainability—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

Local

Fontana General Plan

The Fontana General Plan policies that are applicable to population and housing[12] include:

Land Use Element, Balanced Land Uses

Policy 2 A variety of residential uses, product types, and densities shall be developed in Fontana to meet the housing needs of people with varied incomes and lifestyle choices.

Policy 5 Areas designated as Regional Mixed Use on the Land Use Plan shall be developed with a mix of non-residential and residential uses responsive primarily to regional market and locational forces.

Land Use Element, Infill and Revitalization of Core Areas

Policy 2 Special incentives shall continue to be applied to revitalization of deteriorated housing stock, residential neighborhoods, major business corridors and employment centers.

[12] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Land Use Element, Revitalizing Downtown

Policy 5 The residential neighborhoods that are connected to the Downtown shall be preserved and enhanced.

Economic Development Element, Balanced Land Uses

Policy 1 The City's pattern of development should balance revenue-consuming uses with revenue-generating uses.

Policy 2 Land uses should be sought that can adapt to emerging market and fiscal conditions throughout the plan time horizon.

Policy 3 The City should achieve a mix of land uses that capitalizes on transportation corridors, stimulates employment, offers a variety of housing types/lifestyle choices and can respond to market opportunities.

Open Space and Conservation Element, Cultural Resources Goal 4.3

Policy 2 Promote the preservation and rehabilitation of the City's older residential neighborhoods to provide affordable housing.

Policy 3 Apply incentives to encourage compatible development and redevelopment projects in existing residential neighborhoods and commercial districts without sacrificing the integrity of cultural resources.

General Plan Housing Element

A separately adopted element of the General Plan, the 2006–2014 Housing Element identifies and analyzed existing and projected housing needs and contains the City of Fontana's official policies for the production, improvement, and preservation of housing within the City. Housing Element Chapter 4 describes the policy program for the planning period. It is divided into five primary policy strategy areas: (1) production of housing; (2) conservation and preservation of existing housing; (3) design and quality of housing and neighborhoods, (4) rehabilitation of existing housing; and (5) accessibility to affordable housing. In addition to numerous policies that direct housing production, the key policy strategies that are relevant to GHG reduction efforts are:

Policy 3.1 Water Conservation Practices. Promote the inclusion of state-of-the-art water conservation practices in existing and new residential projects where proven to be safe and environmentally sound. Promote the use of low water demand fixtures, landscaping, and drought tolerant materials in new and existing residential projects. Establish outreach and marketing materials for public distribution that described the benefits of water conservation, resources for implementation, and other appropriate information.

Policy 3.2 Promotion of Green/Sustainable Development Practices. The City encourages "green building" practices in new and existing residential development. To facilitate and encourage the use of green building practices, the City shall conduct a comprehensive review of existing zoning, building and development standards related to green building. The City will analyze current trends and best practices and, based on its findings, establish and market a program of information resources and/or incentives that facilitate the incorporation of materials and technology that promote resource conservation and efficiency and the

development of high-efficiency, sustainable buildings. The program shall encourage residential developers/builders to maximize resource conservation through proactive site, building and building systems design, materials and equipment to maximize resource efficiency and minimize ongoing utility and building maintenance costs.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on population/housing if it would do any of the following:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

Analytic Method

The measures selected by the City of Fontana in the Regional Reduction Plan were reviewed in view of applicable land use and housing policies to determine if the proposed project would result in growth beyond that anticipated under the City's adopted General Plan or conflict with Housing Element strategies.

Effects Not Found to Be Significant

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

Implementation of the Regional Reduction Plan would not induce substantial population growth that could exceed local and regional growth projections either directly or indirectly. While there are measures that seek to promote transit-oriented development along existing and planned transit corridors (On-Road 1.4), the project would not result in an increased demand for housing beyond that envisioned by the adopted Fontana General Plan, and contains no specific housing component. This impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The Regional Reduction Plan does not contain a housing component. Implementation of the Regional Reduction Plan would include energy efficiency retrofits of existing housing, which would improve the

living conditions within the retrofitted homes, but would not displace existing housing. There would be ***no impact***. Further analysis is not required.

Threshold	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Regional Reduction Plan does not contain a housing component. Implementation of the Regional Reduction Plan would not displace people. There would be ***no impact***. Further analysis is not required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts to population and housing at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

Fontana, City of. 2003. *City of Fontana General Plan*. Land Use Element, Economic Development Element.

———. 2010. *City of Fontana General Plan*. Housing Element. Resolution No. 2010-117.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.6.14 Public Services

This section of the EIR analyzes the potential environmental effects on public services (fire protection and emergency medical response services, police protection services, schools, and libraries) in the City of Fontana from implementation of the Regional Reduction Plan. Park services are addressed in Section 4.6.15 (Recreation). Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 4.6.17 (Utilities/Service Systems). Data for this section were taken from the Fontana General Plan (2003). Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing public services were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Fire Protection and Emergency Medical Response Services

San Bernardino County Fire Department

The San Bernardino County Fire Department is responsible for firefighting operations within San Bernardino County and coordinates with the City of Fontana Fire Protection District for local needs within the City. The Office of Emergency Services (OES), a division within the San Bernardino County Fire Department is responsible for broad emergency services coordination throughout the county, including the City of Fontana. OES looks broadly at emergency responses affecting the region. The goal of the OES is to improve public and private sector readiness, and to mitigate local impacts resulting from natural or man-made emergencies through disaster preparedness planning and appropriate response efforts with city departments and local and state agencies. While OES does not directly manage field operations, it manages an Incident Command Post to ensure coordination of emergency response and recovery efforts through its day-to-day program management and during an incident/disaster. The division also manages and operates the Emergency Operations Center (EOC), which is the primary coordination point for major emergencies. In the event of an incident requiring complex coordination, preselected and trained responders report to the San Bernardino County Operational Area EOC. The 100-plus responders have been trained to perform specific functions designated under the Standardized Emergency Management System to coordinate emergency management of disasters. These responders are available 24 hours a day, 7 days a week. OES conducts annual exercises in the EOC to test the readiness of various types of disasters and large-scale emergencies.

Fontana Fire Protection District

Fire protection in Fontana is provided through contract with the San Bernardino County Fire Department. There are eight stations. The district responds to fires, provides medical aid response, responds to hazardous materials incidents, performs rescue services, and other response as needed.

California Emergency Medical Service Authority (EMSA)

The California Emergency Medical Service Authority (EMSA) is responsible for coordinating the planning, development, and implementation of 32 local Emergency Management Services systems throughout California. EMSA has established a standard response time not to exceed 5 minutes at least 90 percent of the time from receipt of the emergency call to on-scene-arrival for basic life support and CPR-capable first responder. Advanced life support response should not exceed 8 minutes at least 90 percent of the time, which is lower than National Fire Protection Association (NFPA) standards.

Police Protection Services

San Bernardino County Sheriff's Department

The San Bernardino County Sheriff's Department is the regional law enforcement agency in San Bernardino County. The City of Fontana has its own police department that has jurisdiction within the City limits but will coordinate with the San Bernardino County Sheriff's Department on law enforcement actions that are regional or require inter-jurisdictional coordination.

Fontana Police Department

The Fontana Police Department is a full-service police agency providing a wide range of crime suppression, education, and prevention services to the community. The department has four divisions: Police Chief, Administrative Services, Field Services, and Special Operations. The Field Services Division provides patrol, traffic, investigation, and air support services.

Schools

Local School Districts

The planning area is serviced by five school districts: Fontana Unified, Rialto Unified, Colton Joint Unified, and Etiwanda School Districts, as well as the Chaffey Joint Union High School District. The Fontana Unified School District covers the largest portion of the City. It operates 29 elementary schools, 7 middle schools, and 5 high schools in the City of Fontana, providing K through 12 education. It also has alternative schools, adult school programs, and after-school programs. There are also a number of private schools.

Libraries

The San Bernardino County Library system provides library services to the unincorporated areas of San Bernardino County and several incorporated cities, including the City of Fontana. There are three branch libraries in Fontana.

Regulatory Framework

Public services within the City of Fontana tend to grow proportionally with the population. Recent economic constraints have caused the City to prioritize emergency services such as fire and police protection, keeping these services in pace on a per capita basis with population growth. However, the local school districts have cut back on teachers and new school facilities even as the population has

grown in order to have a balanced budget. Similar cutbacks have occurred at libraries within the city. The following discussion of regulations helps to understand how public services are evaluated.

Federal

Federal Fire Protection Standards

National Fire Protection Association Code 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments

The NFPA Code contains minimum requirements relating to the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public by substantially all career fire departments. The requirements address functions and objectives of fire department emergency service delivery, response capabilities, and resources. The code also contains general requirements for managing resources and systems, such as health and safety, incident management, training, communications, and pre-incident planning. The code addresses the strategic and system issues involving the organization, operation, and deployment of a fire department and does not address tactical operations at a specific emergency incident.

State

California Education Codes

California Senate Bill 50 modifies Government Code Section 65995 to limit the acquisition of development fees by local agencies to three levels set in Government Code Sections 65995, 65995.5, and 65995.7 and prohibits a local agencies from denying a legislative or adjudicative action under CEQA involving real estate development on the basis of the inadequacy of school facilities.

California Education Code Section 17620 gives school districts the authority to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities, subject to any limitations set forth in Government Code Title 7, Division 1, Chapter 4.9 (commencing with Section 65995).

California Education Code

Regional

There are no regional regulations applicable to public services.

Local

Fontana General Plan

The Fontana General Plan policies that are applicable to public services[13] in the context of the Regional Reduction Plan are as follows:

[13] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Land Use Element, Balanced Land Uses

Policy 3 New planned communities in our City shall be developed to high standards for site design and landscaping and shall incorporate and/or be linked with amenities such as community facilities, schools, parks and other forms of open space.

Circulation Element, Public Transit

Policy 6 Coordinate with local and regional human service agencies and public schools that provide mass transit services to reduce duplication of transportation services.

Community Design Element, Guiding New Development

Policy 2 New development should be linked to community facilities such as trails, parks, community centers and schools.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on public services if it would do any of the following:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
  - Fire protection and emergency medical response
  - Police protection
  - Schools
  - Libraries

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable public service policies to determine if any inconsistency exists.

Effects Not Found to Be Significant

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

The Regional Reduction Plan would not increase resident population in the City. Demand for fire protection services is based on population. The nature of the project would not affect the demand for fire services. Therefore, there would be ***no impact***. Further analysis is not required.

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

The Regional Reduction Plan would not increase resident population in the City. Demand for police protection services is based on population. The nature of the project would not affect the demand for police services. Therefore, there would be ***no impact***. Further analysis is not required.

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

The Regional Reduction Plan would not increase resident population in the City. Demand for schools and school services is based on population. The nature of the project would not affect the demand for schools or school services. Therefore, there would be ***no impact***. Further analysis is not required.

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

The Regional Reduction Plan would not increase resident population in the City. Demand for public services is based on population. The nature of the project would not affect the demand for public services. Therefore, there would be ***no impact***. Further analysis is not required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts to public services at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

Fontana, City of. 2003. *City of Fontana General Plan*.

National Fire Protection Association (NFPA). 2013. NFPA 1710. http://www.nfpa.org/aboutthecodes/AboutTheCodes.asp?DocNum=1710 (accessed February 20, 2013).

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.6.15 Recreation

This section of the EIR analyzes the potential environmental effects on public parks and other recreational facilities in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from the Fontana General Plan (2003). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Parks and Recreational Facilities

The City of Fontana maintains over 40 parks, tot lots, sports facilities and other facilities in the community. Community parks are 10 to 40 acres with a service radius of 1.5 miles. Typical amenities include pools, lighted sports fields and courts, picnic facilities, play areas, restrooms and off-street parking. Neighborhood parks are 1 to 10 acres of walk- or bike-to parks that are located within the neighborhood they serve. Amenities vary by neighborhood and typically include picnic areas, informal fields, tot lots, court games, passive green space and off-street parking. There is also one regional park, the Martin Tudor-Jurupa Hills Regional Park, which contains over 780 acres of natural open space and includes a lagoon, museum, trails, and nature center.

Trails and Bikeways

The off-street recreational trail system in Fontana combines hiking, equestrian and Class I bike trails. Such trails are primarily used for recreation. They are separated from automobile traffic and follow natural open space features, rail right-of-ways, flood control channels and utility easements. Recreational trails can also be used for commuting or to provide access to community facilities, such as the Metrolink Station or schools. Figure 4.6.15-1 (Recreation Trails) shows the existing and planned recreational trails, as presented in the 2003 General Plan.

Class I bike paths have been constructed along the powerline rights- of-way through the Southridge and Village of Heritage developments. Additional Class I bike paths are planned in utility corridors at the southern and northern portions of the City. Dedicated bike lanes, or Class II bikeways, consist of a dedicated lane along the pavement edge of streets and provide an alternative to the automobile throughout the city. Pedestrian access and recreation is provided through the City's sidewalks and hiking trails. Figure 4.6.15-2 (Existing and Proposed Bikeway System) shows the existing and proposed bikeway system, as presented in the 2003 General Plan.

Regulatory Framework

A variety of National Forests, state recreational areas, regional parks, and local recreational opportunities exist in the region. The following section describes the regulatory framework and current recreational opportunities in and near the City of Fontana.

Federal

United States National Park Service

The National Park Service was founded in 1916 to maintain and care for the 400 national parks within the United States. The closest National Park is over 100 miles from the City of Fontana.

United States Forest Service and National Forests

Established in 1905, the Forest Service is an agency of the U.S. Department of Agriculture. The Forest Service manages public lands in national forests and grasslands. The San Bernardino National Forest is the nearest maintained national recreational area within the region.

San Bernardino National Forest

San Bernardino National Forest (SBNF) is northeast of Ontario. It is situated in the San Gabriel, San Bernardino, San Jacinto, and Santa Rosa mountains and includes the vacation resort areas of Big Bear Lake, Lake Arrowhead, Mount San Jacinto, and the San Gorgonio Wilderness. The U.S. Forest Service manages the 665,753-acre SBNF, 456,928 acres of which are in San Bernardino County. The SBNF consists of 500 miles of trails. Aside from camping, SBNF provides outdoor activities like hunting, fishing, recreational shooting, hiking, backpacking, mountain biking, horseback riding, and boating in the warmer months; and cross-country skiing, snowboarding, and snowmobiling in the winter months. Also associated with SBNF activities are volunteer organizations and trails associations.

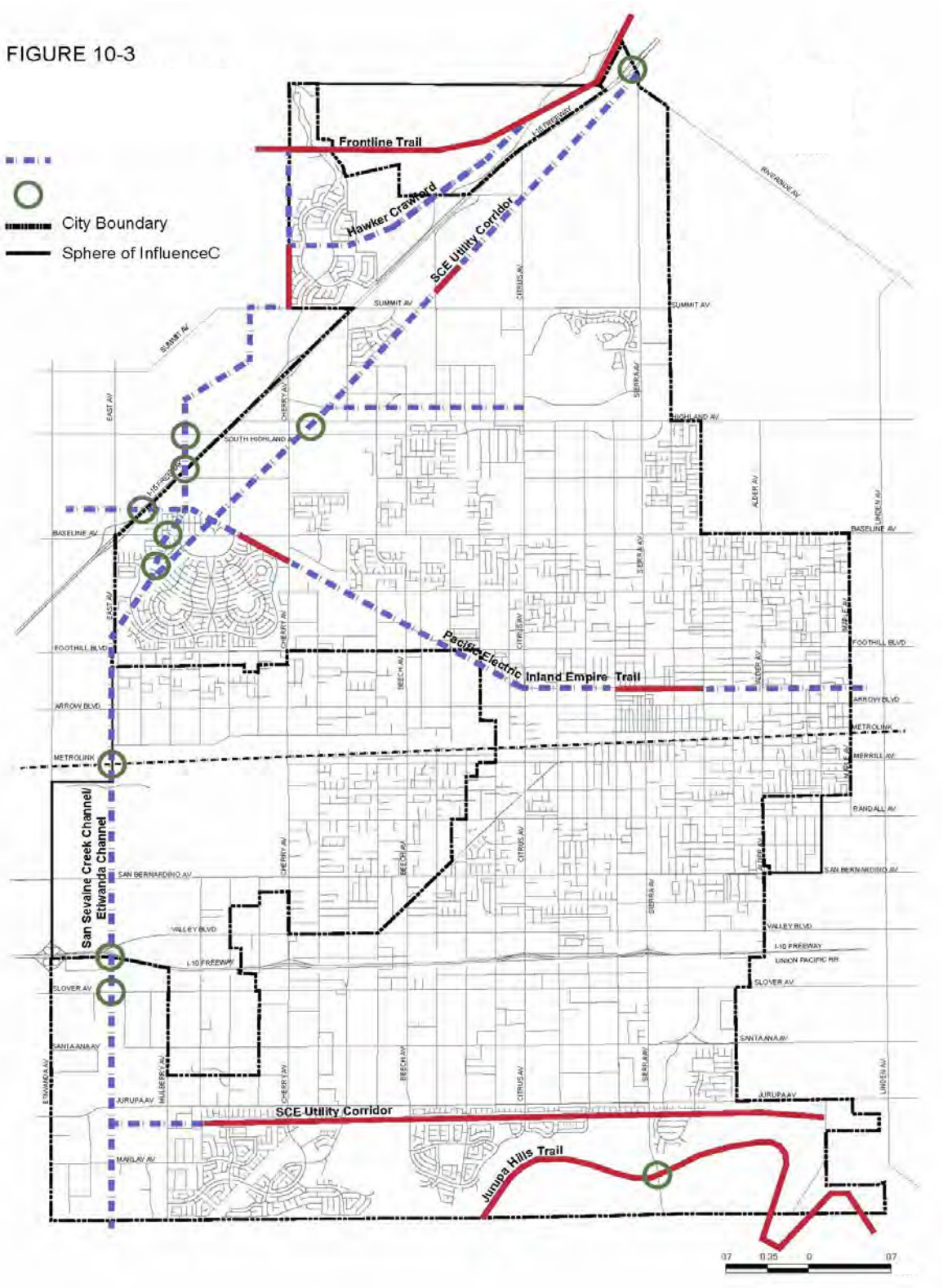
State

Quimby Act

The Quimby Act (California Government Code Section 66477) is state legislation that requires the dedication of land and/or fees for park and recreational purposes as a condition of approval of tentative map or parcel map. The Quimby Act establishes procedures that can be used by local jurisdictions to provide neighborhood and community parks and recreational facilities and services for new residential subdivisions.

California Department of Park and Recreation and State Parks

California Department of Parks and Recreation maintains 280 state park units throughout California. State Parks within the region includes the Silverwood Lake and Chino Hills State Recreational Areas.

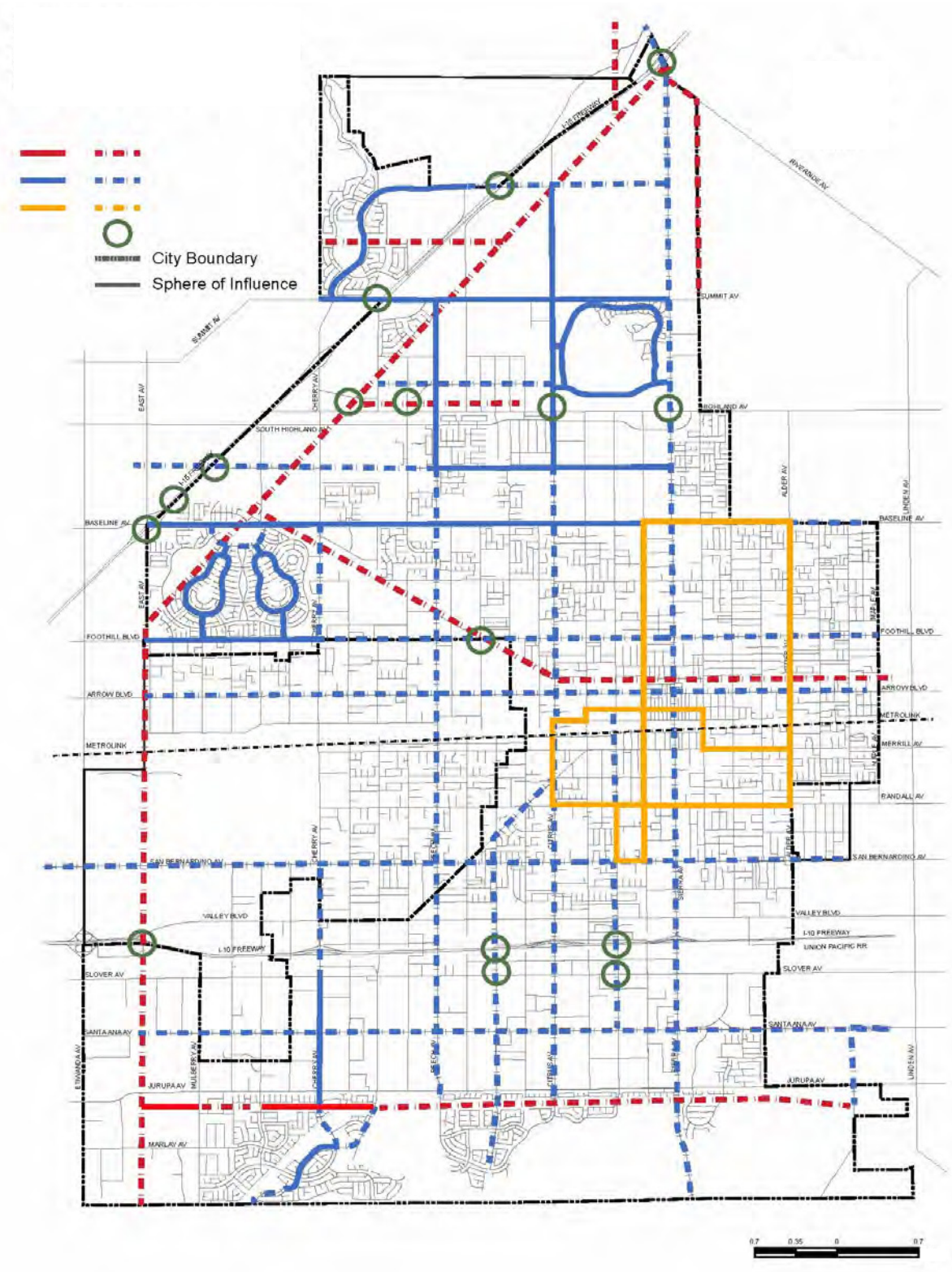


NORTH
SCALE IN MILES

***Source*:** City of Fontana General Plan.

Figure 4.6.15-1
Recreation Trails

ATKINS



NORTH
SCALE IN MILES

***Source*:** City of Fontana General Plan.

Figure 4.6.15-2
Existing and Proposed Bikeway System

ATKINS

Silverwood Lake State Recreation Area

Silverwood Lake State Recreation Area is adjacent to the SBNF, along Highway 138, approximately 35 miles northeast of Ontario. Silverwood Lake was formed by the 249-foot Cedar Springs Dam, and at 3,350 feet, it is the highest reservoir in the State Water Project. Silverwood Lake State Recreation Area is approximately 2,000 acres, and includes a stretch of the Pacific Crest Trail, which is a national scenic trail spanning 2,650 miles from Mexico to Canada. Activities at Silverwood Lake State Recreation Area include camping, hiking trails, swimming, boating, waterskiing, and fishing. Silverwood Lake State Recreation Area is managed by the California State Parks Department.

Chino Hills State Recreation Area

Chino Hills State Recreation Area is southwest of Fontana, off of State Route 91 (SR-91) to Highway 71 North. This state park encompasses approximately 12,452 acres and accommodates such activities as hiking, biking, horseback riding, and camping.

Regional

San Bernardino County Regional Parks Division

The San Bernardino County Regional Parks is administered by the San Bernardino County Regional Parks Division and the San Bernardino County Regional Parks Advisory Commission. The seven-member commission provides a citizen body responsible to communities and the people of San Bernardino County to recommend policy regarding the development and operation of a well-balanced system of Regional Parks. The Regional Parks Commission oversees the establishment and administration of appropriate policies and informs the County Board of Supervisors of activities related to the Regional Parks Department. Regional Parks in the vicinity of the City of Fontana include the Cucamonga-Guasti and Glen Helen Regional Parks.

Cucamonga-Guasti Regional Park

The Cucamonga-Guasti Park is a day-use park near the Ontario Convention Center, Ontario Mills, and Los Angeles/Ontario International Airport (LAONT). Cucamonga-Guasti Park consists of approximately of 180 acres and offers two lakes, a swim complex, water slide, splash pool, vineyards, and hiking trails. The park offers activities such as swimming, fishing, hiking, mountain biking, boating, volleyball, picnicking, and various other activities.

Glen Helen Regional Park

Located at the base of the chaparral covered hills of the Cajon Pass with scenic views of both the San Gabriel and San Bernardino Mountains, Glen Helen Regional Park offers 1,340 acres of recreational activities. Glen Helen offers two lakes for fishing, a swim complex with pool, sandy area, dual water slides, zero depth water play park, large group shelter picnic areas accommodating up to 300 persons, the San Manual Amphitheater, and the Glen Helen Raceway..

Local

City of Fontana Municipal Code

Chapter 21 (Planning and Development), Article IV (Fee or Dedication of Land for Park and Recreation Facilities), establishes park and recreation dedication and fees, standards for determining park dedication/maximum requirement, and the maximum amount of parkland required for any subdivision (3 acres of developed park land and 2 acres of open space per 1,000 residents). Chapter 19 (Parks and Community Services) establishes the Recreation Commission (Article II), which has the right to grant and repeal permits.

Fontana General Plan

The Fontana General Plan policies that are applicable to public parks and recreational facilities[14] in the context of the Regional Reduction Plan are as follows:

Community Design Element, Guiding New Development, Goal 5.1

Policy 2 New development should be linked to community facilities such as trails, parks, community centers and schools.

Community Design Element, Guiding New Development Goal 5.2

Policy 3 A well-integrated network of bike and pedestrian paths should connect residential areas to schools, parks, and shopping centers.

Parks, Recreation & Trails Element, Park Planning in Newly Developed Areas

Policy 2 Newly developed parks should be connected, wherever practical, to the existing and future bicycle and recreational trail system.

Parks, Recreation & Trails Element, Park Accessibility

Policy 1 The City shall continue to locate parks and recreation facilities within convenient walking and biking distance of all neighborhoods.

Policy 2 Parks and recreation facilities should be integrated with the Master Plan for Trails and Bikeways.

Parks, Recreation & Trails Element, Supporting Bicycle, Equestrian, and Pedestrian Use

Policy 1 The City's bikeways and trails network shall be phased as an integrated system that provides access to community facilities, commercial areas and the regional multi-use trail system.

Policy 2 All new developments on designated routes shall provide bicycle and pedestrian routes linked to adjacent facilities.

Parks, Recreation & Trails Element, Connecting Trails to the Region

Policy 1 The City shall complete the planning for its portion of the regional network of trails and bikeways.

[14] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy 2 The planning of bikeways and trail systems shall continue to be conducted in coordination with neighboring cities and the County of San Bernardino.

Parks, Recreation & Trails Element, Use of Utility and Flood Control Corridors

Policy 2 The City shall coordinate with neighboring municipalities and the County for the planning, acquisition and development of an expanded bikeway and trail system.

Parks, Trails and Recreation Master Plan

The City of Fontana has historically planned for and promoted its park and recreation system. In 1999, the City adopted a Parks, Trails and Recreation Master Plan which documented existing facilities, noted deficiencies and recommended additions to the system to meet current and future demand. The City updated this Master Plan in 2008 to serve as the guidance document in developing a Capital Improvement Program.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on recreation if it would do any of the following:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment

Analytic Method

The programs and measures contained in the Regional Reduction Plan were reviewed for potential impacts to parks, recreational facilities in and near the City of Fontana.

Effects Not Found to Be Significant

Threshold	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?

The Regional Reduction Plan would not increase resident population in the City. Demand for parks and recreational facilities are based on population. The nature of the project would not affect the demand for recreational facilities. Therefore, there would be ***no impact***. Further analysis is not required.

Threshold	Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The Regional Reduction Plan does not include recreational facilities. Therefore, there would be ***no impact***. Further analysis is not required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts to recreation at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

Fontana, City of. 2003. *City of Fontana General Plan*. Parks, Recreation & Trails Element.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

4.6.16 Transportation/Traffic

This section of the EIR analyzes the potential environmental effects on transportation/traffic in the City of Fontana from implementation of the Regional Reduction Plan. Data for this section were taken from the Fontana General Plan (2003), the Southern California Association of Governments (SCAG) Regional Transportation Plan and SCS (2012), the SCAG Regional Comprehensive Plan (2009), the San Bernardino Associated Governments (SANBAG) Congestion Management Program (2012), the SANBAG Passenger Rail Short-Range Transit Plan (2007), and the San Bernardino County Non-Motorized Transportation Plan (2011). Full reference-list entries for all cited materials are provided at the end of this section.

One comment letter stating that the Regional Reduction Plan should include a comprehensive regional bicycle path master plan was received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Existing Transportation Network

Roadway Network

The City of Fontana has six roadway classifications for local roadways within the City:

- **Major Highways**—These roadways can accommodate six or eight travel lanes and may have raised medians. These facilities carry high traffic volumes and are the primary thoroughfares linking Fontana with adjacent cities and the regional highway system. Driveway access to these roadways is typically limited to provide efficient high volume traffic flow. Right of way (including sidewalks) on these facilities varies between 132 and 156 feet depending on the number of lanes.
- **Primary Highways**—These roadways are designed to accommodate four travel lanes with a median, within a typical 104-foot-wide right of way, carry high traffic volumes and provide limited access. Their primary function is to link the major highways to the secondary highways as well as to carry vehicles entering and exiting the City from neighboring areas. Driveway access is also typically limited on these facilities, where feasible.
- **Secondary Highways**—These roadways are typically four-lane streets, providing two lanes in each direction. These highways carry traffic along the perimeters of major developments, provide support to the major and primary highways, and are also through streets enabling traffic to travel uninterrupted for longer distances through the City. Secondary highways have a 92-foot-wide right of way, which includes sidewalks.
- **Collector Streets**—These roadways are typically two-lane streets that connect the local streets with the secondary highways allowing local traffic to access the regional transportation facilities. Collector streets have a 68-foot-wide right of way.
- **Industrial Collectors**—These roadways are typically two-lane streets, which are designed to accommodate industrial traffic. Industrial collectors also have an 80-foot-wide right of way, which includes sidewalks.

- **Local Streets**—These roadways are typically two-lane streets that designed to serve neighborhoods within residential areas. There are several variations on local streets depending on location, length of the street, and type of land use.

The San Bernardino Freeway (Interstate 10 [I-10]) is an eight-lane east/west freeway, which traverses the southern portion of the City. The Ontario Freeway (I-15) is an eight-lane freeway, which runs northeast/southwest through the northwest portion of the City and its sphere of influence. The Foothill (State Route 210 [SR-210]) Freeway is a six-lane freeway that runs east/west in the northern part of the City connecting Fontana with the I-210 Freeway in Los Angeles County in San Dimas.

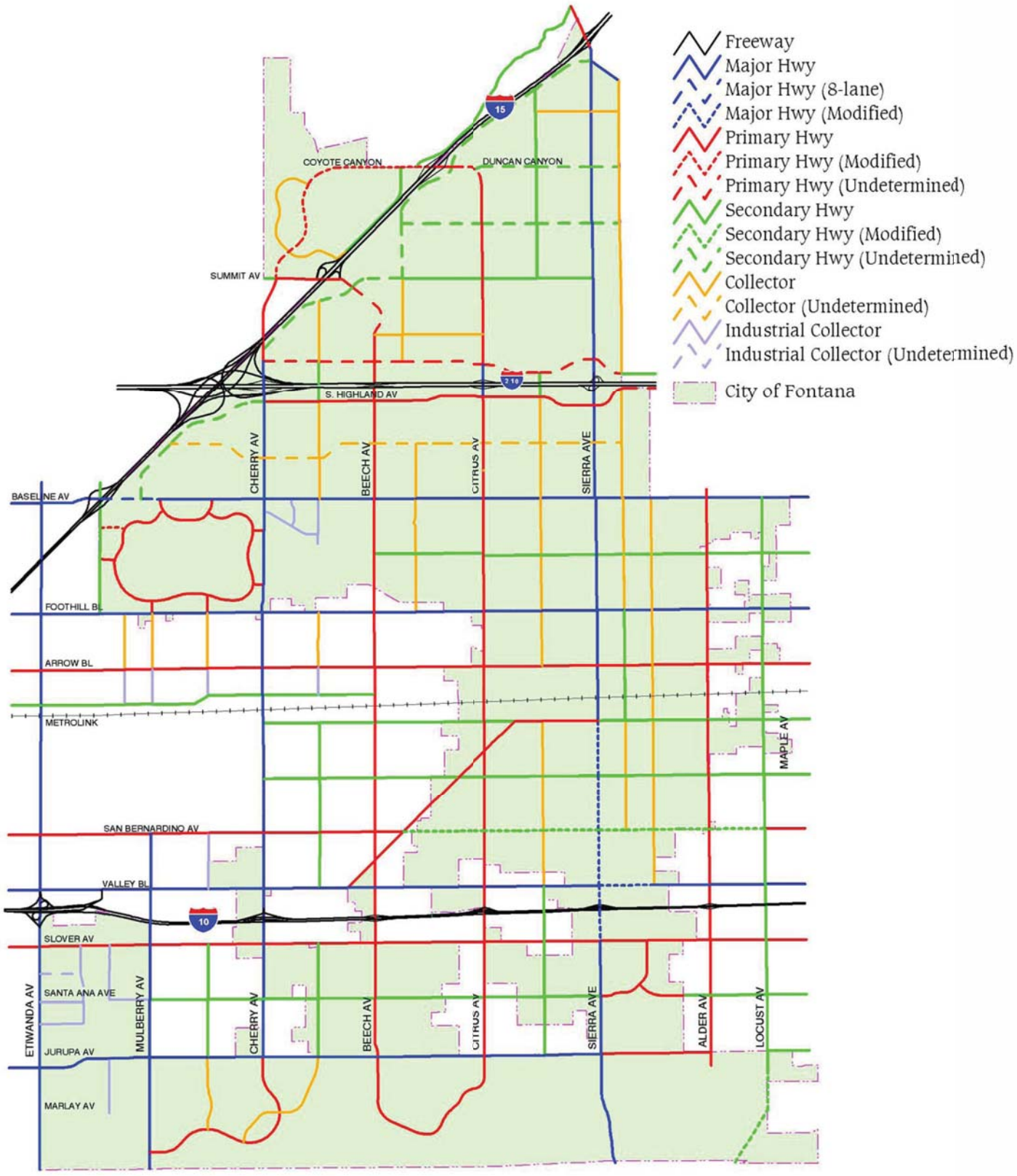
Fontana benefits from a generally regular north/south–east/west grid system of streets, with many gaps to major streets due to physical or man-made barriers, namely at the Union Pacific Railroad (UPRR) and the I-10 Freeway. The City's key north/south arterials include Sierra Avenue, Cherry Avenue, and Citrus Avenue, all of which have interchanges with I-10. Sierra Avenue is generally a four-lane divided arterial, which serves the primary commercial areas of the City. Cherry Avenue is a four-lane arterial (divided in some segments), which serves an industrial area west of the current City limits and has an interchange with I-15. Etiwanda Avenue, which also has an interchange with the I-10 Freeway, is the westernmost arterial in the City and its sphere of influence. Similarly, Alder Avenue is the easternmost arterial in the City and its sphere of influence.

Key east/west arterials include Jurupa Avenue, Slover Avenue, Valley Boulevard, San Bernardino Avenue, Arrow Boulevard, Foothill Boulevard, Baseline Avenue, and South Highland Avenue. Valley Boulevard is a four-lane divided major arterial located immediately north of I-10 Freeway. San Bernardino Avenue and Arrow Highway are regional arterials fronted by a mixture of uses. Foothill Boulevard (Historic Route 66) is a four-lane divided arterial, which is fronted largely by commercial developments. Baseline Avenue is improved to six lanes from Citrus Avenue to the I-15 Freeway. South Highland Avenue (SR-30) has been reconfigured to serve as the southern frontage road to the SR-210 Freeway. San Bernardino Avenue, Arrow Boulevard, Baseline Avenue, Summit Avenue, and Sierra Avenue provide interchange access to I-15. South of the I-10 Freeway, Slover Avenue is the key alternative paralleling the freeway and Jurupa Avenue is another key arterial that provides for east/west traffic movements.

Figure 4.6.16-1 (Circulation Master Plan) illustrates the Fontana General Plan Circulation Master Plan, as presented in the 2003 General Plan.

Trucks

The many industrial facilities within Fontana and neighboring communities create significant truck travel. The location of these industrial facilities results in a high volume of trucks intermixing with local residential traffic. These truck trips originate from the I-10, I-15, SR-210, and SR-60 freeways, as well as the neighboring communities via the arterials. Many of the arterials are not appropriately designed to accommodate the volume and size of trucks currently using these facilities. Heavy truck volumes at the freeway interchanges along the I-10 Freeway contribute to the congestion at those locations. The new and redesigned freeway interchanges are being designed to better accommodate the heavy truck volumes.



***Source*:** City of Fontana General Plan.

Figure 4.6.16-1
Circulation Master Plan

ATKINS

To optimize the circulation pattern and protect the residential areas within Fontana, certain arterials have been designated as truck routes. From north to south (east/west routes), these are Sierra Avenue, Baseline Avenue, Foothill Boulevard, Arrow Boulevard, San Bernardino Avenue (portions), Valley Boulevard, Slover Avenue, Santa Anna Avenue (portion), Jurupa Avenue, and Maralay Avenue. North-south truck routes, from west to east, are: Etiwanda Avenue, Mulberry Avenue, Cherry Avenue, Beech Avenue, Citrus Avenue, Sierra Avenue, and Alder Avenue.

Rail Lines and Crossings

Both freight and passenger rail services are provided in the City. The Metrolink commuter rail service is located on the former Santa Fe rail line, now operated by the Burlington Northern Santa Fe (BNSF), which passes east/west through the City between Arrow Boulevard and Merrill Avenue. Amtrak service is provided on the Union Pacific rail line just south of the I-10 Freeway, but the nearest station is in San Bernardino. The roadway crossings on the Union Pacific main line are all grade separated because of the close proximity of the line to the freeway. All of the roadways that extend over the freeway remain elevated over the railroad tracks. The Metrolink/BNSF line has all at-grade crossings, except at Cherry Avenue.

Extensive freight rail service is provided within the City. The existing land use plan concentrates industrial use in locations already served by rail spur lines. With the influx of new industrial developments in the City, it is desirable that these new developments have access to the rail spur lines.

Rail service provided by the Union Pacific Railroad on its main line through Fontana is expected to grow significantly in the future due to the increased international trade at the Ports of Long Beach and Los Angeles, as well as population growth in southern California. Currently there are 24 trains per day on a peak day passing through Fontana on the UP main line. By 2025, this is forecast to increase to 132 trains per day. The BNSF main line runs through Riverside County and crosses the UP line in Colton. It will carry the major growth in rail traffic associated with the Ports. Growth in train traffic on the other rail lines and spurs in Fontana will be limited to the needs of the local industrial users that need rail service.

Park-and-Ride Lots

There are two park-and-ride lots in Fontana, one at Beech Avenue and the SR-210 and one at Victoria Avenue at the Caltrans Transportation Management Center (TMC). Both lots are operated by Caltrans.

Trails and Bikeways

The off-street recreational trail system in Fontana combines hiking, equestrian and Class I bike trails. Such trails are primarily used for recreation. They are separated from automobile traffic and follow natural open space features, rail right-of-ways, flood control channels and utility easements. Recreational trails can also be used for commuting or to provide access to community facilities, such as the Metrolink Station or schools. Figure 4.6.15-1 (Recreation Trails) in Section 4.6.15 (Recreation) shows the existing and planned recreational trails, as presented in the 2003 General Plan.

Class I bike paths have been constructed along the powerline rights- of-way through the Southridge and Village of Heritage developments. Additional Class I bike paths are planned in utility corridors at the southern and northern portions of the City. Dedicated bike lanes, or Class II bikeways, consist of a

dedicated lane along the pavement edge of streets and provide an alternative to the automobile throughout the city. Pedestrian access and recreation is provided through the City's sidewalks and hiking trails. Figure 4.6.15-2 (Existing and Proposed Bikeway System) in Section 4.6.15 shows the existing and proposed bikeway system, as presented in the 2003 General Plan.

Transit

Metrolink

Commuter train service in the City of Fontana is provided by Metrolink, which operates six commuter rail lines throughout Southern California. The San Bernardino County Line runs between Los Angeles Union Station and downtown San Bernardino, with a stop in Fontana. It operates seven days a week. There is one Metrolink station in Fontana, at 16777 Orange Way. This station is served by several Omnitrans bus routes.

Bus Transit

Public transportation in the Fontana area is provided by Omnitrans, the regional Public Transit operator for San Bernardino County. Omnitrans functions as a joint powers agency supported by the County of San Bernardino and all the cities in the east and west San Bernardino Valley. Omnitrans provides connections to other regional bus services such as Foothill Transit, Los Angeles Metropolitan Transit Agency, and others.

Omnitrans service in Fontana is primarily oriented in the east/west direction, connecting the City to the adjacent communities of Rialto, San Bernardino and Colton to the east and Rancho Cucamonga, Ontario, Montclair, and Pomona to the west. A north/south connection across the I-10 freeway is provided on Sierra Avenue. Currently, Omnitrans provides service on 26 fixed routes in Fontana. There are two transfer centers in Fontana: Fontana Metrolink Station and South Fontana Transfer Center.

Planned Bus Rapid Transit (BRT) Routes

Omnitrans is developing bus rapid transit (BRT) routes within the region. The first route, the sbX (San Bernardino Express) that will traverse the San Bernardino Valley from north to south is under construction. The 15.7-mile sbX corridor spans between northern San Bernardino and Loma Linda. It will include sixteen art-inspired stations at key university, government, business, entertainment and medical centers as well as four park-and-ride facilities. Upgrades of existing bus transit stations are needed to accommodate the new 60-foot-long, low-emission BRT buses.

Airports

There are no airports in Fontana. Los Angeles/Ontario International Airport (LAONT) is approximately 2 miles west of the western boundary of the Fontana planning area. The City is within the airport influence area (AIA) shown in the LAONT airport land use plan. However, no air safety zones extend into the City of Fontana planning area.

The Rialto Municipal Airport is approximately 1 mile east of the Walnut Village area of Fontana, north of E. Base Line Road. It is general aviation airport owned and operated by the City of Rialto. Air safety zone III extends slightly into the City of Fontana to approximately Cypress Avenue on the west and just

south of Foothill Boulevard on the south. Air safety zone II is within the larger safety zone III. It is a narrow configuration in a generally southwest/northeast direction, ending just west of Cypress Avenue and near Miller Avenue.

Regulatory Framework

Federal

United States Department of Transportation

The United States Department of Transportation (USDOT) oversees federal highway, air, railroad, and maritime and other transportation administration functions.

The Federal Highway Administration (FHWA) is an agency within the USDOT that supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program).

The Federal Transit Administration (FTA) is an agency within the USDOT that provides financial and technical assistance to local public transit systems. The FTA is headed by an Administrator who is appointed by the President of the United States and functions through a Washington, D.C., headquarters office and ten regional offices, which assist local transit agencies throughout the United States.

The Federal Aviation Administration (FAA) is an agency within the USDOT that provides oversight and assistance to State and local airport authorities in the safety and improvements at airports throughout the United States. The FAA also provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate airport compatibility planning and implementation programs.

State

California Department of Transportation

The California Department of Transportation (Caltrans) manages the State Highway system and freeway lanes, provides inter-city rail services, permits of public-use airports and special-use hospital heliports, and works with local agencies. Caltrans carries out its mission of improving mobility across California with six primary programs: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration and the Equipment Service Center.

California Air Resources Board

The California Air Resources Board, a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California. With respect to transportation the California Air Resources Board reviews and approves Metropolitan Planning Organizations (MPOs) implementation of Senate Bill 375 (SB 375) within each region of California.

Senate Bill 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule.

Regional

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The Southern California Association of Governments (SCAG) regional plans cover San Bernardino County, which includes the City, and five other counties within Southern California.

Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a problem-solving guidance document that responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The RCP's guiding principles include:

- Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- Foster livability in all communities.
- Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.
- Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- Promote sustainability for future generations.
- Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

Further, the RCP seeks to successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2 percent Strategy:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable, "people-scaled" communities
- Providing new housing opportunities, with building types and locations that respond to the region's changing demographics
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
- Preserving existing, stable, single-family neighborhoods
- Protecting important open space, environmentally sensitive areas and agricultural lands from development
- Reducing emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable
- Reversing current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas
- Minimizing land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide

Regional Transportation Plan

On May 8, 2012, the Regional Council of SCAG adopted the 2012 Regional Transportation Plan (RTP) and SCS for the SCAG area aimed at attaining the reduction targets of an 8 percent per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13 percent reduction by 2035. There are transportation-related reduction measures included in this Regional Reduction Plan that coordinate with efforts in SCAG's SCS. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that integrate land use into transportation planning with an emphasis on transit and other nonvehicle transportation modes. The RTP also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from transportation activities. These measures are known as transportation control measures (TCMs). The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transit-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The Regional Transportation Implementation Plan (RTIP) is the vehicle used to implement the RTP and SCS. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies. SCAG is currently in the process of developing the 2014 RTP and SCS for their jurisdiction aimed at updating the regional transportation modeling system and keeping on track to achieve the reduction targets.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- **Mobility**—Getting where we want to go
- **Livability**—Creating positive communities
- **Prosperity**—Long-term health for the region
- **Sustainability**—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity.

San Bernardino Associated Governments (SANBAG)

San Bernardino Associated Governments (SANBAG) is an association of local San Bernardino County governments. It is the metropolitan planning organization (MPO) for the county, with policy makers consisting of mayors, council members, and county supervisors, and the funding agency for the county's transit systems, which include Omnitrans, Victor Valley Transit Authority, Morongo Basin Transit Authority, Mountain Area Regional Transit Authority, Barstow Area Transport, and Needles Area Transit. SANBAG administers the Congestion Management Program (CMP), provides transit planning, and regional nonmotorized transportation infrastructure and regional bicycle and pedestrian path network planning within San Bernardino County

Congestion Management Program

The Congestion Management Program (CMP) defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The policies and technical information contained in this document are subject to ongoing review, with updates required each two years. The last update of the CMP was completed in 2012.

Passenger Rail Short-Range Transit Plan

SANBAG, acting as the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan every other year. This Short-Range Transit Plan provides basic information about the transit services provided in San Bernardino County, including performance, needs, deficiencies and a proposed plan for operations and capital investments covering the next 5 years. The San Bernardino County Passenger Rail SRTP reflects SANBAG's share of the Metrolink operating and capital plan, as well as the future Redlands Passenger Rail and Gold Line Extension projects.

San Bernardino County Non-Motorized Transportation Plan

The Non-Motorized Transportation Plan provides the planning for interconnected cycling and walking system within communities in San Bernardino County. The Plan is for the development of a comprehensive system of cycling facilities, pathways, and trails. As of 2011, the combined total of centerline miles of bicycle infrastructure for all jurisdictions is 468 miles. This represents an eight-fold growth in the County's bicycle infrastructure. The challenge ahead involves developing a cohesive, integrated plan and identifying sources of funds to implement that plan. This is the goal of the San Bernardino County Non-Motorized Transportation Plan (NMTP). The NMTP of 2001 and the 2006 update have taken us part way there. The 2011 update identifies a comprehensive network, with a focus on the bicycle system. The Plan satisfies the State of California requirements of a Bicycle Transportation Plan (BTP) for purposes of Caltrans Bicycle Transportation Account (BTA) funding.

Local

City of Fontana Municipal Code

The City's Municipal Code sets forth transportation demand management and trip reduction requirements in Section 30 (Development Code), Article XIV (Transportation Demand Management and Trip Reduction Requirements). It is intended to promote the use of alternative modes of transportation other than the use of single occupant vehicle, and peak hour travel, thereby reducing congestion, reducing air pollution and improving the quality of life. It applies to all incorporated portions of the City. Prior to issuance of a building permit for any new construction project requiring design review for which a site plan is submitted, provisions must be made for all applicable trip reduction requirements. Section 30-385 addresses requirements for bicycle parking, pedestrian and bicycle paths, parking, transit facilities, among others. In addition, item 13 mandates that all new projects that meet the San Bernardino County CMP thresholds shall participate in the construction or payment of fees toward the construction of bicycle facilities required during the design review or project approval process. Exceptions to the code requirements are defined in Section 30-386.

Requirements for off-street parking and loading areas are established in Section 30, Article XI (Off-Street Parking and Loading Regulations).

Fontana General Plan

The Fontana General Plan contains the following policies regarding transportation, mobility and traffic[15]:

Circulation Element, Major Thoroughfares and Transportation Routes

Policy 4	Regulate the intensity of land uses to keep traffic on any arterial in balance with roadway capacity by requiring traffic studies to identify local roadway and intersection improvements necessary to mitigate their traffic impacts.
Policy 6	Design, monitor traffic flow, and employ traffic control measures, including signalization, limiting access and access control, exclusive right and left turn-turn

[15] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

lanes, lane striping, and signage to ensure City streets and roads continue to function as required.

Policy 8 Coordinate street system improvements and traffic signalization with regional transportation efforts in particular on roadways that are at the City's boundaries, are shared with neighboring jurisdictions, and/or are part of regionally significant corridors including those that are on Congestion Management Plan routes.

Policy 13 Provide new bus turnouts along appropriate arterials based on and in coordination with, local and regional transit providers' bus routes and major stops.

Policy 23 Implement traffic signal systems and intelligent transportation systems (ITS) components (not limited to signal coordination, highway advisory radio, closed circuit television, emergency vehicle signal preemption, etc.) along arterial roadways and sub-areas, in accordance to the City's Traffic Signal System Conceptual Buildout Plan and in compliance with regional and appropriate ITS Architecture Master Plans.

Policy 24 Require street dedications from adjacent properties when the land is necessary for additional transportation capacity and enhanced mobility for the welfare of the community.

Policy 25 Protect levels of service on all parts of the Circulation Element through the use of medians, roundabouts, and other traffic calming measures.

Circulation Element, Public Transit, Terminals, and Intercity Transportation

Policy 1 Provide appropriate transportation terminal facilities for inter-city and regional travel by public and private transportation modes.

Policy 2 Continue to support the regional bus system to provide intra-city service, inter-city service to major employment centers, and connection to other regional transportation transfer points.

Policy 3 To encourage transit ridership and transportation demand management including carpooling, required vanpool parking spaces, plan for the provision of additional transportation centers to be used as a park-and-ride for ridesharing, high-occupancy vehicle lanes, regional bus and passenger rail services.

Policy 4 Continue to coordinate transit planning with the Southern California Association of Governments (SCAG), the San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (MTA), the Southern California Regional Rail Authority (Metrolink), Omnitrans and adjacent communities.

Policy 5 Recognize alternative and private transportation services (vans, buses, shuttles, taxis and limousines) as an integral part of public transportation.

Policy 6 Coordinate with local and regional human service agencies and public schools that provide mass transit services to reduce duplication of transportation services.

Policy 7 Where needed and appropriate, require new development to provide transit facilities and accommodations, such as bus shelters and turn-outs, consistent with regional agency plans and existing and anticipated demands.

Policy 9 Encourage commuters and employers to reduce vehicular trips by offering incentives such as reduced price transit passes and preferential parking for ridesharing.

Policy 10 Investigate and implement new opportunities to further plan, develop and finance demand responsive transit service for the elderly, handicapped and recreational purposes.

Circulation Element, Railroads

Policy 2 Establish connections between inter-city rail and major activity centers to improve freight transfers and provide passenger service.

Land Use Element, Balanced Land Uses

Policy 3 New planned communities in our City shall be developed to high standards for site design and landscaping and shall incorporate and/or be linked with amenities such as community facilities, schools, parks and other forms of open space.

Land Use Element, One Fontana

Policy 3 Circulation system improvements shall continue to be pursued that facilitate connectivity across freeway and rail corridors.

Policy 4 Improvements shall be made to transportation corridors that promote physical connectivity and reflect consistently high aesthetic values.

Policy 5 Activity centers should be linked with residential neighborhoods and be accessible by multiple modes of transportation.

Parks, Recreation and Trails Element, Park Accessibility

Policy 1 The City shall continue to locate parks and recreation facilities within convenient walking and biking distance of all neighborhoods.

Policy 2 Parks and recreation facilities should be integrated with the Master Plan for Trails and Bikeways.

Parks, Recreation and Trails Element, Supporting Bicycle, Equestrian and Pedestrian Use

Policy 1 The City's bikeways and trails network shall be phased as an integrated system that provides access to community facilities, commercial areas and the regional multi-use trail system.

Policy 2 The planning of bikeways and trail systems shall continue to be conducted in coordination with neighboring cities and the County of San Bernardino.

City of Fontana Intersection Analysis Criteria

The City of Fontana requires that morning and evening peak-hour turning movements use the methodology found in the 2000 Highway Capacity Manual (HCM) in determining the level of service (LOS) at intersections. The LOS value is determined based upon the volume to capacity (V/C) of turning movements. A V/C ratio of 1.00 means that the volume of traffic has matched 100 percent of the intersection capacity. Generally speaking, a V/C ratio such that the volume equals 80 percent (0.80) or less of the capacity constitutes stable traffic flow with only minor backups or queues of vehicles

developing behind turning vehicles. Table 4.6.16-1 (Intersection Level of Service [LOS] Definitions) summarizes the LOS definitions in the HCM.

Table 4.6.16-1 Intersection Level of Service (LOS) Definitions

LOS	*Interpretation*	*Volume to Capacity (V/C) Ratio*
A	There are no stables that are fully loaded, and few are close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.00–0.60
B	Represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.	0.61–0.70
C	Stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasional drivers may have to wait through more than one red signal intersection, and backups may develop behind turning vehicles.	0.71–0.80
D	Encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks with the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.	0.81–0.90
E	Represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00), there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).	0.91–1.00
F	Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable because full utilization of the approach may be prevented by outside conditions.	>1.00

SOURCE: HCM (2000).

Circulation Element Policy 12 directs that all streets and intersections designed after the adoption of the General Plan will be planned to function at level of service (LOS) C or better, wherever possible. Improvements to existing streets will be designed to LOS C standards whenever feasible. However, ensuring LOS C within the built environment as suggested requires roadway widening that is detrimental to commercial activities, property rights, and includes substantial costs to implement. The City of Fontana Circulation Element also includes the statement that "Level of Service D is typically considered the worst acceptable level in an urbanized area."

Existing Traffic Conditions on the Roadway Network

Traffic on most of the City's arterials operate at acceptable levels of service. However, as presented in the 2003 General Plan Circulation Element, there are arterial segments that experience LOS D or worse. These include:

- **Sierra Avenue (Merrill Avenue to I-10)**—Sierra Avenue is a four-lane divided arterial (five lanes south of San Bernardino Avenue) serving the main commercial core of Fontana, and carries the heaviest traffic volumes in the City in the range of 32,800 to 57,600 ADT. The actual peak hour level of service along Sierra may be better than E, since the peak hour volume is less than 10% of the total daily traffic. Improvements to the I-10 interchange have helped improve congestion.

- **Sierra Avenue (at I-15)**—Relatively high volumes on Sierra Avenue at the I-15 freeway interchange cause congested conditions in both the AM and PM Peak Hours. Signalization/widening at the ramps and the widening and realignment of Riverside Avenue and Sierra Avenue have improved traffic flow.
- **Cherry Avenue (Valley to I-10 Freeway)**—This segment exhibits LOS F conditions due to heavy freeway access volumes and predominance of trucks.
- **Cherry Avenue (Slover to Santa Ana)**—This segment operates at LOS F, but only has two lanes while carrying over 17,000 ADT and high volumes of trucks. Proposed widening of Cherry Avenue to six lanes will improve this condition.
- **Citrus Avenue (Valley to Slover)**—In this segment, Citrus Avenue carries between 22,000 and 29,000 vehicles in a mostly two-lane street, which results in LOS F operation.
- **Citrus Avenue (Arrow to Merrill)**—Traffic volumes in this segment are about 28,000, while this four-lane segment has a daily capacity of 24,000, resulting in LOS F.
- **Citrus Avenue (Randall to San Bernardino)**—Traffic volumes in this segment are about 22,300, while this four-lane segment has a daily capacity of 24,000, resulting in LOS E.
- **Valley Boulevard (east of Sierra)**—This segment of Valley Boulevard carries 33,000 ADT and is Level of Service E. A significant portion of this traffic is generated by the commercial traffic on all sides of the intersection as well as heavy freeway access traffic. The intersection of Valley Boulevard and Sierra Avenue is by far the heaviest traveled intersection in the City.
- **Slover Avenue (Sierra to Locust)**—Slover Avenue carries between 10,000 and 18,000 vehicles per day on a two-lane exhibiting mostly LOS F conditions. Conditions are also worsened by the presence of large volumes of trucks.
- **Foothill Boulevard (Beech to Almeria)**—This segment carries 32,900 ADT on a four-lane street, resulting in LOS E.
- **Jurupa Avenue (Live Oak to Sierra)**—This segment carries between 10,900 and 18,000 ADT, exhibiting LOS E and F conditions. Jurupa Avenue carries significant freeway bypass trips due to its interchange with I-15 and its connection to Riverside through Sierra. Traffic volumes are high on this segment for its two-lane configuration.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on transportation/traffic if it would do any of the following:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit

- Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable transportation plans and transportation policies to determine if any inconsistency exists. These plans include the SCAG's Regional Transportation Plan (RTP) with an adopted SCS, the Compass Growth Visioning, SANBAG CMP, and the San Bernardino County Non-Motorized Transportation Plan. The Regional Reduction Plan was also reviewed for potential traffic impacts that could result during implementation of the reduction measures.

Effects Not Found to Be Significant

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

Implementation of the Regional Reduction Plan will reduce GHG emissions and vehicle miles traveled (VMT) associated with on road passenger vehicles within the City. The Regional Reduction Plan reduction measure Transportation 1 (Sustainable Communities Strategy) that would be implemented by Fontana reinforces the policies of transit and transit-oriented development within the city, and Transportation 2 (Smart Bus Technologies) requires the City of Fontana to work with Omnitrans in implementing the BRT routes throughout the City, which correlates' General Plan Circulation Element transit Policies 2 and 4, which support and encourage regional transit planning. In addition the Regional Reduction Plan reduction measure Transportation 1 (Sustainable Communities Strategy) promotes nonmotorized travel by focusing on a pedestrian and bicycle path network connecting land uses within the City, which correlates with Open Space, Recreation and Trails Element park accessibility Policy 2, which references the Master Plan for Trails and Bikeways. The Regional Reduction Plan also implements and supports various regional transportation planning efforts in the City including the SCS in the SCAG RTP, The SCAG Compass Growth Visioning, and the San Bernardino County Non-Motorized Transportation Plan (SANBAG 2011). Transit and nonmotorized transportation infrastructure built on all roadways, including CPM-designated roadways, require review by City Planning and Traffic Engineering staff for approval to ensure that the improvements do not negatively impact the traffic flow

on these major arterials. Therefore, the Regional Reduction Plan implements and furthers the goals of the applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel. Further, because of City review of transit and nonmotorized infrastructure to ensure that these improvements do not negatively impact the traffic flow on roadways, the implementation of the Regional Reduction Plan will not conflict with the level of effectiveness for the performance of intersections, roadways, highways and freeways set by the City of Fontana, the CMP and Caltrans. This impact is considered ***less than significant***. No mitigation is required.

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

The Congestion Management Program (CMP) defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach. The last update of the CMP was completed by SANBAG in 2012. Implementation of the Regional Reduction Plan may require transit or nonmotorized transportation infrastructure to be built on some CMO roadways. Transit and nonmotorized transportation infrastructure built on all roadways, including CMP-designated roadways, require review by City Planning and Traffic Engineering staff for approval to ensure that the improvements do not negatively impact the traffic flow on these major arterials.

The City of Fontana has a level of service standard of LOS C or better at all intersections within the City, where feasible. The City of Fontana Circulation Element also includes the statement that "Level of Service D is typically considered the worst acceptable level in an urbanized area."

Measure Transportation-1 that encourages transit-oriented development and the emphasis on nonmotorized transportation near transit stops may indirectly result in localized impacts to the LOS designations on roadways and intersections near these transit stations. However, impacts would be mitigated through funding and construction of the recommended lane configurations identified in specific traffic impact studies to ensure LOS is not worsened. This impact is considered ***less than significant***. No mitigation is required.

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

The Regional Reduction Plan would not result in changes in air traffic patterns through an increase in traffic levels or a change in location. As such, no safety risks would occur. There would be ***no impact***. Further analysis is not required.

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

New park-and-ride lots would be designed to ensure vehicles entering and exiting lots would not pose traffic hazards. Appropriate driveway locations and sight distances would be required as specified in the

Municipal Code to ensure there would be no increase in hazards to vehicles as a result of implementation of the proposed project. This impact is considered ***less than significant***. No mitigation is required.

Threshold	Would the project result in inadequate emergency access?

The Regional Reduction Plan reduces GHG emissions citywide and includes reduction measures such as energy efficiency goals, the reduction of vehicle trips and VMT to reduce transportation related emissions, and water conservation programs. None of the reduction measures would alter emergency access or evacuation plans. Improvements to transit, bicycle, and pedestrian infrastructure along roadways that would serve as emergency access and evacuation within the City would be reviewed by the City Planning and Engineers departments to ensure adequate ingress and egress along these roadways. Therefore, the impact would be ***less than significant***. No mitigation is required.

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

As described above, the Regional reduces transportation related GHG emissions by furthering the policies, plans and programs for public transit, bicycle and pedestrian facilities. In particular the Regional Reduction Plan furthers General Plan transit Policies 1 through 10, and Parks, Recreation and Trials Element policies, which are intended to improve the bicycle and pedestrian circulation system; and furthers to goals of the San Bernardino County Non-Motorized Transportation Plan. In addition the Regional Reduction Plan implements the SCS in the SCAG RTP, and General Plan Circulation Element Policies 1 through 10 would help improve the public transit system in the City. Transit and nonmotorized transportation infrastructure built on all roadways require review by City Planning and Traffic Engineering staff review and approval to ensure that performance standards and safety are not impacted negatively. Therefore, the impact would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant transportation impacts at a project level, implementation of the Regional Reduction Plan will not create impacts to transportation that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

Fontana, City of. 2003. *City of Fontana General Plan*.

Ontario, City of. 2011. *LA/Ontario International Airport Land Use Compatibility Plan*.

San Bernardino Associated Governments (SANBAG). 2007. *Passenger Rail Short Range Transit Plan: Fiscal Year 2008–2012*, May

———. 2011. *San Bernardino County Non-motorized Transportation Plan*, March

———. 2012a. *Congestion Management Program*. www.sanbag.ca.gov/planning/subr_congestion.html.

———. 2012b. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

San Bernardino County Airport Land Use Commission. 1991. *Rialto Municipal Airport Final Comprehensive Land Use Plan*, January.

Southern California Association of Governments (SCAG). 2004. *Southern California Compass Growth Visioning.*

———. 2009. *2008 Regional Comprehensive Plan*.

———. 2012. *Regional Transportation Plan/SCS*, April.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.6.17 Utilities/Service Systems

This section of the EIR analyzes the potential environmental effects on utilities in the City of Fontana from implementation of the Regional Reduction Plan, including water, wastewater, solid waste, natural gas and electric services systems. Data for this section were taken from the Fontana General Plan (2003) the Fontana Water Company 2010 Urban Water Management Plan. Full reference-list entries for all cited materials are provided at the end of this section.

No comment letters addressing utilities or service systems were received in response to the notice of preparation (NOP) circulated for the Regional Reduction Plan.

Environmental Setting

Potable Water Supplies and Service Systems

The Fontana Water Company (FWC) is the water provider for the City of Fontana. It also provides service to portions of the cities of Rialto and Rancho Cucamonga, and in adjoining unincorporated areas of San Bernardino County. The service area is largely urbanized, consisting of residential, light industrial, and commercial uses.

FWC's supply consists of: groundwater from three adjudicated groundwater basins (Chino Basin, Rialto Basin, and Lytle Basin) and one un-adjudicated basin (No-Man's Land Basin); surface water diversions from Lytle Creek; imported water from the State Water Project (SWP); Inland Empire Utilities Agency (IEUA) and San Bernardino Valley Municipal Water District (SBVMWD); and recycled water. FWC operates within the service areas of two wholesale water agencies, SBVMWD and IEUA. SBVMWD, which covers approximately 325 square miles in southwestern San Bernardino County, serves a population of approximately 600,000. SBVMWD's service area includes the eastern two-thirds of the San Bernardino Valley, the Crafton Hills, and a portion of the Yucaipa Valley, and includes the Cities and communities of San Bernardino, Colton, Fontana, Loma Linda, Redlands, Rialto, Bloomington, Highland, Grand Terrace, and Yucaipa.

Groundwater is the primary source of supply in the service area. FWC's groundwater supply system consists of 18 active wells in the Chino Basin, 4 active wells in the Rialto Basin, 9 active wells in the Lytle Basin, and 2 active wells in the No Man's Land Basin. Surface water from Lytle Creek and untreated SWP water from SBVMWD and IEUA is treated at FWC's Sandhill Surface Water Treatment Plant. The plant has a treatment capacity of 29 million gallons per day (mgd). Treated water meets all California Department of Public Health (CDPH) standards for drinking water.

Historical and Projected Demand

FWC serves a population of approximately 209,000, including the City of Fontana. For water supply planning purposes, the service area population is expected to grow approximately 1 percent per year through 2035, for a total service area population of approximately 259,000. Table 4.6.17-1 (Fontana Water Company Historical and Projected Demand) summarizes historical and projected demand associated with that increase, as presented in the FWC 2010 Urban Water Management Plan.

Table 4.6.17-1 Fontana Water Company Historical and Projected Demand

Year	*Total Demand (acre-feet)*	*Metered Deliveries (acre-feet)*	*Unaccounted Use (acre-feet)*	*Projected Demand for Lower-Income Household (acre-feet)*	*Urban Water Use Target (gallons per capita per day)*
2005	47,597	44,428	3,169		
2006	49,356	46,137	3,219		
2007	49,879	46,832	3,046		
2008	47,569	43,800	3,769		
2009	44,363	40,942	3,422		
2010	41,769	37,994	3,775		
2015	42,519	39,968	2,551	7,719	197
2020	44,613	41,936	2,677	7,913	175
2025	47,572	44,718	2,854	8,271	175
2030	50,532	47, 500	3,032	8,629	175
2035	53,741	50,516	3,224	8,933	175

SOURCE: Fontana Water Company, *2010 Urban Water Management Plan* (2011).

Existing and Projected Water Supplies

Groundwater has and will continue to be the primary source of water supply for the FWC service area, as shown in Table 4.6.17-2 (Historical and Projected Supplies [Normal Year]) and Table 4.6.17-3 (Projected Supplies [Single and Multiple Dry Years]), which show normal and dry year supplies, respectively. The Chino and Lytle basins comprise most of the groundwater supply.

Table 4.6.17-2 Historical and Projected Supplies (Normal Year)

Year	*Groundwater (acre-feet)*		*Local Surface Water (acre-feet)*	*Imported Water (acre-feet)*		*Recycled Water (acre-feet)*	*Total (acre-feet)*
	Groundwater	*Percentage Groundwater of Total Supply*	*Lytle Creek*	*IEUA*	*SBVMWD*	*Recycled*	
Existing							
2010	929,197	69.9%	11,473	1,012	87	0	41,769
Projected							
2015	28,319	66.6%	5,700	5,000		1,500	42,519
2020	29,413	65.9%	5,700	5,000	2,000	2,500	44,613
2025	31,372	65.9%	5,700	5,000	2,000	3,500	47,572
2030	33,332	66.0%	5,700	5,000	2,000	4,500	50,532
2035	35,041	65.2%	5,700	5,000	2,000	6,000	53,741

SOURCE: Fontana Water Company, *2010 Urban Water Management Plan* (2011), Table 9.

Table 4.6.17-3 Projected Supplies (Single and Multiple Dry Years)

Year	Groundwater (acre-feet)		Local Surface Water (acre-feet)	Imported Water (acre-feet)		Recycled Water (acre-feet)	Total (acre-feet)
	Groundwater	Percentage Groundwater of Total Supply	Lytle Creek	IEUA	SBVMWD	Recycled	
Projected (Single Dry Year)							
2015	34,456	76.8%	5,900	2,000	1,000	1,500	44,856
2020	35,665	75.8%	5,900	2,000	1,000	2,500	47,065
2025	37,787	75.3%	5,900	2,000	1,000	3,500	50,187
2030	39,909	74.9%	5,900	2,000	1,000	4,500	53,309
2035	41,794	73.7%	5,900	2,000	1,000	6,000	56,964
Projected (Multiple Dry Year 1)							
2015	34,931	77.1%	5,900	2,000	1,000	1,500	45,331
2020	36,164	76.0%	5,900	2,000	1,000	2,500	47,564
2025	38,318	75.6%	5,900	2,000	1,000	3,500	50,718
2030	40,473	75.1%	5,900	2,000	1,000	4,500	53,873
2035	42,395	74.0%	5,900	2,000	1,000	6,000	57,295
Projected (Multiple Dry Year 2)							
2015	32,832	75.9%	5,900	2,000	1,000	1,500	43,232
2020	33,961	74.9%	5,900	2,000	1,000	2,500	45,361
2025	35,970	74.4%	5,900	2,000	1,000	3,500	48,370
2030	37,978	73.9%	5,900	2,000	1,000	4,500	51,378
2035	39,741	72.7%	5,900	2,000	1,000	6,000	54,641
Projected (Multiple Dry Year 3)							
2015	29,918	74.2%	5,900	2,000	1,000	1,500	40,318
2020	30,904	73.1%	5,900	2,000	1,000	2,500	42,304
2025	32,710	72.5%	5,900	2,000	1,000	3,500	45,110
2030	34,516	72.0%	5,900	2,000	1,000	4,500	47,916
2035	36,059	70.8%	5,900	2,000	1,000	6,000	50,959

SOURCE: Fontana Water Company, *2010 Urban Water Management Plan* (2011), Table 10.

Local Groundwater Supply and Reliability

Chino Basin

FWC's average annual production from the Chino Basin from 1995 to 2009 was approximately 17,050 acre-feet per year (afy). During the most recent 3 years, FWC's average annual production was approximately 16,770 afy. According to IEUA's draft 2010 Urban Water Management Plan, total groundwater production in IEUA's service area is estimated to increase from approximately 110,000 to 162,800 afy by 2035. The Chino Basin Judgment authorizes FWC to produce all the water it requires

from the Chino Basin for beneficial use by FWC's public utility customers, subject to replenishment assessments, and more than ample water is present in the Chino Basin to allow FWC to do so. FWC will construct additional wells and associated infrastructure in the Chino Basin to match additional water demands with growth in its service area. Because of groundwater contamination in the Chino Basin from nitrate and perchlorate, production of groundwater from affected wells may be interrupted until wellhead treatment is installed. FWC has the necessary technical and financial resources available to allow FWC to quickly respond to any such water quality incidents to assure continuity and reliability of water service. FWC's Wells F17B and F17C, which pump from the Chino Basin, currently have perchlorate treatment equipment, which removes perchlorate from these sources. FWC plans to install additional treatment or drill replacement wells. The FWC's 2010 UWMP concluded that based on historical and ongoing management practices, FWC will be able to rely on the Chino Basin for adequate supply over the next 25 years under single year and multiple year droughts.

Lytle Basin

FWC can pump and divert more than 18,800 afy of groundwater from the Lytle Basin. However, the basin is subject to significant changes in groundwater elevation. This was demonstrated after the significant rainfall received in March of 1993. In the months following a series of storms during that very wet year, basin static water levels increased 200 feet in three months. This implies that basin static water levels could likewise decrease and thus affect groundwater production during sustained dry years. For the purpose of this Plan, FWC's average groundwater production of approximately 9,400 afy in normal rainfall years (during 1996, 1997, 2003, 2004, and 2005) is estimated to be available for pumping and diversion by FWC during normal rainfall years in the next 20 years. FWC's annual production of approximately 11,400 afy, during the recent drought periods from 1999 to 2002 and 2006 to 2009, is estimated to be available during future droughts. The FWC's 2010 UWMP concluded that based on historical and ongoing management practices, FWC will be able to rely on the Lytle Basin for adequate supply over the next 25 years under single year and multiple year droughts.

Rialto Basin

FWC and other pumpers subject to the 1961 Rialto Basin Decree are authorized to pump from the Rialto Basin without restriction, although extractions for any given year may be affected by the groundwater elevations in three key wells measured during the months March and May. From 1984 to 2000, average groundwater levels were close to or higher than 1,002.3 feet above MSL. It is reasonable to assume that approximately 7,600 afy, which is the average production during the past 10 years, from 2001 to 2010, will be available for pumping by FWC during the next 25 years. FWC's annual production of approximately 6,200 afy, during the recent drought periods from 1999 to 2002 and 2006 to 2009, is estimated to be available during future droughts. In addition, FWC has the right to pump an additional 1,600 afy from the Rialto Basin pursuant to a "Standby Water Lease" agreement with the City of Rialto, if needed. The FWC's 2010 UWMP concluded that based on historical and ongoing management practices, FWC will be able to rely on the Rialto Basin for adequate supply over the next 25 years under single year and multiple year droughts.

No Man's Land Basin

A U.S. Bankruptcy Court confirmed Plan of Reorganization for Fontana Union Water Company allocated groundwater production from the No Man's Land Basin and water production restrictions are not applicable. FWC's groundwater production from the No Man's Land Basin from 2006 to 2010 has averaged approximately 4,100 afy. FWC has historically increased groundwater production from the No Man's Land and expects to be able to produce approximately 6,000 afy by 2015. The FWC's 2010 UWMP concluded that based on historical and ongoing management practices, FWC will be able to rely on the No Mans' Land Basin for adequate supply over the next 25 years under single year and multiple year droughts.

Local Surface Water Supply and Reliability

FWC produces local surface water from the Lytle Creek Region. The Lytle Creek Region consists of the Lytle Basin and Lytle Creek. Lytle Creek is located in the Lytle Creek Watershed which originates in the vicinity of Mount San Antonio in the San Bernardino National Forest, and includes the Upper Santa Ana River Basin located in San Bernardino County. Lytle Creek includes the North Fork Lytle Creek, Middle Fork Lytle Creek, and South Fork Lytle Creek, each flowing eastward. Water from Lytle Creek is used by Southern California Edison to generate hydroelectric power. Following the power generation, Lytle Creek water is diverted to FWC's Sandhill Plant and is treated for domestic water use within FWC's system.

In addition to Lytle Creek, FWC obtains water from the Grapeland Tunnel, which is a groundwater infiltration system with extensive collector lines in Lytle Creek Canyon tributaries and a large line running below the streambed of Lytle Creek. Water from the Grapeland Tunnel historically has flowed directly into the FWC water system. It also can be combined with the Lytle Creek stream flow to the Sandhill Plant. The 1897 McKinley Decree, which specifies surface water allocations, and the January 28, 1924, Judgment by the Superior Court for the County of San Bernardino, which confirms the McKinley Decree and specifies allowed groundwater diversions, allow Fontana Union and FWC to divert surface water and groundwater from the Lytle Creek Region up to a maximum of 3,480.78 miner's inches, or 69.6 cubic feet per second (approximately 50,400 afy. The amount includes up to 2,500 miner's inches, (approximately 36,200 afy) of allowable combined surface and groundwater extractions to augment deficiencies in surface water diversions. FWC is allowed to extract and divert a combined 1,300 miner's inches, or 26 cubic feet per second (approximately 18,800 afy) of groundwater from the Lytle Creek Region.

The FWC's 2010 UWMP concluded FWC's average diversion of approximately 5,700 afy in normal rainfall years (during 1996, 1997, 2003, 2004, and 2005) will be available from Lytle Creek during normal rainfall years in the next 20 years. FWC's average diversion of approximately 5,900 afy during the recent drought period from 1999 to 2002 and from 2006 to 2009 is estimated to be available from Lytle Creek during future multiple dry years.

Imported Surface Water Supply and Long-Term Reliability

Imported surface water is a small component of FWC's water supply portfolio. FWC has the ability to purchase and use untreated imported surface water from SBVMWD and from MWD, through IEUA.

IEUA's service area includes the Cities of Chino, Chino Hills, Fontana, Montclair, Ontario, and Upland and water agencies consisting of FWC, Monte Vista Water District, Cucamonga Valley Water District, and San Antonio Water Company. Water used in IEUA's service area comes from both local and imported sources. Local sources include local groundwater, surface water and, more recently, recycled water. Untreated imported SWP water is purchased by IEUA from MWD for wholesale redistribution to local retail water purveyors, including FWC.

FWC also has the ability to purchase and use untreated imported SWP water from SBVMWD. FWC can currently receive up to 5,000 afy of imported untreated SWP water from SBVMWD for use in that portion of FWC's service area. FWC expects to receive greater quantities of SWP water from SBVMWD as population growth and development increase in the SBVMWD portion of FWC's service area.

Recycled Water

IEUA's "Recycled Water Three Year Business Plan", dated November 28, 2007, projected the total additional recycled water use (for direct use and groundwater recharge) within IEUA's service area by fiscal year 2010/11 at approximately 50,000 afy. IEUA projected supplying recycled water within the City of Fontana in the amount of 1,656 afy, by fiscal year 2009/10, and an additional 5,000 afy, by fiscal year 2010/11, for a total recycled water supply of approximately 6,656 afy. IEUA identified potential recycled water users including schools, parks, and commercial customers, for irrigation and other uses.

IEUA's "Draft Three Year Business Plan Update Fiscal Year 2010-11," dated September 28, 2010, indicates the anticipated scheduling of the total projected additional recycled water use of 50,000 afy has been shifted to fiscal year 2011/12 due to recent economic conditions. IEUA's draft 2010 Urban Water Management Plan indicates FWC will use approximately 6,000 afy of recycled water by 2015. Additional facilities will be required to accept delivery of recycled water from IEUA for delivery to FWC's customers throughout the City of Fontana. These facilities will include additional pipelines, and possibly booster stations, and reservoirs. FWC is finalizing an agreement with the City of Fontana for the direct use of recycled water in the southern portion of FWC's service area known as the 1158 Zone. This project will provide up to approximately 2,000 acre-feet of recycled water within the City of Fontana to schools, parks, and commercial customers. FWC plans to design and construct a recycled water distribution system in the 1158 Zone to meet those needs.

Wastewater Collection and Treatment

The local wastewater collection system is owned and operated by the City and is guided by the 2000 Sewer Master Plan. The City maintains more than 250 miles of sewer lines and six sewage pump stations. After leaving the local collection system, wastewater is conveyed via regional trunk sewers to regional treatment plants operated by IEUA, which serves a 242-square-mile service area in the western portion of San Bernardino County. IEUA operates four Regional Water Recycling Plants (RPs), including RP-1, RP-4, RP-5, and the Carbon Canyon Water Recycling Facility (CCWRF), that treat wastewater within IEUA's service area and produce disinfected tertiary treated recycled water compliant with CDPH Title 22 regulations. The four water reclamation facilities have a total combined design treatment capacity of approximately 86 mgd. Currently, all four reclamation facilities treat a total combine average daily flow of about 60 mgd. A system of regional trunk and interceptor sewers, owned and operated by IEUA,

transport wastewater to the RPs. In order to avoid overloading at any one facility, wastewater can be diverted from one RP to another. Local sewer systems are owned and operated by local agencies.

IEUA's RP-4 treats local wastewater generated by the City of Fontana. It is located near the intersection of Etiwanda Ave. and 6th St. in the City of Rancho Cucamonga. RP-4 treats an average flow of 5 mgd of wastewater and is operated in conjunction with RP-1 to provide recycled water to users. The RP-4 facility was recently expanded to a capacity of 14 mgd.

Storm Drainage/Flood Control

Both the City and the San Bernardino County Flood Control District provide flood control facilities for Fontana. The Flood Control District agency is responsible for the construction of dams, containment basins, channels and storm drains to intercept and convey flood flows through and away from developed areas. The City operates and maintains local storm drains that feed into the County's area wide system. The City's *Master Plan of Drainage* guides infrastructure development.

Solid Waste

The City of Fontana contracts with Burrtec Waste Industries for City refuse and recycling disposal services The Mid-Valley Landfill located in the City of Rialto, adjacent to the City of Fontana. Mid-Valley Landfill is the primary solid waste depository in the area. The landfill is projected to have approximately 34 years of capacity remaining. The City operates a number of programs to reduce, recycle and properly divert solid waste from the sanitary landfills to meet the State of California's mandate. These programs include, but are not limited to, a permanent Household Hazardous Waste Collection facility; xeriscaping/grass recycling programs; and a Household Material Reuse Center.

Electricity

Electricity is provided to the City by Southern California Edison (SCE). SCE's transmission system includes 500 and 220 kilovolt (kV) transmission lines, which are generally reduced to 66 kV transmissions at transformers at substations. SCE has forecast energy demands for its service area to reach 118,497 gigawatt hours by 2016. Energy consumption per capita in 2006 for the SCE area is about 7,300 kilowatt-hours. This is forecast to remain constant through 2016.

Natural Gas

The Southern California Gas Company (TGC) provides natural gas service to the City of Fontana. TGC has gas mains throughout urbanized areas of the City.

Telephone and Communications

Communication services and telephone, mobile phone, cable, and internet services, are provided by private companies in the City of Fontana, including Verizon Communications, AT&T, and Time Warner Telecommunications. Cable service is provided to the City by local cable franchises, including Time Warner Cable, Comcast Cable, Cox Cable, and Charter Cable. Installation of cable services is provided by these private companies and supported by service fees.

Regulatory Framework

Utilities within the City of Fontana tend to grow proportionally with the population. The following discussion of regulations helps to understand how public utilities are evaluated.

Federal

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of Americans' drinking water. Under SDWA, the USEPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards. SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells. (SDWA does not regulate private wells which serve fewer than 25 individuals.)

Federal Energy Regulatory Commission (FERC)

The Federal Energy Regulatory Commission (FERC) is the United States federal agency with jurisdiction over interstate electricity sales, wholesale electric rates, hydroelectric licensing, natural gas pricing, and oil pipeline rates. FERC also reviews and authorizes liquefied natural gas (LNG) terminals, interstate natural gas pipelines and nonfederal hydropower projects.

Federal Communications Commission (FCC)

The Federal Communications Commission (FCC) regulates interstate and international communications by radio, television, wire, satellite and cable in all fifty states, the District of Columbia and U.S. territories. It was established by the Communications Act of 1934 and operates as an independent U.S. government agency overseen by Congress. Primary responsibilities of the FCC include promoting competition in broadband communications while maintaining the quality and integrity of the signal reaching the public, and ensuring broad access to telecommunications by the public even in rural areas of the United States. The FCC has oversight over telecommunications and media regulations in the United States.

State

California Code of Regulations Title 22, Chapter 15 (Water Quality General Requirements)

California Code of Regulations (CCR) Title 22, Chapter 15, requires general water quality standards for water and wastewater discharge. The law ensures that pathogens and other contamination does not enter surface water or groundwater supplies within the state

California Health and Safety Code Article 1 (Pure and Safe Drinking Water)

California Health and Safety Code Article 1, Section 116270, was established a drinking water regulatory program within the Department of Health Services and provide drinking water standards for all water

purveyors and distribution systems within the state. The law also requires regular sampling and record keeping of water supplies to ensure that potable water supplies are meeting the standards.

Senate Bills 610 and 210 Water Supply Assessment and Planning

To assist water suppliers, cities, and counties in integrated water and land use planning, the state passed Senate Bill (SB) 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001), effective January 1, 2002. SB 610 and SB 221 improve the link between information of water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that promote more collaborative planning between local water suppliers and cities and counties.

Both statutes require detailed information regarding water availability to be provided to city and county decision makers prior to approval of specified large development projects. Both statutes also require this detailed information be included in the administrative record as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects. Under SB 610, water supply assessments (WSA) must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code Section 10912(a)) subject to CEQA. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative verification of sufficient water supply. SB 221 is intended as a fail-safe mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins.

A WSA is required for any project if it is a residential development of 500 units or more; a shopping center or business establishment project employing more than 1,000 persons or having more than 500,000 square feet of floor space; a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; or an industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area. Individual development projects implemented under the Proposed Land Use Plan would be required to prepare a WSA if they meet these requirements.

California Water Code Sections 10610–10656

In 1983, the California legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610–10656). The act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple dry years. Both SB 610 and SB 221 repeatedly identify the UWMP as a planning document that, if properly prepared, can be used by a water supplier to meet the standards set forth in both statutes. Thorough and complete UWMPs are foundations for water suppliers to fulfill the specific requirements of these two statutes. UWMPs serve as important source documents for cities and counties as they update their General Plan. Conversely, General Plans are source documents as water suppliers update the UWMPs. These planning documents are linked, and their accuracy and usefulness are interdependent (CDWR 2003). The City of Fontana 2010 UWMP is a foundational document for compliance with both SB 610 and SB 221.

Assembly Bill 939—Integrated Waste Management Act

Assembly Bill (AB) 939 (Chapter 1095, Statutes of 1989), the Integrated Waste Management Act, requires, among other things, every California city and county to divert 50 percent of its waste from landfills by the year 2000. In addition, AB 939 requires each county and each city within the county to prepare a Source Reduction and Recycling Element for its jurisdiction, identifying waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste, and a countywide siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction that cannot be reduced or recycled for a 15-year period.

California Energy Commission (CEC)

The California Energy Commission (CEC) is the state's primary energy policy and planning agency. Created by the Legislature in 1974 the CEC has six basic responsibilities in setting state energy policy. They are:

- Forecasting Energy needs within the state
- Promoting energy efficiency and conservation by setting the appliance and building efficiency standards for the state of California
- Supporting energy research that advances energy science and technology, energy technology development, and demonstration projects
- Licensing all thermal electric power plants of 50 megawatts or larger
- Planning for and directing State responses to energy emergencies

Regional

Southern California Association of Governments (SCAG)

SCAG's Energy Planning Program focusing on renewable energy projects and energy efficiency enable the region to support state and federal energy goals while growing in accordance with SCAG's adopted plans, such as the Regional Transportation Plan and Sustainable Communities Strategy, Compass Growth Vision, and Regional Comprehensive Plan.

County of San Bernardino Solid Waste Management Division (SWMD)

The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system which consists of five regional landfills and nine transfer stations. SWMD administers the County's solid waste handling franchise program and the refuse collection permit program which authorizes and regulates trash collection by private haulers.

Local

City of Fontana Municipal Code

City Municipal Code Chapter 23 establishes requirements for sewer and drainage. Chapter 24 addresses solid waste collection, including recycling. Standards for water service are provided in Chapter 31.

Fontana General Plan

The Fontana General Plan policies that are applicable to the development of infrastructure pertinent to utilities and service[16] systems include:

Public Facilities, Services, and Infrastructure Element: Infrastructure Quality and Reliability

Policy 2 Development should be approved in a pattern that avoids the need to extend infrastructure excessive distances to provide service and support.

Public Facilities, Services, and Infrastructure Element: Wastewater Treatment

Policy 3 An aggressive water-recycling program shall be established and maintained in City.

Policy 4 Sufficient financial support for wastewater system maintenance (repair, upgrade, replacement, preventive maintenance) shall be devoted so that current levels of service, health and safety are sustained or improved.

Policy 5 Federal, State and local ordinances shall be enforced in order to comply with Clean Water Act/NPDES requirements.

Public Facilities, Services, and Infrastructure Element: Reducing Solid Waste

Policy 1 Where joint programs offer improved efficiency or reduced cost, the City shall collaborate with other entities in waste recycling efforts.

Policy 3 An aggressive public education program shall be maintained to stimulate recycling, reuse and waste reduction by its resident and business citizens.

Public Facilities, Services, and Infrastructure Element: Enhanced Communication Technology

Policy 4 "Smart" home design, equipped with sensors for efficient heating and cooling, supports "green building" concepts of energy efficiency and should be encouraged by the City when approving new development.

Open Space and Conservation Element: Water Resources Goal 3.1

Policy 1 Promote use of xeric (adapted to arid conditions) landscaping techniques in master planned communities, and other new land use plans. Provide public information concerning xeric plant palettes and low water usage irrigation systems.

Policy 2 Replace existing turf areas and other high water consuming landscaping within City street medians and parkways with xeric vegetation and miscellaneous hardscape materials.

[16] These policies are not a complete listing of all policies contained in the General Plan; those policies that would be most applicable to the proposed project are included here.

Policy 3 Participate with the Inland Empire Utilities Agency, the Fontana Water Company, the Cucamonga County Water District, and the West San Bernardino County Water District to develop and implement water conservation programs and to encourage the use of water conserving technologies, for indoor and outdoor applications.

Housing Element

Policy 3.1 Water Conservation Practices. Promote the inclusion of state-of-the-art water conservation practices in existing and new residential projects where proven to be safe and environmentally sound. Promote the use of low water demand fixtures, landscaping, and drought tolerant materials in new and existing residential projects. Establish outreach and marketing materials for public distribution that described the benefits of water conservation, resources for implementation, and other appropriate information.

Policy 3.2 Promotion of Green/Sustainable Development Practices. The City encourages "green building" practices in new and existing residential development. To facilitate and encourage the use of green building practices. The City shall conduct a comprehensive review of existing zoning, building and development standards related to green building. The City will analyze current trends and best practices and, based on its findings, establish and market a program of information resources and/or incentives that facilitate the incorporation of materials and technology that promote resource conservation and efficiency and the development of high-efficiency. sustainable buildings. The program shall encourage residential developers/builders to maximize resource conservation through proactive site, building and building systems design, materials and equipment to maximize resource efficiency and minimize ongoing utility and building maintenance costs.

Project Impact Evaluation

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on utilities and service systems if it would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects
- Not have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements

- Result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs
- Not comply with federal, state, or local statutes and regulations related to solid waste

Analytic Method

The programs and measures contained in the Regional Reduction Plan were compared to applicable utility infrastructure policies and capacity to determine if any inconsistency exists.

Effects Not Found to Be Significant

Threshold	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Implementation of the Regional Reduction Plan in Fontana would include water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings to conserve water use. These water conservation strategies will reduce the amount of wastewater going to the IEUA wastewater treatment facilities but will not change the treatment process at those facilities. The quality of wastewater is overseen by two agencies, the Santa Ana Regional Water Quality Control Board (RWQCB) and the California Department of Public Health (CDPH). The Santa Ana RWQCB has regional permitting authority over water quality issues and the CDPH oversees standards and health concerns (MWD 2005). CCR Title 22 provides the regulatory setting for drinking water quality in California and is followed by these agencies when they assess water quality. The wastewater treated in all of IEUA's regional plants meets or exceeds the standards of water quality set by CCR Title 22. Therefore, there would be ***no impact***. No further analysis is required.

Threshold	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings to conserve water use. The Regional Reduction Plan also includes the retrofitting of existing water and wastewater treatment facilities to more energy efficient equipment at the treatment facilities but does not increase capacity or the need for additional water treatment. In fact, implementation of the Regional Reduction Plan will reduce the need for water and wastewater treatment through the various water conservation strategies. Therefore, there would be ***no impact***. No further analysis is required.

Threshold	Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

New stormwater drainage facilities would be needed, if a project increased impervious surfaces causing additional runoff or a project changed the surface flow in a way that required stormwater new drainage facilities (e.g., from a new park-and-ride lot). However, implementation of the Regional Reduction Plan would not result in a substantial (if any) increase in impervious surfaces in the City. The Proposed Project would facilitate development in transit-oriented areas and the bicycle and pedestrian infrastructure as provided for in the City's General Plan, which are already developed with impervious surfaces. The Proposed Project would not to substantially change the drainage patterns on any site within the City. The impact would be ***less than significant***. No mitigation is required.

Threshold	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as water-efficient landscaping, low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. The net result of these measures is the reduction in water consumption. Therefore, the Regional Reduction Plan results in better management of existing water supplies within the City. For these reasons, the Regional Reduction Plan would have a beneficial impact on water supplies and impacts to water supply would be ***less than significant***. No mitigation is required.

Threshold	Would the project result in a determination by the wastewater treatment provider that 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?

Implementation of the Regional Reduction Plan includes water conservation strategies, such as low flow toilets, and more efficient water using appliances such as dishwashers in new residential and commercial buildings along with existing building retrofit incentives to conserve water use. These water conservation strategies will reduce the amount of wastewater going to wastewater treatment facilities. Therefore, impacts would be ***less than significant***. No mitigation is required.

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

Implementation of the Regional Reduction Plan includes solid waste diversion that would reduce the amount of waste currently going to landfills. Therefore, impacts would be ***less than significant***. No mitigation is required.

Threshold	Would the project comply with federal, state, or local statutes and regulations related to solid waste?

Implementation of the Regional Reduction Plan includes solid waste diversion. Recycling of solid waste as part of the solid waste diversion would comply with all federal, state, and local statutes and regulations

related to the recycling of solid waste. Therefore, impacts would be ***less than significant***. No mitigation is required.

Cumulative Impacts

Because the Regional Reduction Plan does not create significant impacts to utilities and service systems at a project level, implementation of the Regional Reduction Plan will not create impacts that are cumulatively considerable. Therefore, ***cumulative impacts would be less than significant***.

References

Fontana, City of. 2003. *City of Fontana General Plan*.

Fontana, City of. 2011. *Southwest Industrial Park Specific Plan Update and Annexation Public Review Draft Program Environmental Impact Report*. SCH #2009091089. October.

Fontana Water Company. 2011. *2010 Urban Water Management Plan*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

[THIS PAGE INTENTIONALLY LEFT BLANK]

4.6.18 Mandatory Findings of Significance

Under the California Environmental Quality Act (CEQA), an EIR must be prepared when certain specified impacts might result from construction or implementation of a project. This EIR has been prepared for the San Bernardino County Regional GHG Reduction Plan to fully address all of the Mandatory Findings of Significance, as described below.

Thresholds of Significance

The following thresholds of significance are based on the 2012 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the San Bernardino County Regional GHG Reduction Plan might have a significant adverse impact on mandatory findings of significance if it would do any of the following:

- Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory
- Have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)
- Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly

Degradation of the Environment

Under CEQA Guidelines Section 15065(a), a finding of significance is required if a project "has the potential to substantially degrade the quality of the environment." In practice, this is the same standard as a significant effect on the environment, which is defined in CEQA Guidelines Section 15382 as "a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

This EIR, in its entirety, addresses and discloses all potential environmental effects associated with construction and operation of the proposed project, including direct, indirect, and cumulative impacts in the following resource areas:

- Aesthetics
- Agriculture/Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils

- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

As summarized in Table 2-22 (Summary of Mitigation Measures) and Table 4.6-5 (Summary of Environmental Effects of Implementing Local Reduction Measures in Fontana), this EIR discloses all potential environmental impacts, the level of significance prior to mitigation, project requirements that are required by law or are incorporated as part of the project description, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

Long-Term Impacts

As described in CEQA Guidelines Section 15065(a)(2), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. Section 5.1 (Significant Irreversible Environmental Effects) of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, Section 5.2 (Growth-Inducing Impacts) identifies any long-term environmental impacts caused by the proposed project with respect to economic or population growth. Lastly, Section 5.4 (Significant Environmental Effects That Cannot Be Avoided if the Proposed Project is Implemented) identifies all significant and unavoidable project-related impacts that could occur.

Cumulative Impacts

A cumulative impact analysis is only provided for those thresholds that result in a less-than-significant or significant and unavoidable impact. A cumulative impact analysis is not provided for Effects Found Not to Be Significant, which result in no project-related impacts.

Under CEQA Guidelines Section 15065, a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects that are individually limited, but cumulatively considerable. As defined in CEQA Guidelines Section 15065(a)(3), cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." Cumulative impacts are addressed for each of the environmental topics listed above and are provided in Sections 4.6.1 through 4.6.17 of this EIR.

Impacts on Species

Under CEQA Guidelines Section 15065(a)(1), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. Section 4.6.4 (Biological Resources) of this EIR fully addresses impacts related to the reduction of the fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species.

Impacts on Historical Resources

CEQA Guidelines Section 15065(a)(1) states that a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major period of California history or prehistory. Section 15065(a)(1) amplifies Public Resources Code (PRC) Section 21001(c) requiring that major periods of California history are preserved for future generations. It also reflects the provisions of PRC Section 21084.1 requiring a finding of significance for substantial adverse changes to historical resources. CEQA Guidelines Section 15064.5 establishes standards for determining the significance of impacts to historical resources and archaeological sites that are a historical resource. Section 4.6.5 (Cultural Resources) of this EIR) fully addresses impacts related to California history and prehistory, historic resources, archaeological resources, and paleontological resources.

Impacts on Human Beings

Consistent with CEQA Guidelines Section 15065(a)(4), a lead agency shall find that a project might have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significant affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, geology/soils, hazards/hazardous materials, hydrology/water quality, noise, population/housing, public services, transportation/traffic, and utilities/service systems, which are addressed in Sections 4.6.3, 4.6.6, 4.6.8, 4.6.9, 4.6.12, 4.6.13, 4.6.14, 4.6.16, and 4.6.17 of this EIR, respectively.

References

Kostka, Stephan L. and Michael H. Zischke. 2005. *Practice under the California Environmental Quality Act*.

San Bernardino Associated Governments (SANBAG). 2012. *San Bernardino County Regional Greenhouse Gas Reduction Plan*. Draft. Prepared by ICF International, December.

[THIS PAGE INTENTIONALLY LEFT BLANK]