WESTGATE SPECIFIC PLAN FEIR ADDENDUM
FOR THE
CHERRY AVENUE AND VICTORIA STREET
COMPLETE STREETS INFRASTRUCTURE PROJECT

FEDERAL PROJECT NO.: RAISE-5307(035)/FTIP ID: 20199902/RTP ID: 4200L002
RAISE GRANT APPLICATION PACKAGE - DTOS59-22-RA-RAISE
CALTRANS EA1LO20 AND PN 0819000136

Prepared for:

CITY OF FONTANA

FONTANA
CALIFORNIA

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June 2024
Project No. 7170B

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PROJECT INFORMATION SHEET

1. Modified Project Title	Cherry Avenue and Victoria Street Complete Streets Infrastructure Project
2. CEQA Lead Agency and Contact Information	**City of Fontana (CEQA Lead Agency)** City of Fontana Planning Public Works Department Gia Kim, Public Works Director/City Engineer 8353 Sierra Ave, Fontana, CA 92335 (909) 350-6655 gkim@fontanaca.gov
3. Project Applicant	Attn: Douglas M. Ford, Vice President Intex Properties Inland Empire Corp. 4001 Via Oro Avenue Long Beach, CA 90810 E: dford@intexcorp.com
4. Project Location	Cherry Avenue between its intersections of Baseline Avenue and North Frontage Road, and Victoria Street between its intersections of Cherry Avenue and just east of the existing Etiwanda Creek Channel (approximately 700 feet west of Kestrel Drive).
5. Assessor's Parcel Number	22611208, 22801142, 22801204, 22801205, 22801206, 22801207, 22802126, 22802146, 22802149, 22802150, 22809128, 22809142, 22809203, 22809215, 22809216, 2809217, 22809218, 22809219, 22809220, 22810136, 22810138, 22819202, 22819458, 22875167, 22877182, 110801113.
6. Project Site General Plan Designation	General Commercial (C-G), General Industrial (I-G), Medium Density Residential (R-M), Multi Family Medium/High Residential (R-MFMH), Multi-Family Residential (R-MF), Open Space (OS), Public Utility Corridors (P-UC), Recreation Facilities (P-R), Regional Mixed Use (RMU), Single Family Residential (R-SF)
7. Project Site Zoning Designation	Specific Plan (SP) (Westgate Specific Plan), Single-Family Residential (R-1), General Commercial (C-2)
8. Surrounding Land Uses and Setting	Existing land uses surrounding the Victoria Street project corridor include mostly undeveloped land, active vineyard, utility corridor, government transportation agencies, and a water basin (Google Earth Pro, 2023). The General Plan land use designations along this portion of the project site include Medium Density Residential (R-M), Multi Family Medium/High Residential (R-MFMH), Public Utility (P-UC), and General Industrial (I-G) (City of Fontana, 2022a). The zoning designation along this

portion is Westgate Specific Plan (WSP) (City of Fontana, 2022b).

Existing land uses surrounding the Cherry Avenue project corridor include mostly undeveloped land, residential neighborhoods, and retail and restaurant uses. The General Plan land use designations along this portion of the project site include General Commercial (C-G), Single Family Residential (R-SF), Medium Density Residential (R-M), and Multi Family Medium/High Residential (R-MFMH) (City of Fontana, 2022a). The zoning designation along this portion is Westgate Specific Plan (WSP) (City of Fontana, 2022b).

9. Description of Project

The proposed project would consist of street improvements along Victoria Street and Cherry Avenue such as widening of roads; realigning roadways; improving the utility infrastructure; and adding medians, sidewalks, curbs, gutters, Class I/II bike lanes, traffic signals at four-way intersections, pedestrian crossings, one roundabout, and street lighting.

10. Other Public Agencies whose Approval is Required

- City of Fontana
- Fontana Fire Protection District
- Caltrans District 8
- State Historic Preservation Officer (SHPO)
- California Public Utilities Commission (CPUC)
- Santa Ana Regional Water Quality Control Board
- Metropolitan Water District (MWD)
- County of San Bernardino Flood Control District

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Term
AAQS	ambient air quality standards
AB 32	California Global Warming Solutions Act of 2006 (Assembly Bill 32)
ADL	aerially dispersed lead
AIA	Airport Influence Area
AMSD	approximate minimum search distance
AQMP	Air Quality Management Plan
ARB	Air Resources Board
ARB	California Air Resources Board
ASR	Aquifer Storage Recovery
ASR	Aquifier Storage Recovery
BGS	below the ground surface
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALFIRE	California Department of Forestry and Fire Protection
CALGreen	California green building standards code
CAOs	Cleanup and Abatement Orders
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Code
CBC	California Building Code
CCAA	California Clean Air Act
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CDO(s)	Cease and Desist Order(s)
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH_4	methane
CHHSLs	California Human Health Screening Levels
CHRIS	California Historic Resources Inventory System
CHRIS-SBAIC	California Historical Resources Information System – San Bernardino Archaeological Information Center
City	City of Fontana
CMA	Congestion Management Agency
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CUPA	Certified Unified Program Agency
CVC	California Vehicle Code
CWA	Clean Water Act
DCAP	Draft Climate Action Plan
DCV	Design Capture Volume

Acronym/Abbreviation	Term
DMAs	Drainage Management Areas
DOC	California Department of Conservation
DOGGR	California Division of Oil, Gas, and Geothermal Resources
DPR	(California) Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
EI	Emissions Inventory
EMS	Emergency Medical Services
ESA	Environmental Site Assessment
FFPD	Fontana Fire Protection District
FHSZ	Fire Hazard Severity Zones
FMMP	Farmland Mapping and Monitoring Program
FPD	Fontana Police Department
FUSD	Fontana Unified School District
FWC	Fontana Water Company
GHG	greenhouse gases
GP EIR	General Plan EIR
GPD	gallons per day
GWP	global warming potential
H_2S	Hydrogen Sulfide
HALS	Historic American Landscapes Survey
HCOC	Hydrologic Condition of Concern
HCP	Habitat Conservation Plan
HHW	Household Hazardous Waste Element
HMMP	Habitat Mitigation and Monitoring Plan
HSCs	hydrologic source controls
I-15	Interstate 15 Freeway
IEUA	Inland Empire Utilities Agency
I-G	General Industrial General Plan Designation
I-L	Light Industrial Zoning Designation
LE	Land Evaluation
LED	light-emitting diodes
LESA	Land Evaluation and Site Assessment
LID	Low Impact Development
LMWTP	Lloyd W. Michael Water Treatment Plant
LOS	Level of Service
LRA	Local Responsibility Area
LSTs	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
Map Act	California Subdivision Map Act
MGD	million gallons per day
MLD	Most Likely Descendant
MMT	million metric tons
MRZ-3	Mineral Resource Zone 3
MSHCP	Multiple Species Habitat Conservation Plan
MSL	Mean Sea Level
MT	Metric tons

Acronym/Abbreviation	Term
MWD	Metropolitan Water District of Southern California
MWhr	megawatt hour
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
NO	nitric oxide
NO_2	nitrogen dioxide
NO_x	nitrogen oxides
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
OHWM	ordinary high-water mark
OS/P1	Open Space/Public Park
OSHA	Occupational Safety and Health Administration
Pb	lead
PEIR	Program Environmental Impact Report
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppm	Parts per million
PPV	peak particle velocity
PR	Recreational Facility zoning designation
PRC	Public Resources Code
PV	Photovoltaic
RAFSS	Riversidean Alluvial Fan Sage Scrub
RF-4	IEUA's Regional Water Recycling Plant No. 4
ROG	Reactive organic gases
RSS	Riversidean sage scrub
RWQCB	Regional Water Quality Control Board
SA	Site Assessment
SANBAG	San Bernardino Associated Governments
SBAIC	San Bernardino Archaeological Information Center
SBCFD	San Bernadino County Fire Department
SBCM	San Bernadino County Museum
SBKR	San Bernardino Kangaroo Rat
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SIP	State Implementation Plan
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SMP	soil management plan
SO_2	sulfur dioxide
SRA	State Responsibility Area

Acronym/Abbreviation	Term
SRAs	source receptor areas
SRRE	Source Reduction and Recycling Element
SWH	Solar Water Heating
SWIP	Southwest Industrial Park Specific Plan
SWIS	Solid Waste Information System
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCP	Traffic Control Plan
TSS	Total suspended solids
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	Water Quality Management Plan
WSAs	Water Supply Assessments
WSP	Westgate Specific Plan
WW	Waste Water
WWTP	Waste Water Treatment Plant

1.0 INTRODUCTION

1.1 Approved Project

This document is an Addendum to the previously certified Westgate Specific Plan FEIR (PCR, 2015). The Approved Project is the Westgate Specific Plan that encompasses 964 acres in the northwestern portion of the City of Fontana (City) with a General Plan land use and zoning designations of Multi-Family Medium High Residential (R-MFMH) and Specific Plan (Westgate Specific Plan #17), respectively. The Approved Project permitted development of up to 3,248 residential units; 364 acres of commercial uses; 84 acres of schools; 89.4 acres of roadway rights-of-way; and about 135 acres of open space.

1.2 Modified Project

The Cherry Avenue and Victoria Street Complete Streets Infrastructure Project (modified project) consists generally of implementation of improvements to segments of Cherry Avenue and Victoria Street proposed as part of the Approved Project, with certain changes identified below in **Section 3**, Project Description.

1.3 Existing Conditions

Westgate Center

The Westgate Center community area, 209.6 acres, is located in the center portion of the WSP area, more specifically at the crossroads of the I-15 and Route 210 freeways, with direct access from the Route 210/Cherry Avenue interchange (JHA Consulting, 2017, pp. 3-15 – 3-17).

Westgate West

The Westgate West community area, 367.3 acres, is located in the southwestern portion of the WSP area. More specifically, Westgate West is bounded by the I-210 freeway to the north, Baseline Avenue to the south, Cherry Avenue to the east, and the I-15 freeway to the west (JHA Consulting, 2017, pp. 3-18 -20).

Westgate East

The Westgate East community area, 168.9 acres, is located in the central portion of the WSP area. More specifically, Westgate East is bounded by the I-210 freeway and San Sevaine Channel to the north, a utility corridor to the west, San Sevaine Road to the east, and south Highland Avenue to the south (JHA Consulting, 2017, p. 3-22).

Modified Project Site

The modified project site is approximately 32.4 acres. The Cherry Avenue part of the site is located primarily along the existing Cherry Avenue from the southern edge of the Westgate Center community area and along the edges of Westgate West and Westgate East community areas. The entire Victoria Street alignment is located within the Westgate West community area. The portion of the project site that includes the existing Cherry Avenue alignment is used as roadway right-of-way (ROW). Portions of the modified Cherry Avenue alignment includes active agriculture land specifically used as an organic vineyard (Lee, 2024a), and undeveloped disturbed areas. Most of the

proposed Victoria Street, the western portion, is used as the current Victoria Street and the eastern part of the alignment also includes active agriculture land specifically used as an organic vineyard (Lee, 2024a), and undeveloped disturbed areas.

Existing land uses surrounding the Cherry Avenue project corridor include mostly undeveloped land, residential neighborhoods, and retail and restaurant uses. Existing land uses surrounding the Victoria Street project corridor include mostly undeveloped land, active vineyard, utility corridor, government transportation agencies, and a water basin (Google Earth Pro, 2023).

1.4 Project Applicant

Douglas Ford, Vice President
Intex Properties Corporation
4001 Via Oro Avenue
Long Beach, CA 90810

1.5 Lead Agencies – Environmental Review Implementation

The City of Fontana is the Lead Agency for this project pursuant to the California Environmental Quality Act (CEQA) and its implementing regulations.[1] The Lead Agency has the principal responsibility for implementing and approving a project that may have a significant effect on the environment.

1.6 CEQA Overview

1.6.1 Purpose of CEQA

All discretionary projects in California are required to undergo environmental review under CEQA. A project is defined in CEQA Guidelines § 15378 as the whole of the action having the potential to result in a direct physical change or a reasonably foreseeable indirect change to the environment and is any of the following:

- An activity directly undertaken by any public agency including but not limited to public works construction and related activities, clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements.

- An activity undertaken by a person which is supported in whole or in part through public agency contacts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.

- An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

CEQA Guidelines § 15002 lists the basic purposes of CEQA as follows:

[1] Public Resources Code §§ 21000 - 21177 and California Code of Regulations Title 14, Division 6, Chapter 3.

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.

- Identify the ways that environmental damage can be avoided or significantly reduced.

- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.

- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

1.6.2 Authority to Mitigate under CEQA

CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible. Under CEQA Guidelines § 15041 a Lead Agency for a project has authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the "nexus"[2] and "rough proportionality"[3] standards.

CEQA allows a Lead Agency to approve a project even though the project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant effect. In such cases, the Lead Agency must specifically identify expected benefits and other overriding considerations from the project that outweigh the policy of reducing or avoiding significant environmental impacts of the project.

1.7 Purpose of an Addendum

The CEQA process begins with a public agency making a determination as to whether the project is subject to CEQA at all. If the project is exempt, the process does not need to proceed any farther. If the project is not exempt, the Lead Agency takes the second step and conducts an Initial Study to determine whether the project may have a significant effect on the environment.

In cases where no potentially significant impacts are identified, the Lead Agency may issue a negative declaration (ND), and no mitigation measures would be needed. Where potentially significant impacts are identified, the Lead Agency may determine that mitigation measures would adequately reduce these impacts to less than significant levels. The Lead Agency would then prepare a mitigated negative declaration (MND) for the proposed project. If the Lead Agency determines that individual or cumulative effects of the project would cause a significant adverse environmental effect that cannot be mitigated to less than significant levels, then the Lead Agency would require an environmental impact report (EIR) to further analyze these impacts.

This modified project proposes an addendum to the Westgate Specific Plan (WSP) in compliance with CEQA. The project is located partially in the Westgate Center community area at the very north end of the modified project; in the Westgate East community area along the east side of the modified project; and mostly in the Westgate West community area at the western portion of the modified

[2] A nexus (i.e., connection) must be established between the mitigation measure and a legitimate governmental interest.

[3] The mitigation measure must be "roughly proportional" to the impacts of the project.

project; within the Westgate Specific Plan area. Development of the project would be subject to the community design guidelines contained within the WSP.

Section 15164 of the State CEQA Guidelines states:

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Refer to **Section 2.0** of this document for a discussion of the rationale for preparing an addendum for the proposed project.

1.8 Review and Comment by Other Agencies

Other public agencies are provided the opportunity to review and comment on the Addendum. Each of these agencies is described briefly below.

- A Responsible Agency (14 CCR § 15381) is a public agency, other than the Lead Agency, that has discretionary approval power over the project, such as permit issuance or plan approval authority.

- A Trustee Agency[4] (14 CCR § 15386) is a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California.

- Agencies with Jurisdiction by Law (14 CCR § 15366) are any public agencies who have authority (1) to grant a permit or other entitlement for use; (2) to provide funding for the project in question; or (3) to exercise authority over resources which may be affected by the project. Furthermore, a city or county will have jurisdiction by law with respect to a project when the city or county having primary jurisdiction over the area involved is (1) the site of the project; (2) the area which the major environmental effects will occur; and/or (3) the area in which reside those citizens most directly concerned by any such environmental effects.

[4] The four Trustee Agencies in California listed in CEQA Guidelines § 15386 are California Department of Fish and Wildlife, State Lands Commission, State Department of Parks and Recreation, and University of California.

1.9 Organization of the Addendum

This document is organized to satisfy CEQA Guidelines § 15164, and includes the following sections:

Section 1.0 - Introduction, which provides a very brief summary of the modified project, existing conditions, applicant and agency information, and identifies the purpose and scope of the Addendum.

Section 2.0 – Rationale for Preparing an Addendum, which describes why an addendum is being prepared for the modified project.

Section 3.0 - Project Description, which provides an overview of the modified project objectives, a description of the proposed modified, project phasing during construction, and other project details.

Section 4.0 - Environmental Analysis Checklist, which presents checklist responses for each resource topic to identify and assess impacts associated with the modified project, and clarifies or reiterates existing approved mitigation measures, where needed, to render potential environmental impacts less than significant, as applicable.

Section 5.0 - References, which includes a list of documents cited in the addendum.

Section 6.0 - List of Preparers, which identifies the primary authors and technical experts that prepared the addendum.

Appendices

Technical studies and other documents, which include supporting information or analyses used to prepare this addendum, are included in the following appendices:

Appendix A: Project Plans
Appendix B: Air Quality and Greenhouse Gas Emissions Calculations and Data
Appendix C1: Natural Environment Study (Minimal Impacts)
Appendix C2: Burrowing Owl Focused Survey Report
Appendix C3: San Bernardino Kangaroo Rat Habitat Assessment and Focused Trapping Surveys for the San Bernardino Kangaroo Rat and Los Angeles Pocket Mouse
Appendix C4: Jurisdictional Delineation Survey Report
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Appendix I: Traffic Operations Analysis Report (TOAR)

1.10 Findings from the Addendum

1.10.1 Less than Significant Impacts/No Changes or New Information Requiring the Preparation of an MND or EIR

Based on the findings of this addendum, the modified project would have either less than significant impacts, or no changes or new information requiring the preparation of an MND or EIR for the following environmental categories:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gases
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems
- Wildfire

1.10.2 No Impacts

Based on the findings of this addendum, the project would have no impact on the following environmental categories:

- Mineral Resources

1.10.3 Section Omitted

Note that analysis of impacts to tribal cultural resources was not included in the WSP EIR and thus is omitted from this document.

1.11 Certification

Prior to project approval, Responsible Agencies, Trustee Agencies, Agencies with Jurisdiction by Law, will review and comment on the Addendum. In accordance with §§ 15164 of the CEQA Guidelines, an addendum does not need to be circulated for public review (§§ 15164(c) and (d)). Approval of the proposed project by the Lead Agency is contingent on adoption of the Addendum after considering agency comments. By adopting the Addendum, the Lead Agency (City) certifies that the analyses provided in the Addendum were reviewed and considered by the City Planning Commission, and the Addendum complies with CEQA.

2.0 RATIONALE FOR PREPARING AN ADDENDUM

2.1 CEQA Standards

Section 15164 of the State CEQA Guidelines provides the authority for preparing an Addendum to a previously certified Environmental Impact Report or adopted Negative Declaration. Specifically, § 15164 states:

> *(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in § 15162 calling for preparation of a subsequent EIR have occurred.*
>
> *(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in § 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
>
> *(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
>
> *(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*
>
> *(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to § 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

As required in subsection (e), above, substantial evidence supporting the lead agency's decision not to prepare a Subsequent Negative Declaration pursuant to CEQA Guidelines § 15162 is provided in **Section 4.0**, Environmental Analysis Determination, of this Addendum. The environmental analysis presented in **Section 4.0** evaluates new potential impacts relating to the Cherry Avenue and Victoria Street Complete Streets Infrastructure Project (modified project) in relation to the current environmental conditions and in relation to the Certified FEIR impacts.

Section 15162 of the State CEQA Guidelines provides that, after certification of an EIR or adoption of a MND for a project, "no subsequent [environmental review] shall be prepared for that project" unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, that certain criteria are met. Those criteria include the following:

> *(a) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
>
> *(b) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
>
> *(c) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:*

(1) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(2) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(3) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(4) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

2.2 Modified Project Compared to Approved Project

The Approved Project encompasses 964 acres in the northwestern portion of the City of Fontana (City) with a General Plan land use and zoning designations of Multi-Family Medium High Residential (R-MFMH) and Specific Plan (Westgate Specific Plan #17), respectively. The Approved Project permitted development of up to 3,248 residential units; 364 acres of commercial uses; 84 acres of schools; 89.4 acres of roadway rights-of-way; and about 135 acres of open space.

The modified project implements the Approved Project respecting improvements to the two affected roadway segments with some relatively minor changes, including combining Class I (off-road) bicycle paths and sidewalks into multiuse trails; and addition of turn lanes for turns onto proposed local roadways within the WSP area.

2.3 Summary of Environmental Findings

As summarized in **Section 3.0,** Project Description, and further analyzed in greater detail in **Section 4.0,** Environmental Impact Analysis, the modified project would not result in any new significant environmental impacts beyond those identified in the previously certified Westgate Specific Plan FEIR. The analysis contained herein demonstrates that the modified project is consistent with the prior Approved Project and many of the impact issues previously examined in the certified Westgate Specific Plan FEIR would remain unchanged with the modified project.

The modified project would result in little change with respect to each of the environmental issue areas analyzed in this Addendum (see **Table 2.2-1** below). Therefore, as described in further detail in **Section 4.0**, the CEQA analysis supports the determination that the modified project would not involve new significant environmental effects or result in a substantial increase in the severity of previously identified significant effects which would call for the preparation of a subsequent EIR, as provided in § 15162 of the State CEQA Guidelines. Therefore, an Addendum to the Certified FEIR serves as the appropriate form of documentation to meet the requirements of CEQA.

Table 2.2-1
COMPARISON OF ENVIRONMENTAL FINDINGS BETWEEN THE MODIFIED PROJECT AND THE PREVIOUS APPROVED PROJECT

Environmental Issue	Westgate Specific Plan EIR Conclusions for Previously Certified Westgate Specific Plan[1]	Addendum Conclusions for Modified Project	Modified Project Impacts in Comparison to Conclusions of the Westgate Specific Plan EIR
Aesthetics	Less Than Significant	Less Than Significant Impact/No Changes or New Information	Equal impact
Agriculture and Forestry Resources	Significant and Unavoidable	Significant and Unavoidable	Equal Impact
Air Quality	Significant and Unavoidable	Significant and Unavoidable	Equal Impact
Biological Resources	Less than Significant with Mitigation Incorporated	Less than Significant Impacts/No Change or New Information	Equal impact
Cultural Resources	Significant and Unavoidable	Less than Significant Impacts/No Changes or New Information	Less Impact
Geology and Soils	Less than Significant with Mitigation Incorporated	Less than Significant Impacts/No Changes or New Information	Equal impact
Greenhouse Gas Emissions	Less than Significant with Mitigation Incorporated	Less Than Significant Impact/No Changes or New Information	Equal impact
Hazardous Materials	Less than Significant with Mitigation Incorporated	Less Than Significant Impact/No Changes or New Information	Equal impact
Hydrology/Water Quality	Less than Significant	Less Than Significant Impact/No Changes or New Information	Equal impact
Land Use & Planning	Less than Significant	Less Than Significant Impact/No Changes or New Information	Equal impact
Mineral Resources[2]	No Impact	No Impact	Equal impact
Noise	Significant and Unavoidable	Less than Significant Impacts/ No Changes or New Information	Equal Impact
Population and Housing	Less than Significant	Less than Significant Impacts/No Changes or New Information	Equal impact

Environmental Issue	Westgate Specific Plan EIR Conclusions for Previously Certified Westgate Specific Plan[1]	Addendum Conclusions for Modified Project	Modified Project Impacts in Comparison to Conclusions of the Westgate Specific Plan EIR
		No Impact	
Public Services	Less than Significant with Mitigation Incorporated	Less Than Significant Impact/No Changes or New Information	Equal impact
Recreation	Less than Significant with Mitigation Incorporated	Less than Significant Impacts/No Change or New Information	Equal impact
Traffic/Transportation	Significant and Unavoidable	Less than Significant Impacts/No Changes or New Information	Less Impact
Utilities	Less than Significant with Mitigation Incorporated	Less than Significant Impacts/No Change or New Information	Less impact
Wildfire	Less than Significant with Mitigation Incorporated	Less than Significant Impacts/No Change or New Information	Equal Impact
Mandatory Findings of Significance	Significant and Unavoidable Impact	Less than Significant Impacts/ No Changes or New Information	Less Impact

[1]Source**:** PCR Services Corporation (PCR). 2015. Westgate Specific Plan Draft EIR. January. Table ES-1, Summary of Project Impacts and Mitigation Measures.
[2] Source: Source: PCR. 2013. Westgate Specific Plan Initial Study. July. p. B-14

3.0 PROJECT DESCRIPTION

3.1 Approved Project and Modified Project Locations and Settings

3.1.1 Approved Project

The Westgate Specific Plan (WSP) area encompasses 964 acres in the northwestern portion of the City of Fontana (City). The WSP site is approximately five miles north and west of downtown Fontana, ten miles west of Downtown San Bernardino, and is adjacent to the I-15 and Route 210 freeways (JHA Consulting, 2017, p. 1-1). **Figure 3.1-1** depicts the regional location of the WSP area. The WSP is composed of four community areas, from north to south: Falcon Ridge, Westgate Central, Westgate East, and Westgate West. **Figure 3.1-2** shows the community planning areas of the WSP. Additionally, each community area is divided into planning areas (PAs), which are areas that have a specific type of development planned. The WSP area also includes the full width of public roadway rights-of-way abutting each of the four community areas.

3.1.2 Modified Project

The modified project site consists of improvements to the segment of Cherry Avenue from Baseline Avenue in the south to North Frontage Road just north of the SR-210 freeway; and Victoria Street from Cherry Avenue west to just east of the existing Etiwanda Creek Channel (approximately 700 feet west of Kestrel Drive); part of the segment of Victoria Street would be realigned so that it would intersect with Cherry Avenue at the existing intersection of Cherry Avenue with Walnut Street. The project site is 32.1 acres including 18.6 acres of developed area (roadways and developed areas appurtenant to roadways, such as traffic signals). Proposed improvements include widening of roads; realigning roadways; improving the utility infrastructure; and adding medians, sidewalks, curbs, gutters, Class I/II bike lanes, traffic signals at four-way intersections, pedestrian crossings, one roundabout, and street lighting. Proposed improvement design plans and utilities plans are included as **Appendix A** of this document.

3.2 Existing Land Use and Zoning

The modified project site consists of roadways; roadway rights-of-way; and vineyards. General Plan and zoning designations on and abutting the project site are listed below in **Table 3.2-1.**

- **General Plan Land Use Designations**: see **Table 3.2-1** below. and **Figure 3.2-1**.
- **Zoning Designation**: Specific Plan (Westgate Specific Plan #17), Single-Family Residential (R-1), General Commercial (C-2), and roadway right-of-way (ROW), see **Figure 3.2-2**.

TABLE 3-2-1
GENERAL PALN AND ZONING DESIGNATIONS

Location	General Plan Land Use Designation	Zoning Designation	Existing Use
Victoria Street			
Project Site	General Industrial (I-G), Muti Family Medium/High Residential (R-MFMH), Recreation Facilities (P-R), Public Utility Corridors (P-UC), Medium Density Residential (R-M), Multi-	Westgate Specific Plan (WSP)	Victoria Street; vineyard, and utility corridor

Location	General Plan Land Use Designation	Zoning Designation	Existing Use
	Family Residential (R-MF), Open Space (OS), Regional Mixed Use (RMU)		
North	Regional Mixed Use (RMU), General Industrial (I-G), Public Utility Corridor (P-UC), Multi Family Medium/High Residential (R-MFMH)	Westgate Specific Plan	Government agencies (California Highway Patrol and Caltrans District 8 Transportation), vacant land, vineyard, and utility corridor
East	Single Family Residential (R-SF)	Westgate Specific Plan, Single-Family Residential (R-1)	Cherry Avenue
South	Multi-Family Residential (R-MF), Medium Density Residential (R-M), Multi-Family Medium/High Residential (R-MFMH), Open Space (OS), Public Utility Corridor (P-UC), Recreation Facilities (P-R),	Westgate Specific Plan	Construction of residential neighborhoods, vacant land, vineyard, and utility corridor
West	Open Space (OS), Regional Mixed Use (RMU), Residential Planned Community (R-PC), Right-of-Way (ROW)	Westgate Specific Plan, Right-of-Way (ROW)	Victoria Street, Etiwanda Creek Channel, I-15
Cherry Avenue			
Project Site	General Commercial (C-G), General Industrial (I-G), Medium Density Residential (R-M), Muti Family Medium/High Residential (R-MFMH), Public Utility Corridors (P-UC), Regional Mixed Use (RMU), Single Family Residential (R-SF), Right-of-Way (ROW)	Westgate Specific Plan, Single-Family Residential (R-1), General Commercial (C-2), Right-of-Way (ROW)	Cherry Avenue, 210 highway, vacant land, vineyard, and utility corridor
North	Regional Mixed Use (RMU), Right-of-Way (ROW)	Westgate Specific Plan, Right-of-Way (ROW)	Cherry Avenue, vacant land, and vineyard
East	Regional Mixed Use (RMU), Public Utility Corridor (P-UC), Single-Family Residential (R-SF), General Commercial (C-G), Right-of-Way (ROW)	Westgate Specific Plan, Single-Family Residential (R-1), General Commercial (C-2), Right-of-Way (ROW)	210 highway, vineyard, vacant land, utility corridor, single-family neighborhood, and shopping center
South	General Commercial (C-G), Light Industrial (I-L)	Westgate Specific Plan	Cherry Avenue/Baseline Avenue
West	Regional Mixed Use (RMU), General Industrial (I-G), Public Utility Corridor (P-UC), Medium Density Residential (R-M), Multi Family Medium/High Residential (R-MFMH),	Westgate Specific Plan, Right-of-Way (ROW)	210 highway, vacant land, vineyard, Victoria Street, and utility corridor

Location	General Plan Land Use Designation	Zoning Designation	Existing Use
	General Commercial (C-G), Right-of-Way (ROW)		

Source: City of Fontana, 2022a; City of Fontana 2022b; Google Earth Pro, 2024

Figure 3.1-1
REGIONAL LOCATION MAP

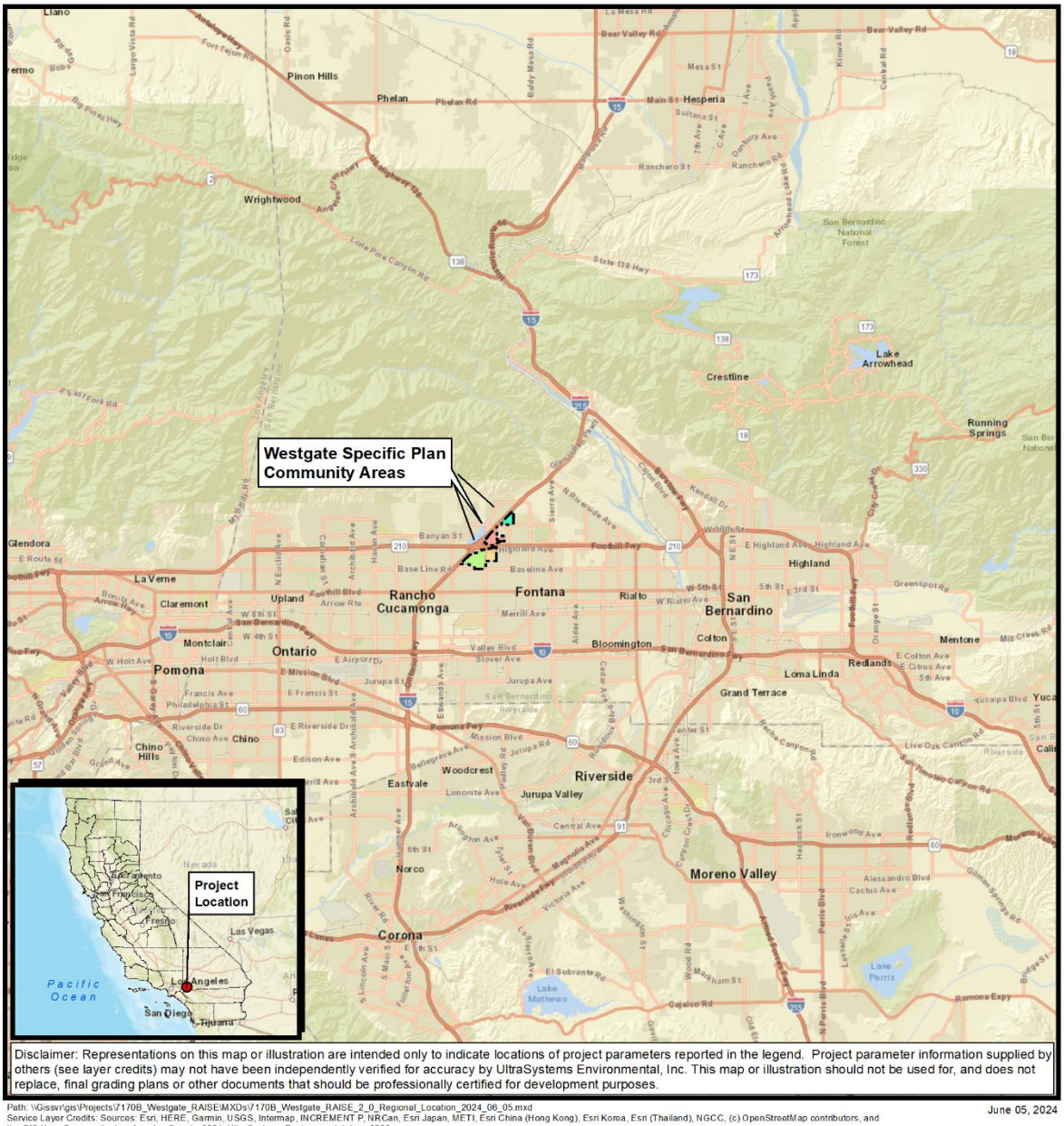


Figure 3.1-2
WESTGATE SPECIFIC PLAN COMMUNITY AREAS

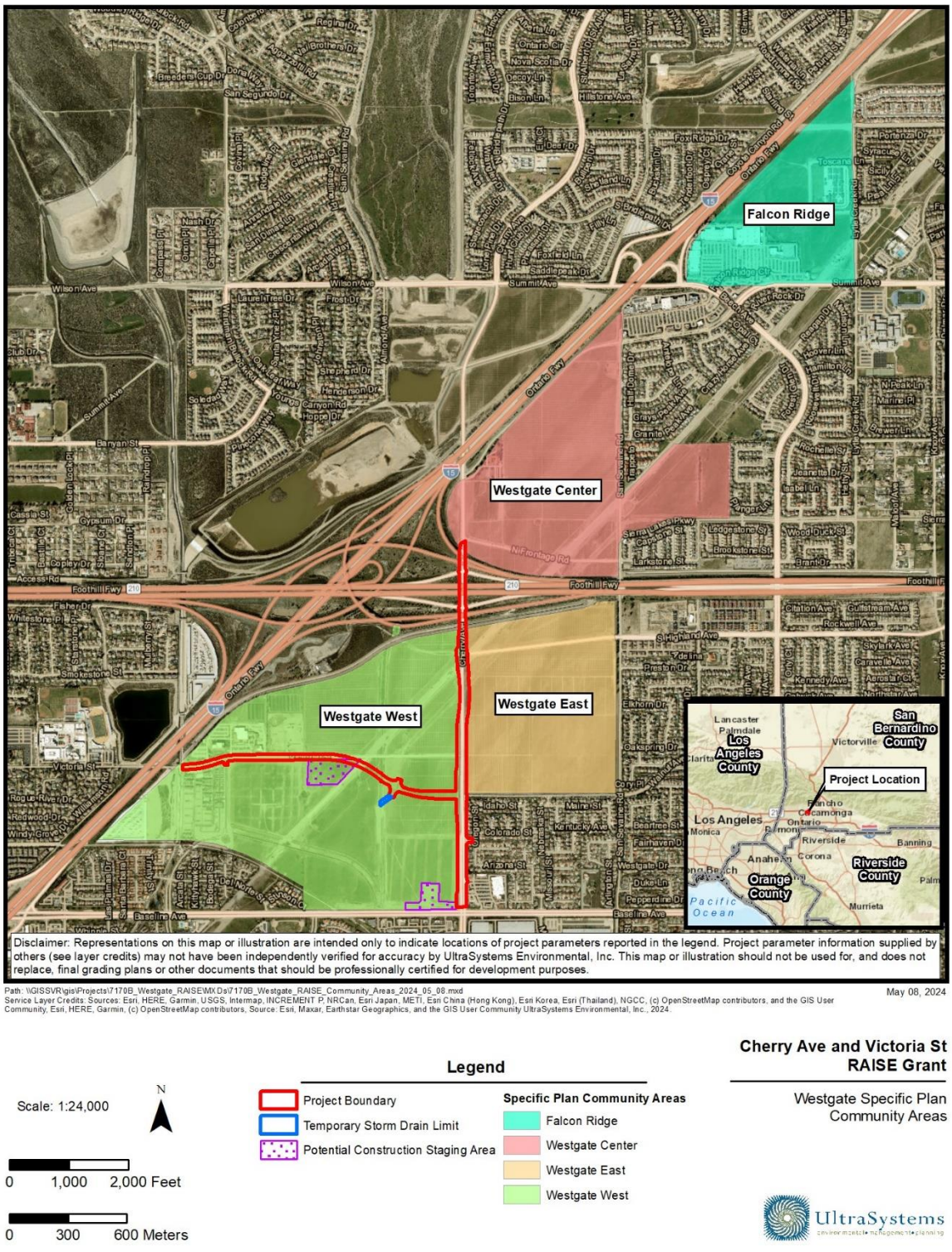


Figure 3.1-3
MODIFIED PROJECT VICINITY MAP

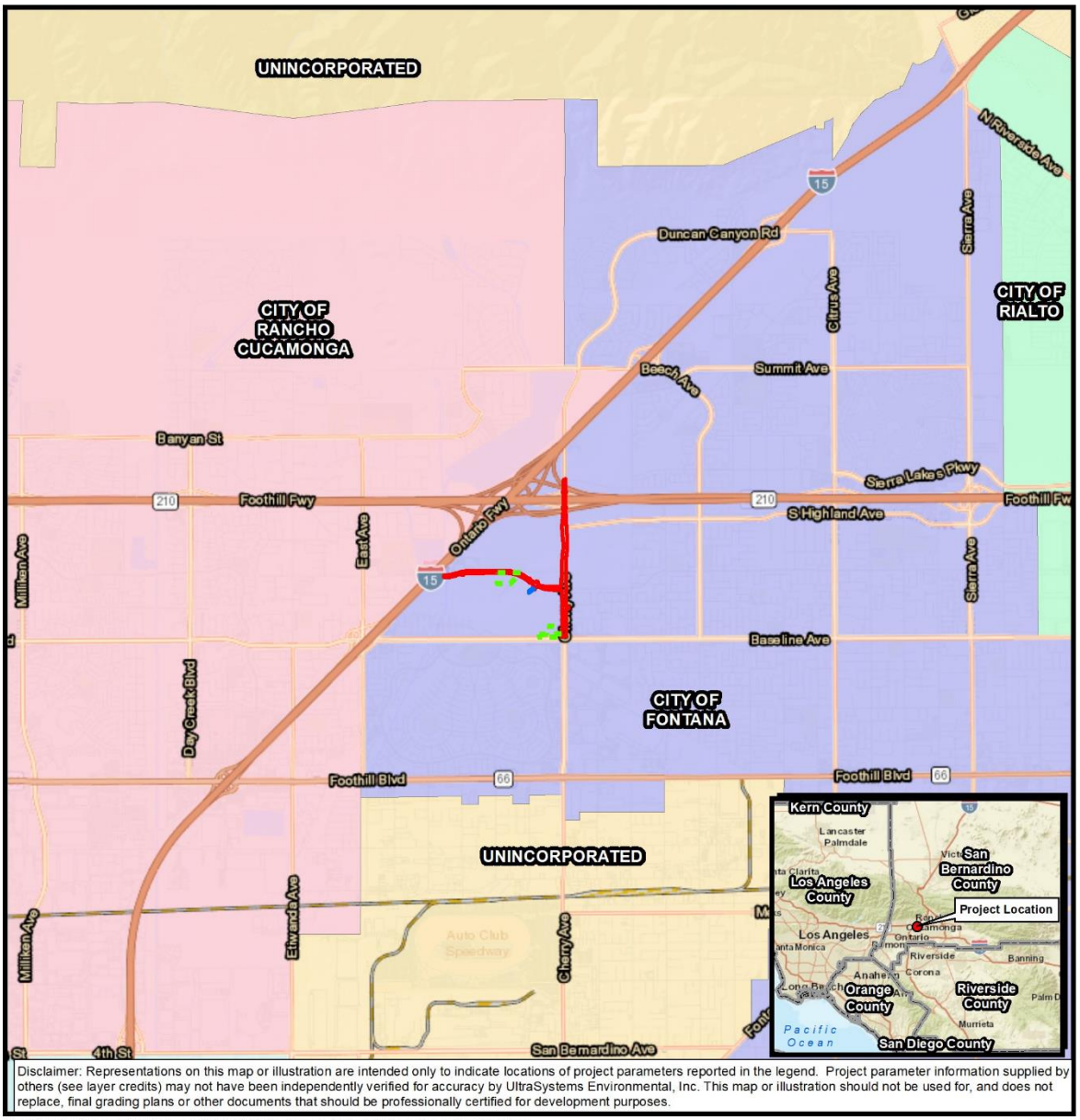
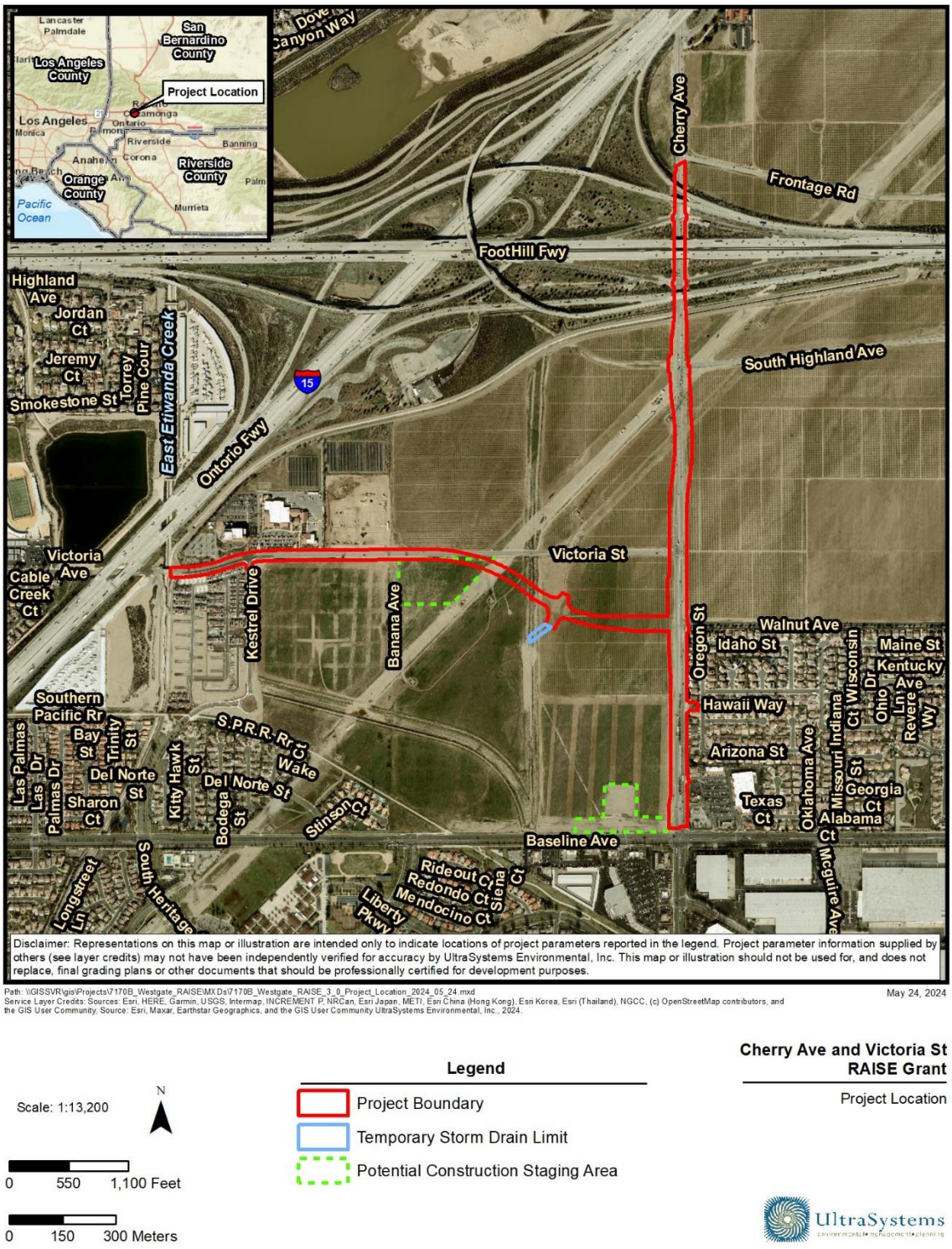


Figure 3.1-4
MODIFIED PROJECT LOCATION MAP



3.3 Background and Purpose

The Westgate Specific Plan was adopted in 1996 by the City of Fontana. Since that time, the region has experienced substantial growth and the dynamics of the area have changed considerably. The Route 210 / I-15 Freeway overpass has been completed, with the 210 Freeway extending easterly to the I-215 Freeway then south to the I-10 Freeway. The overall quality of new development has improved in the region, as consumers and municipalities such as Fontana have become more discerning. Greater emphasis has also emerged statewide and nationally for developing sustainable communities striving to encourage conservation of resources, energy efficiency, reduction of water consumption, and to promote healthy buildings and communities.

Westgate Specific Plan Amendment 1, approved through an environmental impact report (EIR) certified in 2017, prescribed improvements to the affected segments of Cherry Avenue and Victoria Street, including widening Cherry Avenue to six through-lanes, Class II bicycle lanes, sidewalks, curbs and gutters, traffic signals, and turn lanes.

The modified project implements the improvements on the two roadway segments with some relatively minor changes including combining Class I (off-road) bicycle paths and sidewalks into multiuse trails; and addition of turn lanes for turns onto proposed local roadways within the WSP area.

3.4 Project Overview

The modified project consists of roadway improvements to one segment each of Cherry Avenue and Victoria Street including widening the segment of Cherry Avenue to six through-lanes; sidewalks and multi-use trails; class II bicycle lanes; curb and gutter; turn lanes; and landscaping.

3.5 Project History

In 1996, the City adopted the Westgate Specific Plan (WSP) for the proposed project area. However, since its early adoption, the only developments in Westgate West are the California Highway Patrol facility, the Caltrans Traffic Management & Emergency Operations (EOC) facility, a mini storage facility, and the Aurora Park residential development currently under construction. Over the years the region has experienced substantial growth and the dynamics of the area have changed considerably. Twenty years ago, residents were content to commute to job-rich Los Angeles and Orange Counties. Today, residents in the region are demanding good jobs closer to home, a way to co-exist with the goods movement crisis that is plaguing the region, and neighborhoods that allow seamless, safer, and multiple transportation options. Based on these changes, a new transportation vision was developed for project area. This new vision represents a unique opportunity to construct a landmark Complete Streets Project; one that focuses on access to all transportation choices with equal priority given to all modes including walking, biking, transit, and personal vehicle. When constructed, the Approved Project would create a sustainable, healthy community using the Complete Streets ideology as the foundation to further the goals of the WSP (City of Fontana, 2022c, p. 3).

3.6 Project Purpose and Need

The proposed modified project would address the need for complete streets infrastructure, including safe bikeway infrastructure, and to provide enhanced connectivity and mobility to surrounding

areas. The modified project would also increase the use of active transportation travel modes, enhance safety and mobility for non-motorized users, advance efforts to achieve greenhouse gas reduction goals, improve aesthetics, improve access and maintenance issues relating to both streets, and enhance public health.

The purpose of the proposed modified project is to accomplish the following specific objectives, which are further detailed below:

- To further establish this modified project as being viable transportation corridors within the WSP.
- To facilitate increases in the public's use of active transportation travel modes.
- To enhance the safety and mobility for non-motorized users.
- To advance efforts to achieve greenhouse gas reduction goals.
- To enhance public health via the facilitation of increased public use of active transportation travel modes.
- To serve as a viable contributor to City policies and physical improvements designed to promote safety and mobility enhancement.
- To preserve emergency response times within the WSP by alleviating roadway deficiencies.

3.7 Proposed Modified Project Features

3.7.1 Widening the Rights-of-Way (ROWs)

The modified project would widen Victoria Street and Cherry Avenue's ROW to accommodate up to 15-foot lanes and six lanes, respectively. As mentioned earlier in **Section 3.7.2**, the project corridors were built in the 1950's and are inadequate for the updated Westgate Specific Plan. Widening the ROWs on both project corridors would allow for adequate traffic flow when the project area is developed.

3.7.2 Raised Median, Sidewalk, Curb, and Gutter

The modified project would install a 10- and 20-foot raised median to Victoria Street and Cherry Avenue, respectively. According to the Caltrans Local Roadway Safety Manual (April 2018), installing medians along roadways is an effective safety strategy to reduce head-on collisions and limit unsafe turning movements along a roadway (City of Fontana, 2022c, p. 14). The modified project would construct ADA-compliant separated sidewalks with curbs and gutters along the entirety of both project corridors, where none currently exist. As mentioned in **Section 3.3**, creating sidewalks would improve safety for pedestrians and create a healthier community. Curbing would require an approximate excavation depth of two to three feet.

3.7.3 Traffic Signals

The proposed modified project would install traffic signals at the intersections of Cherry Avenue/Walnut Street, and Cherry Avenue/South Highland Avenue. The new traffic signals would be

added to the existing synchronized signal system along the entire Cherry Avenue corridor, including existing points outside the project area. Signal synchronization is effective on busy corridors, such as Cherry Avenue, during peak hours to keep traffic moving at a consistent speed, reduce rear-end collisions and improve air quality (City of Fontana, 2022c, p. 14). The piles for the traffic signals would be up to a depth of 15 feet.

3.7.4 Class I/II Bike Lanes

The modified project would install Class I[5] and II[6] bike lanes throughout the entirety of both project corridors (approximately over four miles). The installation of bike lanes would improve pedestrian safety and create healthier communities.

3.7.5 Lighting

The modified project would install street lighting infrastructure at signalized intersections, unsignalized intersections, and along both of the project corridors. Lighting would provide nighttime visibility and safety in the project area.

3.7.6 Roundabout

The modified project would construct one roundabout along Victoria Street. Victoria Street is the main road to/from Etiwanda High School for 3,500+ students. Traffic congestion in this area before/after each school day has considerable impact on Victoria Street traffic flow. This situation presents safety concerns for our students given the fact that approximately 83% of enrolled students walk, bicycle, or ride to school with parents and/or drive their own vehicle. A roundabout is planned as part of the project because roundabouts reduce traffic accidents compared to traffic signaled intersections and provide a constant flow of traffic (City of Fontana, 2022c, p. 15).

3.7.7 Utility Connections

The modified project would install utility connections throughout both project corridors. Utilities include underground electrical, telephone, cable TV, natural gas, stormwater, sewer, water, and recycled water infrastructure. The storm drain system in Victoria proposes post construction Best Management Practices (BMPs) to filter and treat roadway runoff before discharging to the storm drain system. Utilities plans are included in **Appendix A** of this document.

Old San Sevaine Channel Storm Drains

On Victoria Street, two storm drains are proposed to convey water in the Old San Sevaine Channel. One is a temporary storm drain south of the proposed Victoria Street roundabout, at the northeast corner of PA 60. This temporary storm drain will convey stormwater runoff from the proposed Victoria Street realignment to the existing San Sevaine Channel. When the downstream Planning Areas are developed, interfering portions of the temporary storm drain will be removed so that a permanent reinforced concrete storm drain can be installed within the new (future) street. This future permanent storm drain will connect to the existing City storm drain line in Baseline Avenue.

[5] Class I bike lanes are bike lanes that are completely separated from the vehicle lane.
[6] Class II bike lanes are bike lanes that have an on-road designated space along a vehicle lane.

The other storm drain would be located where the new Victoria Street alignment crosses the Old San Sevaine Channel. This storm drain consists of four, approximately 150-linear-foot, 18-inch diameter corrugated metal pipes (CMP). The storm drain would cross under Victoria Street, within the San Sevaine Channel, to collect storm water upstream to discharge downstream on the other side of Victoria Street.

3.8 Detailed Improvements of Each Project Corridor

3.8.1 Cherry Avenue

As mentioned above, the improvements along Cherry Avenue would be between its intersection with Baseline Avenue and include portions just south of North Frontage Road. The detailed street improvements listed below are broken into segments between intersections along Cherry Avenue. and are shown on **Figures 3.8-1** to **3.8-6.**

3.8.1.1 Cherry Avenue/Baseline Avenue to Cherry Avenue/New Proposed Segment of Victoria Street

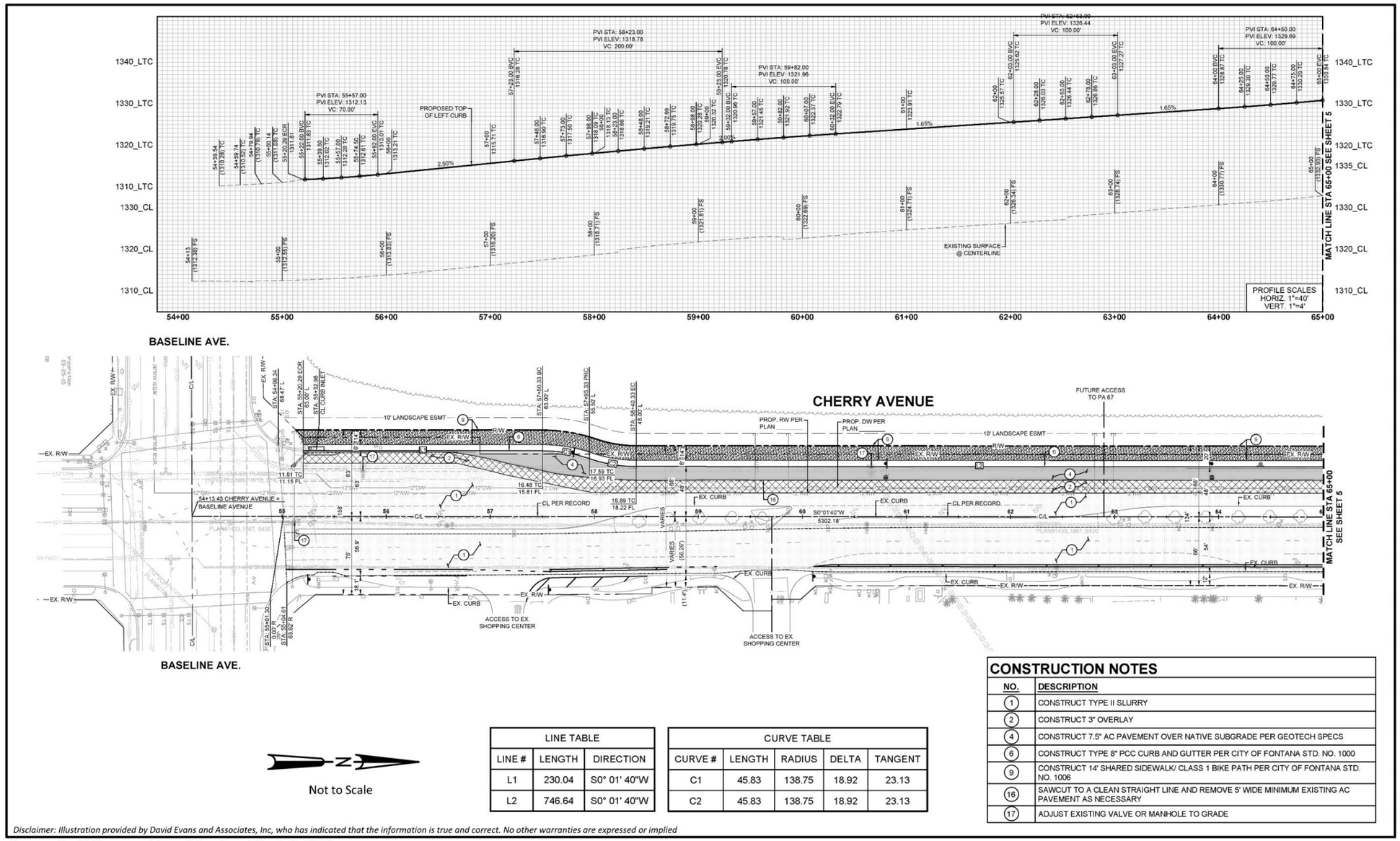
Cherry Avenue – North Bound

- Three through lanes
- One left pocket lane onto Planning Area (PA) 68
- Two left pocket lane onto Victoria Street
- One right pocket lane onto Walnut Street
- New traffic signal at the Cherry Avenue/Victoria Street intersection
- Lanes vary from 12 to 15 feet wide
- 20-foot-wide raised median
- 14-foot-wide multi-purpose trail (five-foot-wide Class II bike lane and nine-foot-wide sidewalk)

Cherry Avenue – South Bound

- Three through lanes
- Two left pocket lanes onto Baseline Avenue
- One right pocket lane onto Baseline Avenue
- One right pocket lane onto PA 68
- One left pocket lane onto Anchored Center shopping center
- One right pocket lane onto PA 67
- Lanes vary from 11 to 14 feet wide.
- 20-foot-wide raised median
- New traffic signal at the intersection of Cherry Avenue/Victoria Street
- 14-foot-wide multi-purpose trail (eight-foot-wide Class I bike lane and six-foot-wide sidewalk)
- Five-foot-wide Class II bike lane
- 10- to 12-foot-wide easement

Figure 3.8-1
PROPOSED CHERRY AVENUE IMPROVEMENTS (1 OF 6)



Not to Scale

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	230.04	S0° 01' 40"W
L2	746.64	S0° 01' 40"W

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C1	45.83	138.75	18.92	23.13
C2	45.83	138.75	18.92	23.13

CONSTRUCTION NOTES

NO.	DESCRIPTION
1	CONSTRUCT TYPE II SLURRY
2	CONSTRUCT 3" OVERLAY
4	CONSTRUCT 7.5" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS
6	CONSTRUCT TYPE 8" PCC CURB AND GUTTER PER CITY OF FONTANA STD. NO. 1000
9	CONSTRUCT 14' SHARED SIDEWALK/ CLASS 1 BIKE PATH PER CITY OF FONTANA STD. NO. 1006
16	SAWCUT TO A CLEAN STRAIGHT LINE AND REMOVE 5' WIDE MINIMUM EXISTING AC PAVEMENT AS NECESSARY
17	ADJUST EXISTING VALVE OR MANHOLE TO GRADE

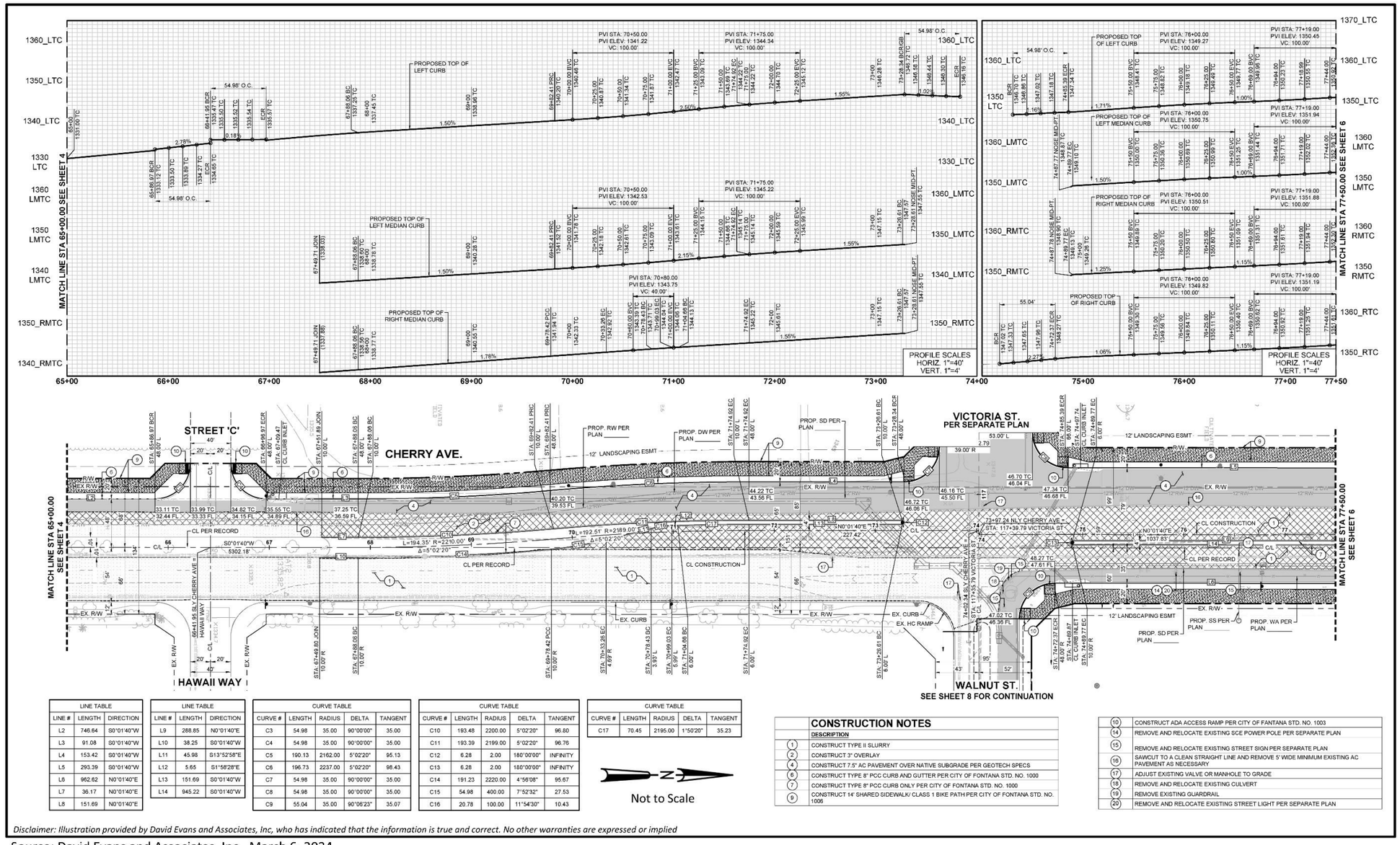
Disclaimer: Illustration provided by David Evans and Associates, Inc, who has indicated that the information is true and correct. No other warranties are expressed or implied

Source: David Evans and Associates, Inc., March 6, 2024.

Cherry Ave and Victoria St RAISE Grant

Site Plan – Sheet 4
Cherry Avenue at Baseline Avenue

Figure 3.8-2
PROPOSED CHERRY AVENUE IMPROVEMENTS (2 OF 6)



LINE TABLE		
LINE #	LENGTH	DIRECTION
L2	746.64	S0°01'40"W
L3	91.08	S0°01'40"W
L4	153.42	S0°01'40"W
L5	293.39	S0°01'40"W
L6	962.62	N0°01'40"E
L7	36.17	N0°01'40"E
L8	151.69	N0°01'40"E

LINE TABLE		
LINE #	LENGTH	DIRECTION
L9	288.85	N0°01'40"E
L10	38.25	S0°01'40"W
L11	45.98	S13°52'58"E
L12	5.65	S1°58'28"E
L13	151.69	S0°01'40"W
L14	945.22	S0°01'40"W

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C3	54.98	35.00	90°00'00"	35.00
C4	54.98	35.00	90°00'00"	35.00
C5	190.13	2162.00	5°02'20"	95.13
C6	196.73	2237.00	5°02'20"	98.43
C7	54.98	35.00	90°00'00"	35.00
C8	54.98	35.00	90°00'00"	35.00
C9	55.04	35.00	90°06'23"	35.07

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C10	193.48	2200.00	5°02'20"	96.80
C11	193.39	2199.00	5°02'20"	96.76
C12	6.28	2.00	180°00'00"	INFINITY
C13	6.28	2.00	180°00'00"	INFINITY
C14	191.23	2220.00	4°56'08"	95.67
C15	54.98	400.00	7°52'32"	27.53
C16	20.78	100.00	11°54'30"	10.43

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C17	70.45	2195.00	1°50'20"	35.23

	CONSTRUCTION NOTES
	DESCRIPTION
1	CONSTRUCT TYPE II SLURRY
2	CONSTRUCT 3" OVERLAY
4	CONSTRUCT 7.5" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS
6	CONSTRUCT TYPE 8" PCC CURB AND GUTTER PER CITY OF FONTANA STD. NO. 1000
7	CONSTRUCT TYPE 8" PCC CURB ONLY PER CITY OF FONTANA STD. NO. 1000
9	CONSTRUCT 14' SHARED SIDEWALK/ CLASS 1 BIKE PATH PER CITY OF FONTANA STD. NO. 1006
10	CONSTRUCT ADA ACCESS RAMP PER CITY OF FANTANA STD. NO. 1003
14	REMOVE AND RELOCATE EXISTING SCE POWER POLE PER SEPARATE PLAN
15	REMOVE AND RELOCATE EXISTING STREET SIGN PER SEPARATE PLAN
16	SAWCUT TO A CLEAN STRAIGHT LINE AND REMOVE 5' WIDE MINIMUM EXISTING AC PAVEMENT AS NECESSARY
17	ADJUST EXISTING VALVE OR MANHOLE TO GRADE
18	REMOVE AND RELOCATE EXISTING CULVERT
19	REMOVE EXISTING GUARDRAIL
20	REMOVE AND RELOCATE EXISTING STREET LIGHT PER SEPARATE PLAN

Disclaimer: Illustration provided by David Evans and Associates, Inc, who has indicated that the information is true and correct. No other warranties are expressed or implied

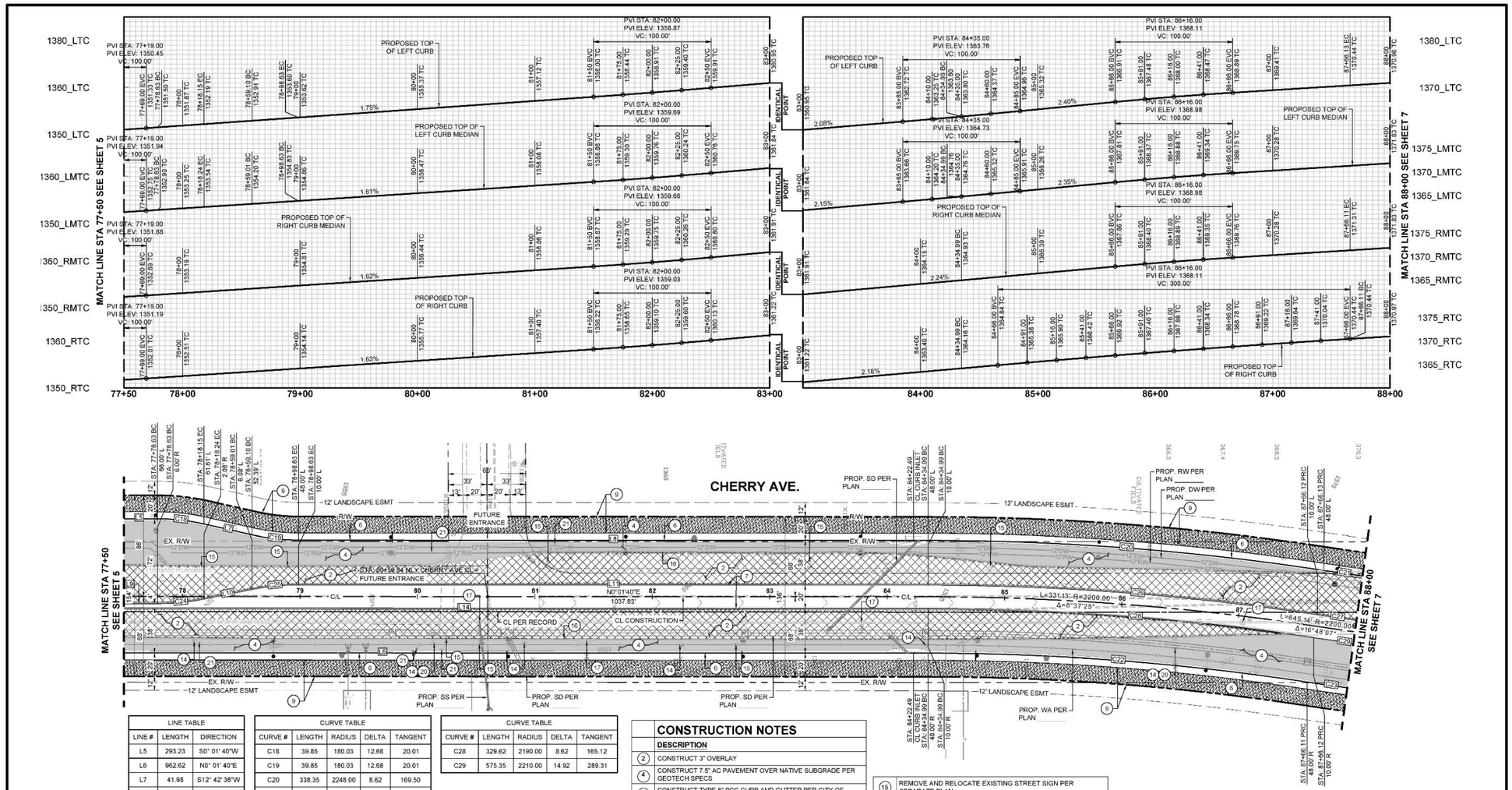
Source: David Evans and Associates, Inc., March 6, 2024.

UltraSystems
environmental•management•planning

Cherry Ave and Victoria St RAISE Grant

Site Plan – Sheet 5
Cherry Avenue at Victoria Street

Figure 3.8-3
PROPOSED CHERRY AVENUE IMPROVEMENTS (3 OF 6)



LINE TABLE		
LINE #	LENGTH	DIRECTION
L5	293.23	S0° 01' 40"W
L6	962.62	N0° 01' 40"E
L7	41.98	S12° 42' 38"W
L8	536.37	S0° 01' 40"W
L9	288.85	N0° 01' 40"E
L10	41.57	N11° 16' 59"W
L11	536.37	N0° 01' 40"E
L14	945.22	S0° 01' 40"W

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C18	39.85	180.03	12.68	20.01
C19	39.85	180.03	12.68	20.01
C20	338.35	2248.00	8.62	169.50
C21	631.07	2152.00	16.80	317.82
C22	323.90	2152.00	8.62	162.26
C23	599.50	2248.00	15.28	301.54
C24	39.88	202.00	11.31	20.00
C25	39.88	202.00	11.31	20.00
C26	332.63	2210.00	8.62	166.63
C27	642.21	2190.00	16.80	323.43

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C28	329.62	2190.00	8.62	165.12
C29	575.35	2210.00	14.92	289.31

	CONSTRUCTION NOTES
	DESCRIPTION
2	CONSTRUCT 3" OVERLAY
4	CONSTRUCT 7.5" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS
6	CONSTRUCT TYPE 8" PCC CURB AND GUTTER PER CITY OF FONTANA STD. NO. 1000
7	CONSTRUCT TYPE 8" PCC CURB ONLY PER CITY OF FONTANA STD. NO. 1000
9	CONSTRUCT 14' SHARED SIDEWALK/ CLASS 1 BIKE PATH PER CITY OF FONTANA STD. NO. 1006
14	REMOVE AND RELOCATE EXISTING SCE POWER POLE PER SEPARATE PLAN
15	REMOVE AND RELOCATE EXISTING STREET SIGN PER SEPARATE PLAN
16	SAWCUT TO A CLEAN STRAIGHT LINE AND REMOVE 5' WIDE MINIMUM EXISTING AC PAVEMENT AS NECESSARY
17	ADJUST EXISTING VALVE OR MANHOLE TO GRADE
20	REMOVE AND RELOCATE EXISTING STREET LIGHT PER SEPARATE PLAN
21	REMOVE AND RELOCATE TRAFFIC STRUCTURE

Not to Scale

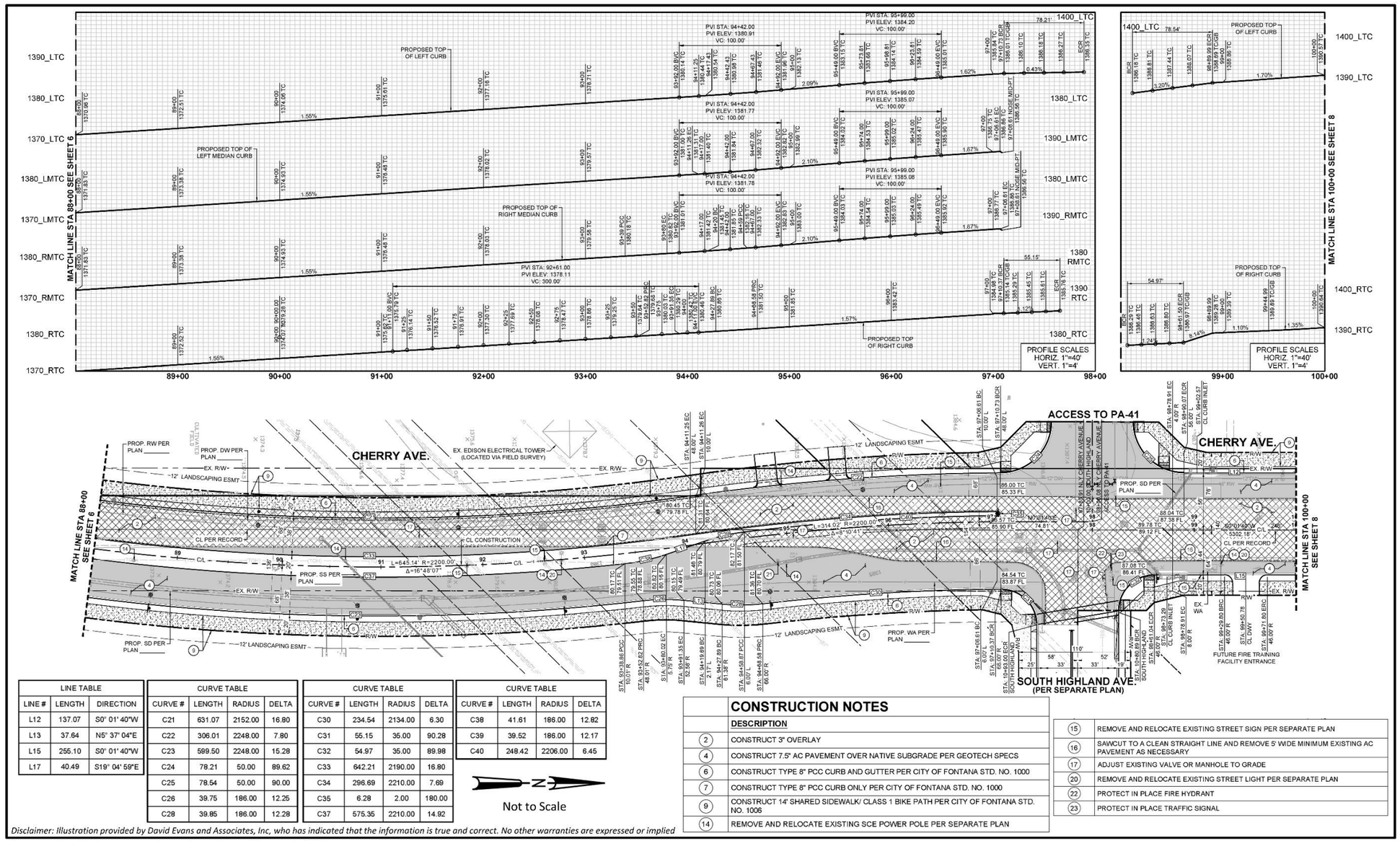
Disclaimer: Illustration provided by David Evans and Associates, Inc, who has indicated that the information is true and correct. No other warranties are expressed or implied

Source: David Evans and Associates, Inc., March 6, 2024.

Cherry Ave and Victoria St RAISE Grant

Site Plan – Sheet 6
Cherry Avenue between Victoria Street and Highland Avenue

Figure 3.8-4
PROPOSED CHERRY AVENUE IMPROVEMENTS (4 OF 6)



LINE TABLE		
LINE #	LENGTH	DIRECTION
L12	137.07	S0° 01' 40"W
L13	37.64	N5° 37' 04"E
L15	255.10	S0° 01' 40"W
L17	40.49	S19° 04' 59"E

CURVE TABLE			
CURVE #	LENGTH	RADIUS	DELTA
C21	631.07	2152.00	16.80
C22	306.01	2248.00	7.80
C23	599.50	2248.00	15.28
C24	78.21	50.00	89.62
C25	78.54	50.00	90.00
C26	39.75	186.00	12.25
C28	39.85	186.00	12.28

CURVE TABLE			
CURVE #	LENGTH	RADIUS	DELTA
C30	234.54	2134.00	6.30
C31	55.15	35.00	90.28
C32	54.97	35.00	89.98
C33	642.21	2190.00	16.80
C34	296.69	2210.00	7.69
C35	6.28	2.00	180.00
C37	575.35	2210.00	14.92

CURVE TABLE			
CURVE #	LENGTH	RADIUS	DELTA
C38	41.61	186.00	12.82
C39	39.52	186.00	12.17
C40	248.42	2206.00	6.45

	CONSTRUCTION NOTES
	DESCRIPTION
2	CONSTRUCT 3" OVERLAY
4	CONSTRUCT 7.5" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS
6	CONSTRUCT TYPE 8" PCC CURB AND GUTTER PER CITY OF FONTANA STD. NO. 1000
7	CONSTRUCT TYPE 8" PCC CURB ONLY PER CITY OF FONTANA STD. NO. 1000
9	CONSTRUCT 14' SHARED SIDEWALK/ CLASS 1 BIKE PATH PER CITY OF FONTANA STD. NO. 1006
14	REMOVE AND RELOCATE EXISTING SCE POWER POLE PER SEPARATE PLAN
15	REMOVE AND RELOCATE EXISTING STREET SIGN PER SEPARATE PLAN
16	SAWCUT TO A CLEAN STRAIGHT LINE AND REMOVE 5' WIDE MINIMUM EXISTING AC PAVEMENT AS NECESSARY
17	ADJUST EXISTING VALVE OR MANHOLE TO GRADE
20	REMOVE AND RELOCATE EXISTING STREET LIGHT PER SEPARATE PLAN
22	PROTECT IN PLACE FIRE HYDRANT
23	PROTECT IN PLACE TRAFFIC SIGNAL

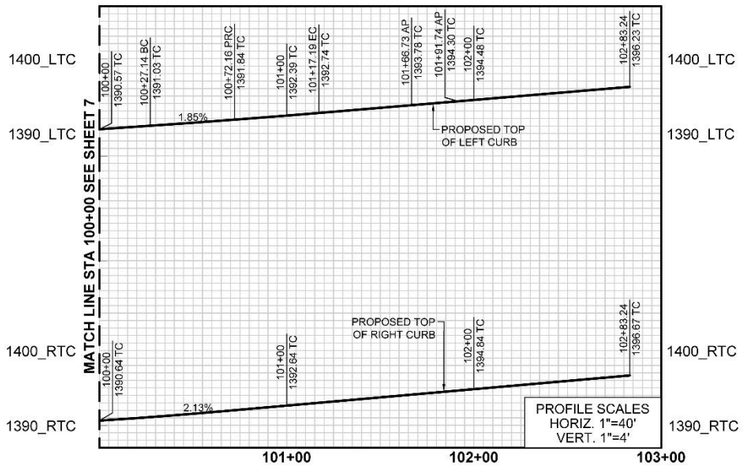
Disclaimer: Illustration provided by David Evans and Associates, Inc, who has indicated that the information is true and correct. No other warranties are expressed or implied

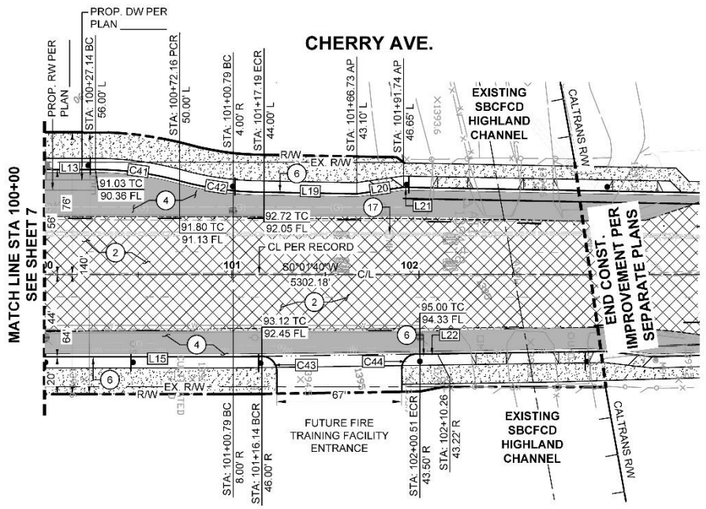
Source: David Evans and Associates, Inc., March 6, 2024.

Cherry Ave and Victoria St RAISE Grant

Site Plan – Sheet 7
Cherry Avenue at S. Highland Avenue

Figure 3.8-5
PROPOSED CHERRY AVENUE IMPROVEMENTS (5 OF 6)





	CONSTRUCTION NOTES
	DESCRIPTION
2	CONSTRUCT 3" OVERLAY
4	CONSTRUCT 7.5" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS
6	CONSTRUCT TYPE 8" PCC CURB AND GUTTER PER CITY OF FONTANA STD. NO. 1000
7	CONSTRUCT TYPE 8" PCC CURB ONLY PER CITY OF FONTANA STD. NO. 1000
17	ADJUST EXISTING VALVE OR MANHOLE TO GRADE

Line Table		
Line #	Length	Direction
L13	137.07	S0° 01' 40"W
L15	255.10	S0° 01' 40"W
L19	49.55	S1° 04' 10"W
L20	25.26	S8° 02' 33"E
L21	2.36	S1° 04' 10"W
L22	9.75	S1° 38' 18"E

Curve Table			
Curve #	Length	Radius	Delta
C41	45.56	172.00	15.18
C42	45.56	172.00	15.18
C43	12.56	8.00	89.97
C44	15.42	10.00	88.36

Not to Scale

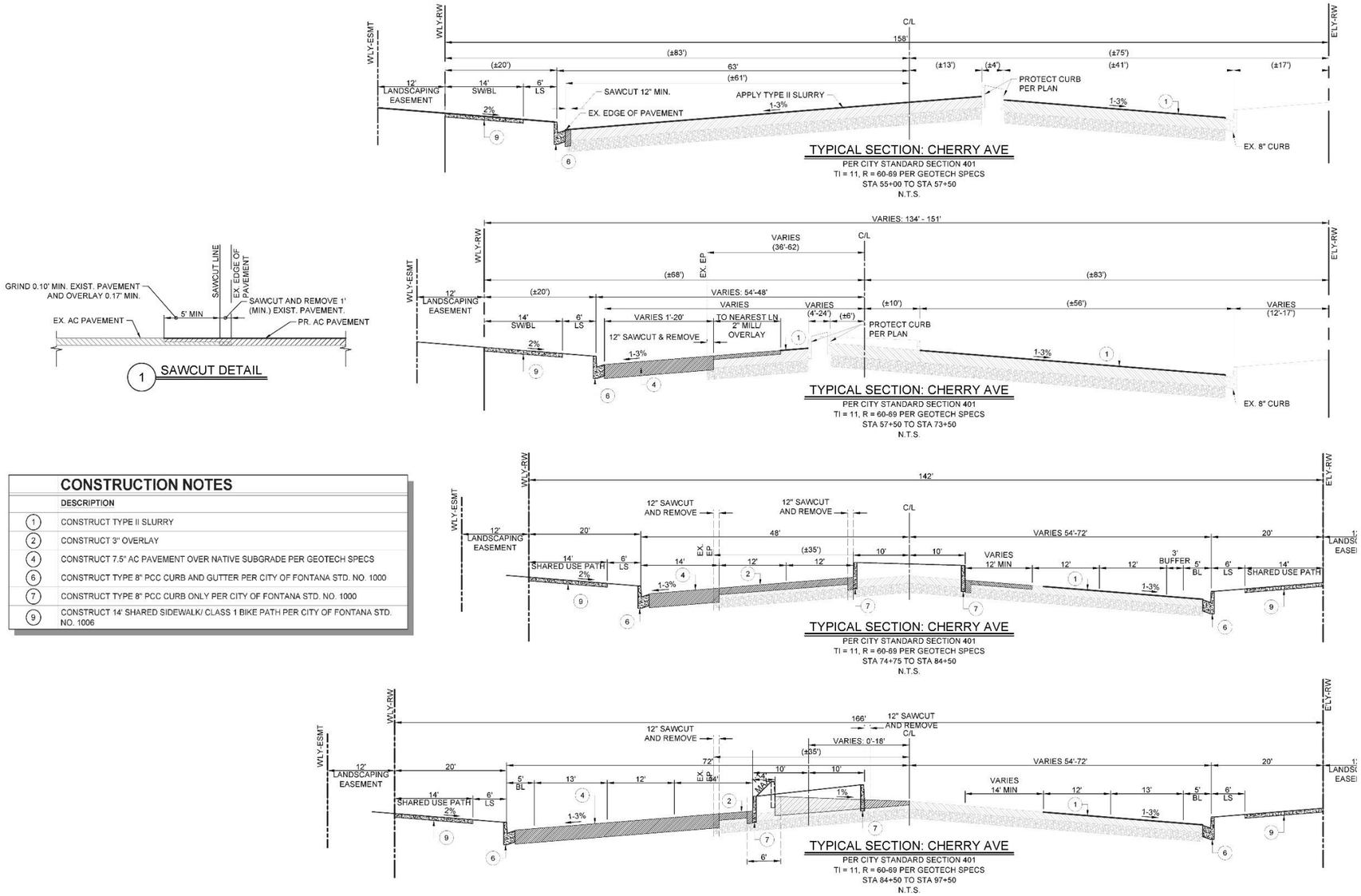
Disclaimer: Illustration provided by David Evans and Associates, Inc, who has indicated that the information is true and correct. No other warranties are expressed or implied

Source: David Evans and Associates, Inc., March 6, 2024.

Cherry Ave and Victoria St RAISE Grant

Site Plan – Sheet 8
Cherry Avenue (north end)

Figure 3.8-6
PROPOSED CHERRY AVENUE IMPROVEMENTS (6 OF 6)



CONSTRUCTION NOTES

	DESCRIPTION
1	CONSTRUCT TYPE II SLURRY
2	CONSTRUCT 3" OVERLAY
4	CONSTRUCT 7.5" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS
6	CONSTRUCT TYPE 8" PCC CURB AND GUTTER PER CITY OF FONTANA STD. NO. 1000
7	CONSTRUCT TYPE 8" PCC CURB ONLY PER CITY OF FONTANA STD. NO. 1000
9	CONSTRUCT 14' SHARED SIDEWALK/ CLASS 1 BIKE PATH PER CITY OF FONTANA STD. NO. 1006

Disclaimer: Illustration provided by David Evans and Associates, Inc, who has indicated that the information is true and correct. No other warranties are expressed or implied

Source: David Evans and Associates, Inc., March 6, 2024.

Cherry Ave and Victoria St RAISE Grant

Site Plan
Cross Sections – Cherry Avenue

3.8.1.2 Cherry Avenue/New Proposed Segment of Victoria Street to Cherry Avenue/South Highland Avenue

Cherry Avenue – North Bound

- Three through lanes
- 150-foot-long protected merge lane from future PA44 entrance
- One left pocket lane onto South Highland Avenue
- One right pocket lane onto South Highland Avenue
- Lanes vary from 12 to 14 feet wide
- 20-foot-wide raised median
- New traffic signal at the intersection of Cherry Avenue/South Highland Avenue
- Eight-foot-wide Class I bike lane
- Five-foot-wide Class II bike lane
- Six-foot-wide sidewalk
- 12-foot-wide easement

Cherry Avenue – South Bound

- Three through lanes
- One left pocket lane onto Walnut Street
- One right pocket lane onto Victoria Street
- One right pocket lane onto future PA44
- Lanes vary from 12 to 14 feet wide
- 20-foot-wide raised median
- New traffic signal at the intersection of Cherry Avenue/South Highland Avenue
- Six new ADA compliant curb ramps at the intersection of Cherry Avenue/South Highland Avenue
- Eight-foot-wide Class I bike lane
- Five-foot-wide Class II bike lane
- Six-foot-wide sidewalk
- 12-foot-wide easement

3.8.1.3 Cherry Avenue/South Highland Avenue to Cherry Avenue/North Frontage Road

Cherry Avenue North Bound

- Two to three through lanes
- One driveway to future fire training facility
- One right pocket lane onto 210 East bound on ramp
- One left pocket lane onto 210 West bound on ramp
- One left lane from the 210 West bound lane onto Cherry Avenue
- Lanes vary from 12 to 15 feet wide
- 20-foot-wide raised median
- Eight-foot-wide Class I bike lane
- Five-foot-wide Class II bike lane
- Six-foot-wide sidewalk
- 12-foot-wide easement

Cherry Avenue South Bound

- Two to three through lanes

- Two left pocket turn lanes onto South Highland Avenue
- One left turn lane onto the 210 East bound on ramp
- One left turn lane onto the 210 West bound on ramp
- Lanes vary from 12 to 18 feet
- 20-foot-wide raised median
- Eight-foot-wide Class I bike lane
- Five-foot-wide Class II bike lane
- Six-foot-wide sidewalk
- 12-foot-wide easement

3.8.2 Victoria Street

The improvements along Victoria Street would be between just east of the existing Etiwanda Creek Channel (approximately 700 feet west of Kestrel Drive) to its intersection with Cherry Avenue. The detailed street improvements are shown on **Figures 3.8-7** to **3.8-13** and listed below

3.8.2.1 Victoria Street/east of east of Etiwanda Creek Channel to Victoria Street/Cherry Avenue

Victoria Street – East Bound

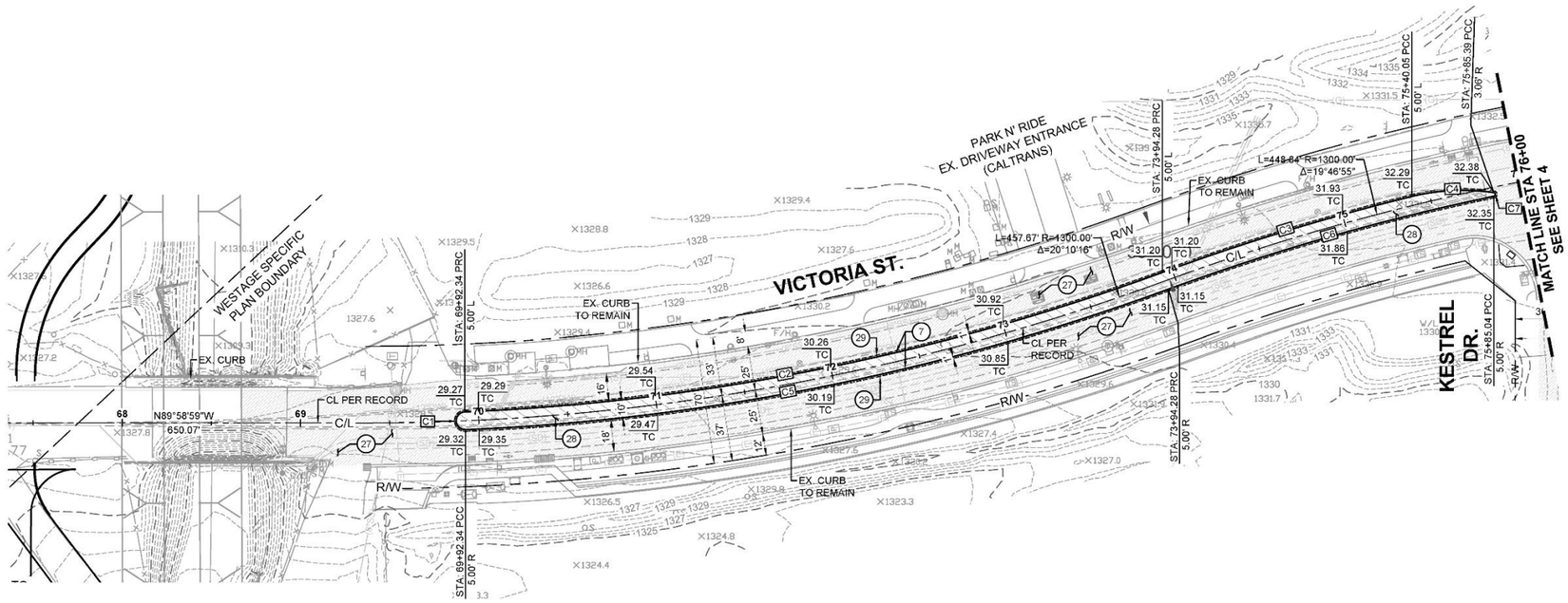
- One through lane
- New proposed intersection at Victoria Street/Kestrel Drive
- New proposed driveway for access to PA51
- One left pocket turn lane onto the proposed driveway for maintenance station
- One left pocket turn lane onto PA 41
- One roundabout at PA 45 access
- Two pocket left turn lanes onto Cherry Avenue
- Lane varies from 13 to 15 feet wide
- 10-foot-wide raised median
- Eight-foot-wide Class I bike lane
- Five-foot-wide Class II bike lane
- Six-foot-wide sidewalk
- 10-foot-wide easement

Victoria Street – West Bound

- One through lane
- New proposed driveway for maintenance station
- One left pocket lane onto Street H
- One right pocket lane onto PA 41
- One roundabout at PA 45 access
- Lane varies from 11 to 15 feet wide
- 10-foot-wide raised median
- Eight-foot-wide Class I bike lane
- Five-foot-wide Class II bike lane
- Six-foot-wide sidewalk
- 10-foot-wide easement

.

Figure 3.8-7
PROPOSED VICTORIA STREET IMPROVEMENTS (1 OF 7)



CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C2	400.39	1295.00	17°42'54"	201.81
C3	146.33	1303.18	6°26'01"	73.24
C4	46.37	120.00	22°08'17"	23.48
C5	403.49	1305.00	17°42'54"	203.37
C6	190.03	1295.00	8°24'27"	95.18
C7	2.79	1.00	159°50'26"	5.63
C1	15.71	5.00	180°00'00"	INFINITY

CONSTRUCTION NOTES	
NO.	DESCRIPTION
7	CONSTRUCT TYPE 8" PCC CURB ONLY PER CITY OF FONTANA STD. NO. 1000
27	NEWLY PAVED AREA PER SEPARATE PLAN, TO REMAIN
28	PAVEMENT TO BE REMOVED
29	SLOT CUT TO A CLEAN STRAIGHT LINE AND REMOVE 12" WIDE MINIMUM EXISTING AC PAVEMENT AS NECESSARY. REFER TO DETAIL ON SHEET 2.

N

Not to Scale

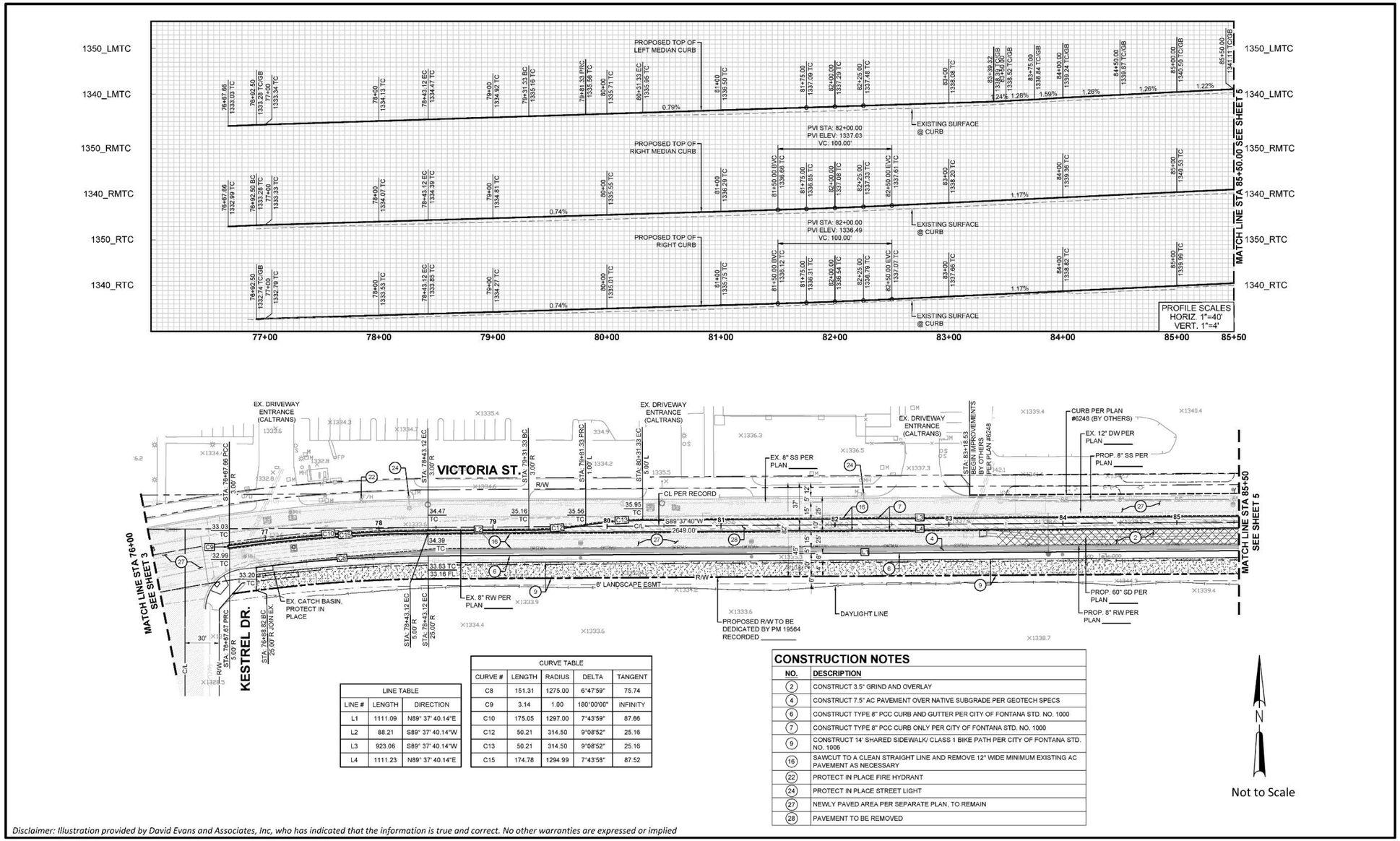
Disclaimer: Illustration provided by David Evans and Associates, Inc, who has indicated that the information is true and correct. No other warranties are expressed or implied

Source: David Evans and Associates, Inc., April 11, 2024.

Cherry Ave and Victoria St RAISE Grant

Site Plan – Sheet 4
Begin Victoria Street

Figure 3.8-8
PROPOSED VICTORIA STREET IMPROVEMENTS (2 OF 7)



LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	1111.09	N89° 37' 40.14"E
L2	88.21	S89° 37' 40.14"W
L3	923.06	S89° 37' 40.14"W
L4	1111.23	N89° 37' 40.14"E

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C8	151.31	1275.00	6°47'59"	75.74
C9	3.14	1.00	180°00'00"	INFINITY
C10	175.05	1297.00	7°43'59"	87.66
C12	50.21	314.50	9°08'52"	25.16
C13	50.21	314.50	9°08'52"	25.16
C15	174.78	1294.99	7°43'58"	87.52

CONSTRUCTION NOTES

NO.	DESCRIPTION
2	CONSTRUCT 3.5" GRIND AND OVERLAY
4	CONSTRUCT 7.5" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS
6	CONSTRUCT TYPE 8" PCC CURB AND GUTTER PER CITY OF FONTANA STD. NO. 1000
7	CONSTRUCT TYPE 8" PCC CURB ONLY PER CITY OF FONTANA STD. NO. 1000
9	CONSTRUCT 14' SHARED SIDEWALK/ CLASS 1 BIKE PATH PER CITY OF FONTANA STD. NO. 1006
16	SAWCUT TO A CLEAN STRAIGHT LINE AND REMOVE 12" WIDE MINIMUM EXISTING AC PAVEMENT AS NECESSARY
22	PROTECT IN PLACE FIRE HYDRANT
24	PROTECT IN PLACE STREET LIGHT
27	NEWLY PAVED AREA PER SEPARATE PLAN, TO REMAIN
28	PAVEMENT TO BE REMOVED

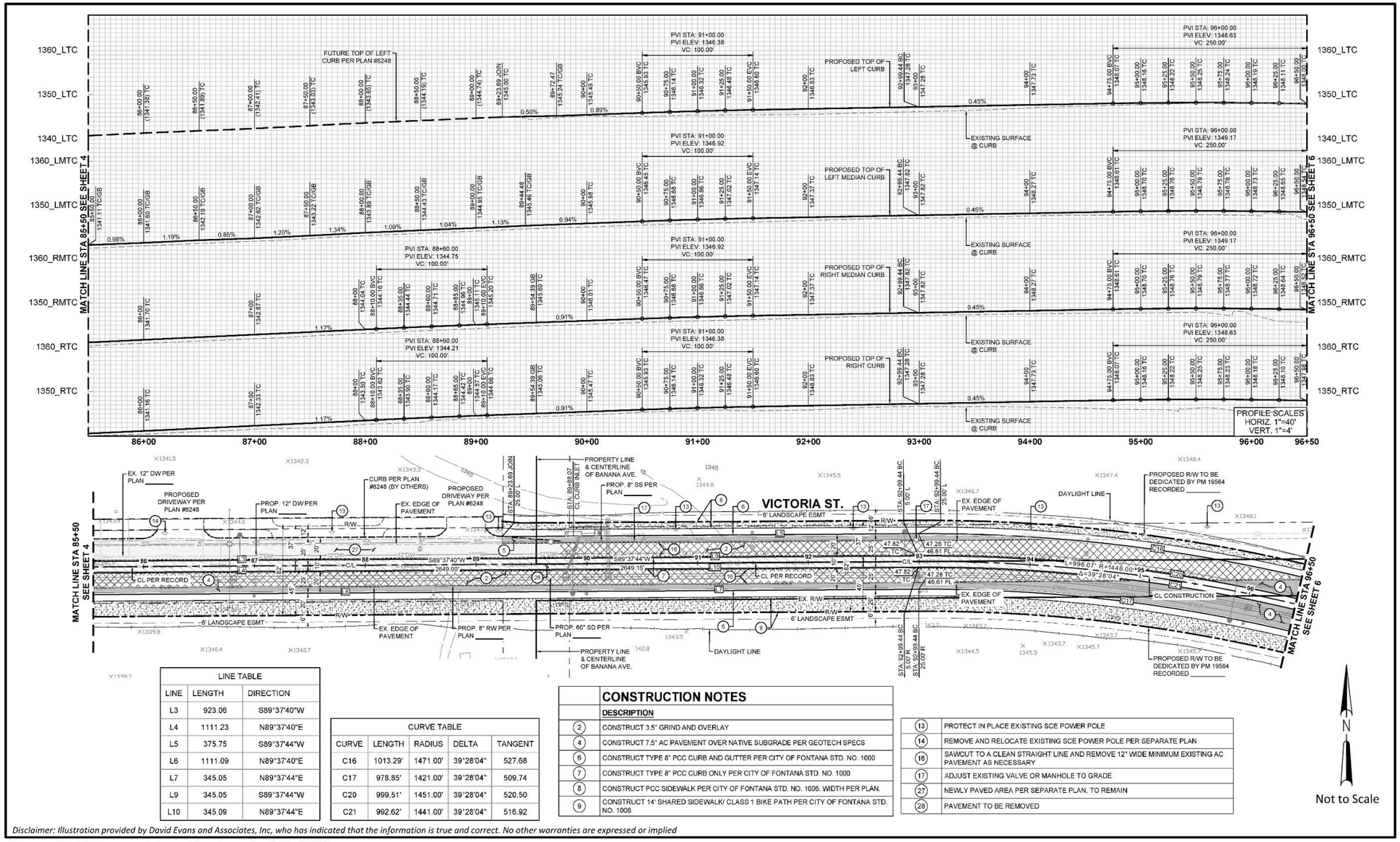
Disclaimer: Illustration provided by David Evans and Associates, Inc, who has indicated that the information is true and correct. No other warranties are expressed or implied

Source: David Evans and Associates, Inc., April 11, 2024.

Cherry Ave and Victoria St RAISE Grant

Site Plan – Sheet 5
Victoria Street from Kestrel Drive

Figure 3.8-9
PROPOSED VICTORIA STREET IMPROVEMENTS (3 OF 7)



LINE TABLE		
LINE	LENGTH	DIRECTION
L3	923.06	S89°37'40"W
L4	1111.23	N89°37'40"E
L5	375.75	S89°37'44"W
L6	1111.09	N89°37'40"E
L7	345.05	N89°37'44"E
L9	345.05	S89°37'44"W
L10	345.09	N89°37'44"E

CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	TANGENT
C16	1013.29'	1471.00'	39°28'04"	527.68
C17	978.85'	1421.00'	39°28'04"	509.74
C20	999.51'	1451.00'	39°28'04"	520.50
C21	992.62'	1441.00'	39°28'04"	516.92

CONSTRUCTION NOTES	
	DESCRIPTION
2	CONSTRUCT 3.5" GRIND AND OVERLAY
4	CONSTRUCT 7.5" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS
6	CONSTRUCT TYPE 8" PCC CURB AND GUTTER PER CITY OF FONTANA STD. NO. 1000
7	CONSTRUCT TYPE 8" PCC CURB ONLY PER CITY OF FONTANA STD. NO. 1000
8	CONSTRUCT PCC SIDEWALK PER CITY OF FONTANA STD. NO. 1006. WIDTH PER PLAN.
9	CONSTRUCT 14' SHARED SIDEWALK/ CLASS 1 BIKE PATH PER CITY OF FONTANA STD. NO. 1006
13	PROTECT IN PLACE EXISTING SCE POWER POLE
14	REMOVE AND RELOCATE EXISTING SCE POWER POLE PER SEPARATE PLAN
16	SAWCUT TO A CLEAN STRAIGHT LINE AND REMOVE 12" WIDE MINIMUM EXISTING AC PAVEMENT AS NECESSARY
17	ADJUST EXISTING VALVE OR MANHOLE TO GRADE
27	NEWLY PAVED AREA PER SEPARATE PLAN, TO REMAIN
28	PAVEMENT TO BE REMOVED

Disclaimer: Illustration provided by David Evans and Associates, Inc, who has indicated that the information is true and correct. No other warranties are expressed or implied

Source: David Evans and Associates, Inc., April 11, 2024.

Cherry Ave and Victoria St RAISE Grant

Site Plan – Sheet 6

Victoria Street: Station 85+50 to 96+50

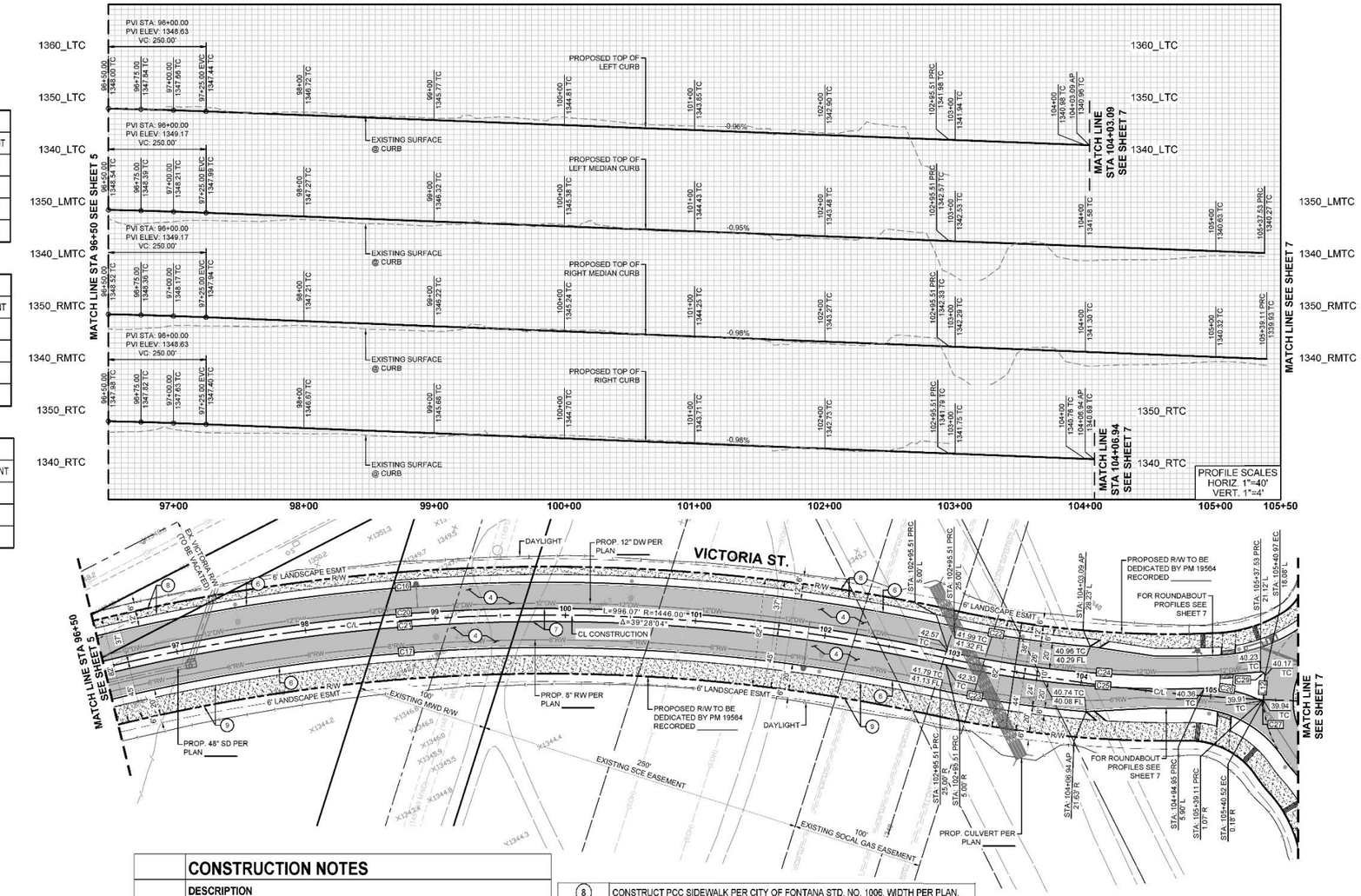
Figure 3.8-10
PROPOSED VICTORIA STREET IMPROVEMENTS (4 OF 7)

LINE TABLE		
LINE #	LENGTH	DIRECTION
L12	18.26	S30° 46' 25.31"W

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C16	1013.29	1471.00	39°28'04.17"	527.68
C17	978.85	1421.00	39°28'04.17"	509.74
C20	999.51	1451.00	39°28'04.17"	520.50
C21	992.62	1441.00	39°28'04.17"	516.92

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C22	105.70	780.00	7°45'52.51"	52.93
C23	113.34	830.00	7°49'26.55"	56.76
C24	241.00	800.00	17°15'37.36"	121.42
C25	200.03	810.00	14°08'57.08"	100.53

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C26	45.10	90.00	28°42'43.84"	23.03
C27	1.97	1.00	112°53'03.68"	1.51
C29	5.18	3.00	98°56'20.51"	3.51



Not to Scale

	CONSTRUCTION NOTES
	DESCRIPTION
4	CONSTRUCT 7.5" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS
6	CONSTRUCT TYPE 8" PCC CURB AND GUTTER PER CITY OF FONTANA STD. NO. 1000
7	CONSTRUCT TYPE 8" PCC CURB ONLY PER CITY OF FONTANA STD. NO. 1000
8	CONSTRUCT PCC SIDEWALK PER CITY OF FONTANA STD. NO. 1006. WIDTH PER PLAN.
9	CONSTRUCT 14' SHARED SIDEWALK/ CLASS 1 BIKE PATH PER CITY OF FONTANA STD. NO. 1006
10	CONSTUCT ADA ACCESS RAMP PER CITY OF FONTANA STD. NO. 1003 AND DETAIL ON SHEET 2

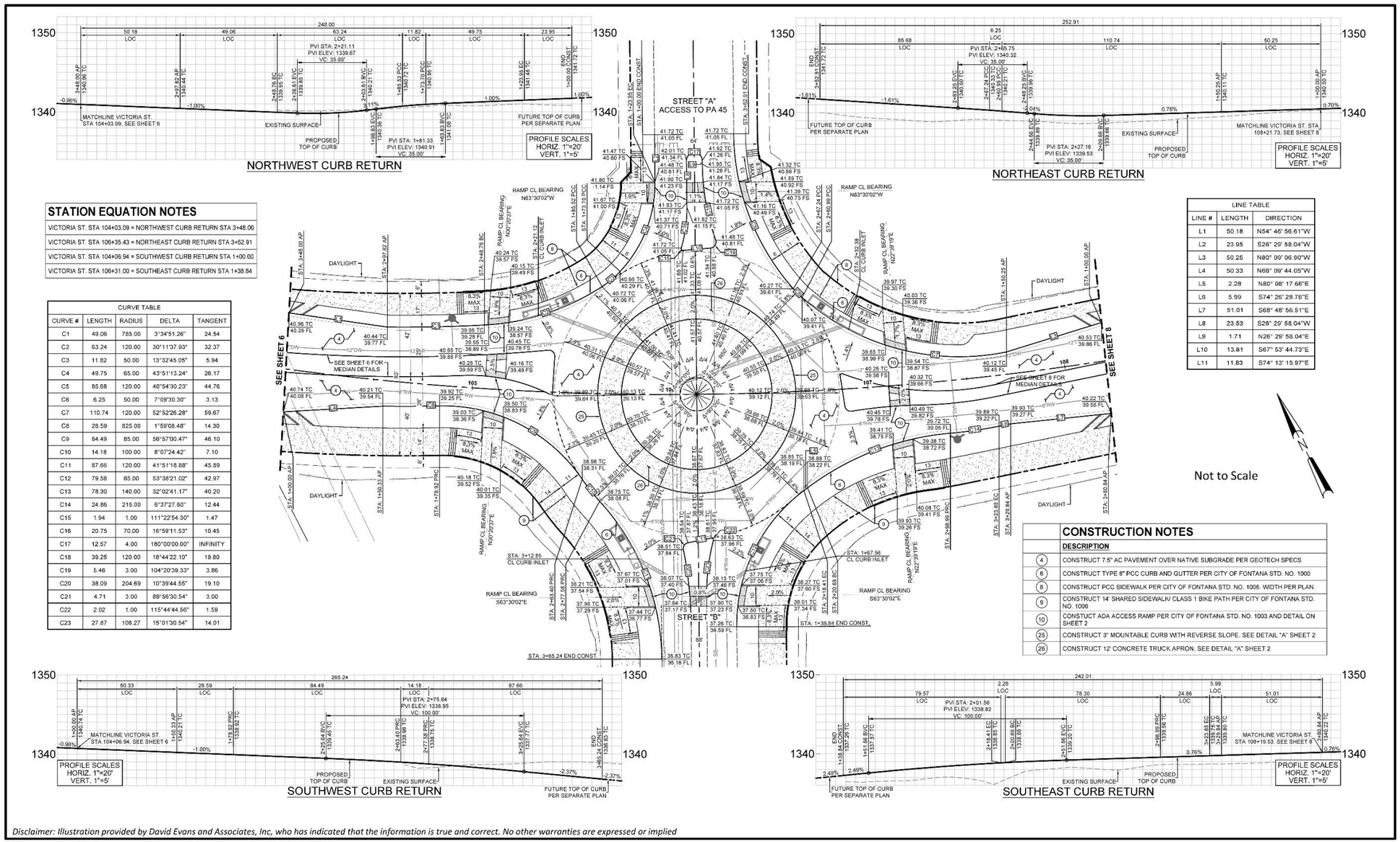
Disclaimer: Illustration provided by David Evans and Associates, Inc, who has indicated that the information is true and correct. No other warranties are expressed or implied

Source: David Evans and Associates, Inc., April 11, 2024.

Cherry Ave and Victoria St RAISE Grant

Site Plan – Sheet 6
Victoria Street: Station 96+50 to 107.50

Figure 3.8-11
PROPOSED VICTORIA STREET IMPROVEMENTS (5 OF 7)



STATION EQUATION NOTES
VICTORIA ST. STA 104+03.09 = NORTHWEST CURB RETURN STA 3+48.00
VICTORIA ST. STA 106+35.43 = NORTHEAST CURB RETURN STA 3+52.91
VICTORIA ST. STA 104+06.94 = SOUTHWEST CURB RETURN STA 1+00.00
VICTORIA ST. STA 106+31.00 = SOUTHEAST CURB RETURN STA 1+38.84

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C1	49.06	785.00	3°34'51.26"	24.54
C2	63.24	120.00	30°11'37.93"	32.37
C3	11.82	50.00	13°32'45.05"	5.94
C4	49.75	65.00	43°51'13.24"	26.17
C5	85.68	120.00	40°54'30.23"	44.76
C6	6.25	50.00	7°09'30.30"	3.13
C7	110.74	120.00	52°52'26.28"	59.67
C8	28.59	825.00	1°59'08.48"	14.30
C9	84.49	85.00	56°57'00.47"	46.10
C10	14.18	100.00	8°07'24.42"	7.10
C11	87.66	120.00	41°51'18.88"	45.89
C12	79.58	85.00	53°38'21.02"	42.97
C13	78.30	140.00	32°02'41.17"	40.20
C14	24.86	215.00	6°37'27.60"	12.44
C15	1.94	1.00	111°22'54.30"	1.47
C16	20.75	70.00	16°59'11.53"	10.45
C17	12.57	4.00	180°00'00.00"	INFINITY
C18	39.25	120.00	18°44'22.10"	19.80
C19	5.46	3.00	104°20'39.33"	3.86
C20	38.09	204.69	10°39'44.55"	19.10
C21	4.71	3.00	89°56'30.54"	3.00
C22	2.02	1.00	115°44'44.56"	1.59
C23	27.87	108.27	15°01'30.54"	14.01

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	50.18	N54° 46' 56.61"W
L2	23.95	S26° 29' 58.04"W
L3	50.25	N80° 09' 06.90"W
L4	50.33	N66° 09' 44.05"W
L5	2.28	N80° 08' 17.66"E
L6	5.99	S74° 26' 28.76"E
L7	51.01	S68° 48' 56.51"E
L8	23.53	S26° 29' 58.04"W
L9	1.71	N26° 29' 58.04"E
L10	13.81	S67° 53' 44.73"E
L11	11.83	S74° 13' 15.97"E

CONSTRUCTION NOTES	
	DESCRIPTION
4	CONSTRUCT 7.5" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS
6	CONSTRUCT TYPE 8" PCC CURB AND GUTTER PER CITY OF FONTANA STD. NO. 1000
8	CONSTRUCT PCC SIDEWALK PER CITY OF FONTANA STD. NO. 1006. WIDTH PER PLAN.
9	CONSTRUCT 14' SHARED SIDEWALK/ CLASS 1 BIKE PATH PER CITY OF FONTANA STD. NO. 1006
10	CONSTUCT ADA ACCESS RAMP PER CITY OF FONTANA STD. NO. 1003 AND DETAIL ON SHEET 2
25	CONSTRUCT 3" MOUNTABLE CURB WITH REVERSE SLOPE. SEE DETAIL "A" SHEET 2
26	CONSTRUCT 12' CONCRETE TRUCK APRON. SEE DETAIL "A" SHEET 2

Disclaimer: Illustration provided by David Evans and Associates, Inc, who has indicated that the information is true and correct. No other warranties are expressed or implied

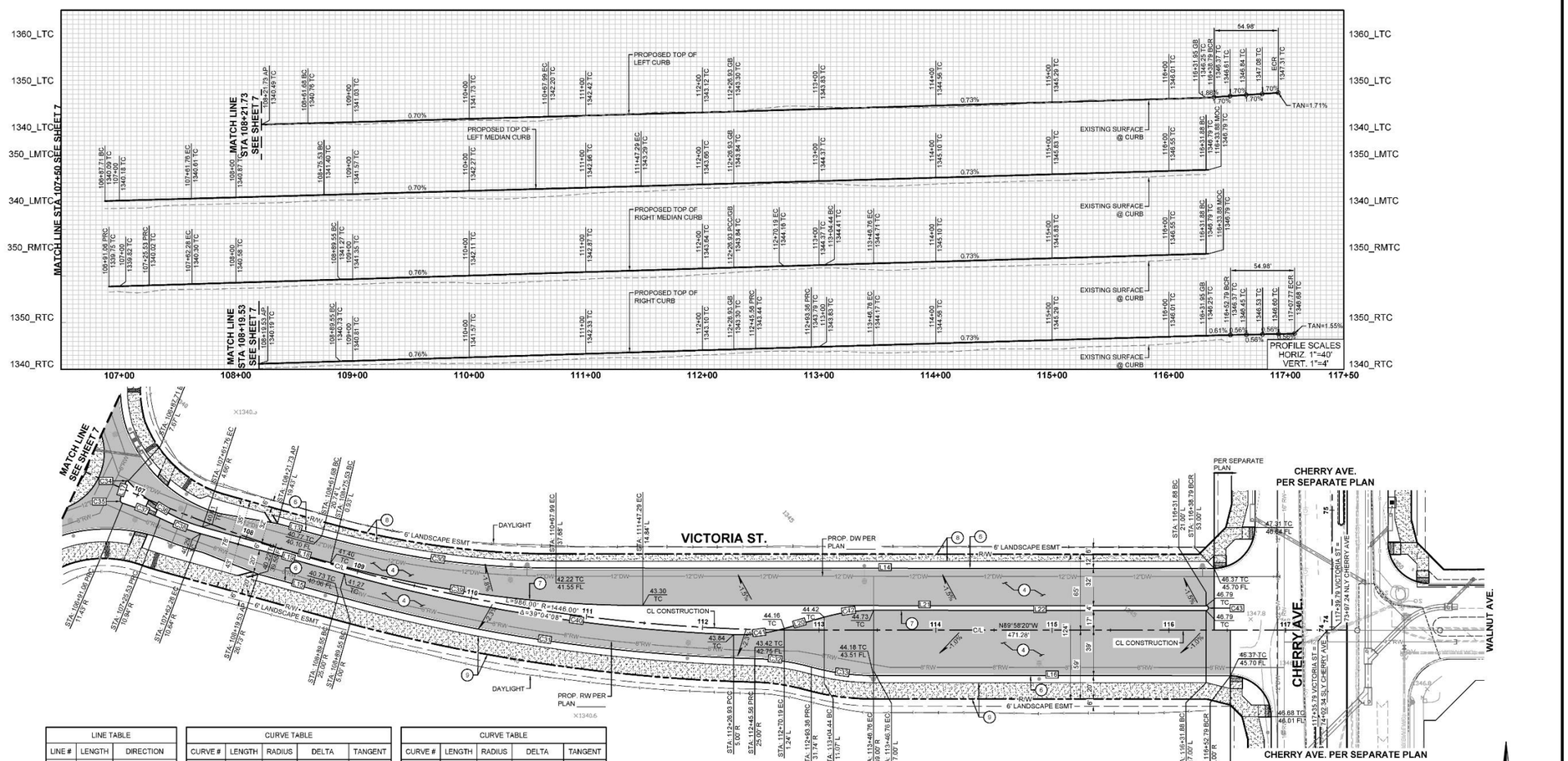
Source: David Evans and Associates, Inc., April 11, 2024.

UltraSystems environmental•management•planning

Cherry Ave and Victoria St RAISE Grant

Site Plan – Sheet 7
Victoria Street Roundabout

Figure 3.8-12
PROPOSED VICTORIA STREET IMPROVEMENTS (6 OF 7)



LINE TABLE		
LINE #	LENGTH	DIRECTION
L13	39.42	S74° 26' 28.76"E
L14	564.48	S89° 58' 19.63"E
L15	71.29	N74° 26' 28.76"W
L16	306.03	N89° 58' 19.63"W
L17	15.46	S18° 03' 58.81"W
L18	114.03	N74° 26' 28.76"W
L19	128.04	S74° 26' 28.76"E
L20	35.61	N74° 04' 39.77"E
L21	483.02	N89° 58' 19.63"W
L22	285.12	S89° 58' 19.63"E

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C30	203.30	750.00	15°31'50.86"	102.28
C31	362.17	1471.00	14°06'23.94"	182.01
C32	49.07	200.00	14°03'31.74"	24.66
C33	54.05	200.00	15°28'59.03"	27.19
C34	2.09	1.00	119°29'03.72"	1.71
C35	4.73	3.00	90°23'19.21"	3.02
C36	75.96	136.05	31°59'24.95"	39.00
C37	34.78	234.38	8°30'06.43"	17.42
C38	37.08	200.00	10°37'18.03"	18.59
C39	271.06	1000.00	15°31'50.86"	136.37

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C40	338.55	1451.00	13°22'05.87"	170.05
C41	43.94	139.00	18°06'45.60"	22.16
C42	42.87	154.00	15°57'00.60"	21.57
C43	6.28	2.00	180°00'00.00"	INFINITY

	CONSTRUCTION NOTES
	DESCRIPTION
1	CONSTRUCT TYPE II SLURRY
4	CONSTRUCT 7.5" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS
6	CONSTRUCT TYPE 8" PCC CURB AND GUTTER PER CITY OF FONTANA STD. NO. 1000
7	CONSTRUCT TYPE 8" PCC CURB ONLY PER CITY OF FONTANA STD. NO. 1000
8	CONSTRUCT PCC SIDEWALK PER CITY OF FONTANA STD. NO. 1006. WIDTH PER PLAN.
9	CONSTRUCT 14' SHARED SIDEWALK/ CLASS 1 BIKE PATH PER CITY OF FONTANA STD. NO. 1006
10	CONSTUCT ADA ACCESS RAMP PER CITY OF FONTANA STD. NO. 1003 AND DETAIL ON SHEET 2

Not to Scale

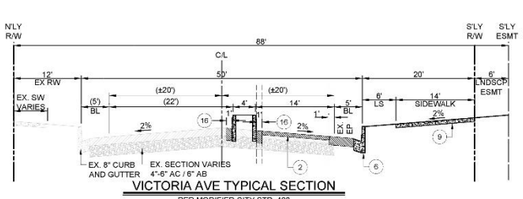
Disclaimer: Illustration provided by David Evans and Associates, Inc, who has indicated that the information is true and correct. No other warranties are expressed or implied

Source: David Evans and Associates, Inc., April 11, 2024.

Cherry Ave and Victoria St RAISE Grant

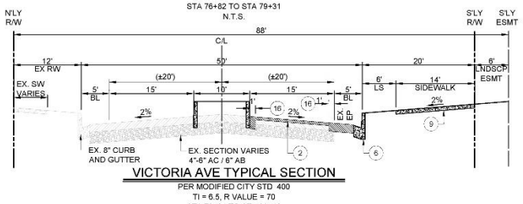
Site Plan – Sheet 8
Victoria Street at Cherry Avenue

Figure 3.8-13
PROPOSED VICTORIA STREET IMPROVEMENTS (7 OF 7)



VICTORIA AVE TYPICAL SECTION

PER MODIFIED CITY STD 400
TI = 6.5, R VALUE = 70
STA 76+82 TO STA 79+31
N.T.S.



VICTORIA AVE TYPICAL SECTION

PER MODIFIED CITY STD 400
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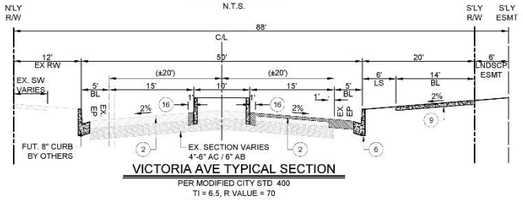
STA 79+31 TO STA 83+18
N.T.S.



VICTORIA AVE TYPICAL SECTION

PER MODIFIED CITY STD 400
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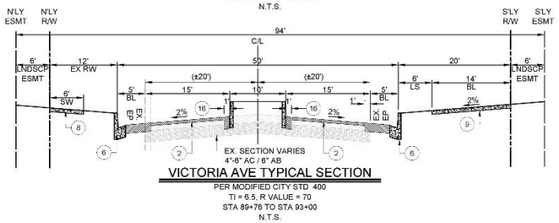
STA 83+18 TO STA 89+76
N.T.S.



VICTORIA AVE TYPICAL SECTION

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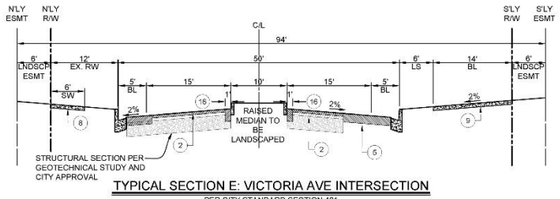
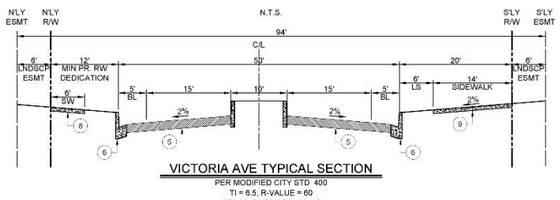
STA 89+76 TO STA 93+00
N.T.S.



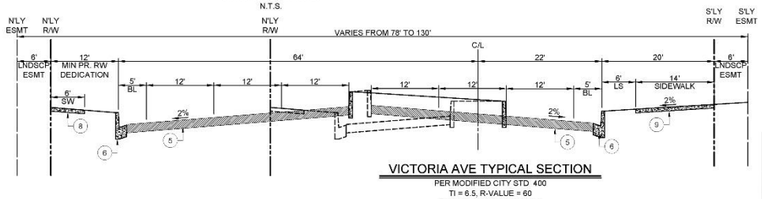
TYPICAL SECTION E: VICTORIA AVE INTERSECTION

PER CITY STANDARD SECTION 401



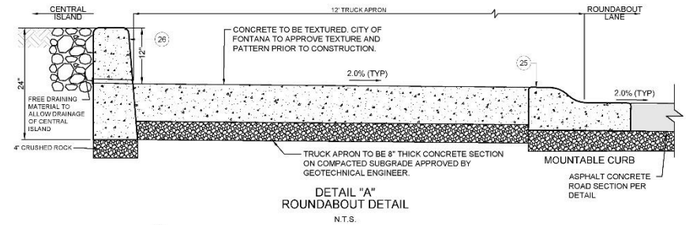
VICTORIA AVE TYPICAL SECTION

PER MODIFIED CITY STD 400
TI = 6.5, R-VALUE = 60
STA 96+50 TO STA 108+25
N.T.S.



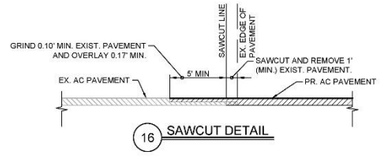
VICTORIA AVE TYPICAL SECTION

PER MODIFIED CITY STD 400
TI = 6.5, R-VALUE = 60
STA 108+25 TO STA 116+50
N.T.S.

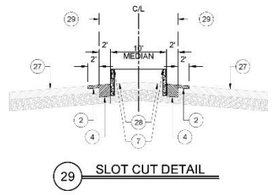


DETAIL "A"
ROUNDABOUT DETAIL

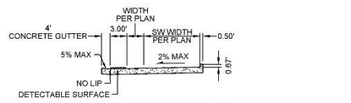
N.T.S.



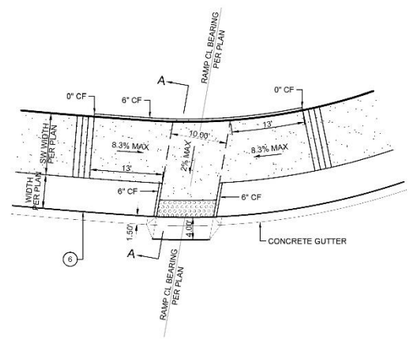
16 SAWCUT DETAIL



29 SLOT CUT DETAIL



CURB RAMP SECTION "A" - "A"



10 CURB RAMP DETAIL

CONSTRUCTION NOTES

NO.	DESCRIPTION	QUANTITY	UNIT
1	CONSTRUCT TYPE II SLURRY		SF
2	CONSTRUCT 3.5" OVERLAY	23,515	SF
3	CONSTRUCT 4" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS		SF
4	CONSTRUCT 7.5" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS		SF
5	CONSTRUCT 9.5" AC PAVEMENT OVER NATIVE SUBGRADE PER GEOTECH SPECS	118,965	SF
6	CONSTRUCT TYPE 8" PCC CURB AND GUTTER PER CITY OF FONTANA STD. NO. 1000	6,850	LF
7	CONSTRUCT TYPE 8" PCC CURB ONLY PER CITY OF FONTANA STD. NO. 1000	9,340	LF
8	CONSTRUCT PCC SIDEWALK PER CITY OF FONTANA STD. NO. 1006. WIDTH PER PLAN.	18,095	SF
9	CONSTRUCT 14' SHARED SIDEWALK/ CLASS 1 BIKE PATH PER CITY OF FONTANA STD. NO. 1006	56,825	SF
10	CONSTUCT ADA ACCESS RAMP PER CITY OF FONTANA STD. NO. 1003	10	EA
11	CONSTRUCT CROSS GUTTER AND SPANDREL PER CITY OF FONTANA STD. NO. 403		SF
12	CONSTRUCT LOCAL DEPRESSION PER CITY OF FONTANA STD. NO. 3003, CASE A		EA
13	PROTECT IN PLACE EXISTING SCE POWER POLE	6	EA
14	REMOVE AND RELOCATE EXISTING SCE POWER POLE PER SEPARATE PLAN	1	EA
15	REMOVE AND RELOCATE EXISTING STREET SIGN PER SEPARATE PLAN		EA
16	SAWCUT TO A CLEAN STRAIGHT LINE AND REMOVE 2' WIDE MINIMUM EXISTING AC PAVEMENT AS NECESSARY	6,655	LF
17	ADJUST EXISTING VALVE OR MANHOLE TO GRADE		EA
18	REMOVE AND RELOCATE EXISTING CULVERT		EA
19	REMOVE EXISTING GUARDRAIL		LF
20	REMOVE AND RELOCATE EXISTING STREET LIGHT PER SEPARATE PLAN		EA
21	REMOVE AND RELOCATE TRAFFIC STRUCTURE		EA
22	PROTECT IN PLACE FIRE HYDRANT	1	EA
23	PROTECT IN PLACE TRAFFIC SIGNAL		EA
24	PROTECT IN PLACE STREET LIGHT	2	EA
25	CONSTRUCT 3" MOUNTABLE CURB WITH REVERSE SLOPE. SEE DETAIL "A" SHEET 3	315	LF
26	CONSTRUCT 12' CONCRETE TRUCK APRON. SEE DETAIL "A" SHEET 3	3,320	SF
27	NEWLY PAVED AREA PER SEPARATE PLAN, TO REMAIN	71,730	SF
28	PAVEMENT TO BE REMOVED	5,850	SF

Disclaimer: Illustration provided by David Evans and Associates, Inc, who has indicated that the information is true and correct. No other warranties are expressed or implied

Source: David Evans and Associates, Inc., April 11, 2024.

Cherry Ave and Victoria St RAISE Grant

Site Plan
Cross Sections – Victoria Street

3.8.3 Approved Project Compared to Modified Project

Table 3.8-1 summarizes the Approved Project features compared to the modified project features. **Table 3.8-2** presents the intersection improvements proposed under the Approved Project compared to the intersection Improvements proposed for the modified project.

Table 3.8-1
IMPROVEMENTS SUMMARY: APPROVED PROJECT COMPARED TO MODIFIED PROJECT

Road	Existing conditions (2024)	Improvements Proposed as part of Approved Project[1]	Modified Project Proposed Improvements
Cherry Avenue	Four-lane rural road without sidewalks, curbs, or gutters (except 1/3-mile segment near Walnut Street)	Major Highway: Six through lanes, Class II bicycle lanes Sidewalks 20-foot raised landscaped median Curb and gutter Right-of-way width 132 feet; plus two easements (12 feet each) where roadway fronts residential uses; total with two easements 156 feet Traffic signals at Highland Avenue and Victoria Street/Walnut Street (existing all-way stops)	• Widen ROW to six through lanes with multiple left and right pocket lanes • Add 10- to 20-foot raised median • Add easement, sidewalk, curb, and gutter • Add traffic signals at two four-way intersections • Add Class I/II bike lanes, or multi-purpose trails • Add lighting • Utility Improvements
Victoria Street	Two-lane rural road without sidewalks, curbs, or gutters (except frontages of Caltrans TMC/EOC and CHP, and Aurora Park)	Modified Collector Two through lanes Class II bicycle lanes Sidewalks 10-foot raised median Realign roadway to intersect Cherry Avenue at Walnut Avenue Curb and gutter Right-of-way width 70 feet Traffic signal at Cherry Avenue/Walnut Avenue	• Widen right-of-way (ROW) to two through lanes • Add 10-foot median • Add sidewalk, curb and gutter • Realign roadway to create four-way intersection • Add Class I/II bike lanes • Pedestrian crossing/signal at trail intersection • Add lighting and roundabout • Utility improvements

[1] Source: JHA Consulting, 2017, pp. 3-46 to 3-49

Table 3.8-2
INTERSECTION IMPROVEMENTS: APPROVED PROJECT COMPARED TO MODIFIED PROJECT

Intersection	Approved Project[1]	Modified Project
Cherry Avenue		

At Baseline Avenue	Provide southbound right turn overlap	• Southbound:
		  • Two left pocket lanes onto Baseline Avenue
		  • One right pocket lane onto Baseline Avenue

At Anchored Center	None	• Southbound: One left pocket lane
At Planning Area 68	None	• Northbound: One left pocket lane • Southbound: one right pocket lane
At Planning Area 67	None	• Southbound: one right pocket lane

At Victoria Street/Walnut Street	Traffic Signal
	Northbound: 2 left turn lanes
	Southbound: right turn lane with overlap
	Southbound: free right turn lane
		• Traffic Signal
		• Northbound:
		  • Two left pocket lanes onto Victoria Street
		  • One right pocket lane onto Walnut Street
		• Southbound:
		  • One left pocket lane onto Walnut Street
		  • One right pocket lane onto Victoria Street

At Highland Avenue	Traffic Signal	• Traffic Signal
		• Northbound:
		  • One right pocket lane onto South Highland Avenue
		• Southbound:
		  • Two left pocket turn lanes onto South Highland Avenue

At North Frontage Road	• Traffic Signal
	• Northbound
	  • left turn lane
	  • right turn overlap
	• Southbound
	  • Two left turn lanes
	  • Through/right turn lane
		• Northbound:
		  • One driveway to future fire training facility
		  • One right pocket lane onto 210 East bound on ramp
		  • One left pocket lane onto 210 West bound on ramp
		  • One left lane from the 210 West bound lane onto Cherry Avenue
		• Southbound:
		  • One left turn lane onto the 210 East bound on ramp
		  • One left turn lane onto the 210 West bound on ramp

Victoria Street		
At Kestrel Drive	None	• New intersection • Eastbound

At PA 51	None	• Eastbound
		  • New driveway
		• Westbound
		  • New driveway

At maintenance station	None	• Eastbound • One left pocket turn lane

Intersection	Approved Project[1]	Modified Project
		• Westbound • New proposed driveway

At PA 41	None	• Eastbound
		  • One left pocket turn lane
		• Westbound
		  • One right pocket lane

At PA 45	None	• Roundabout
At Cherry Avenue	• Eastbound • Build two left turn lanes • Build one thru/right turn lane	• Eastbound • Two pocket left turn lanes

[1] Source: JHA Consulting, 2017, pp. 3-46 to 3-49

3.9 Modified Project Construction

3.9.1 Construction Phasing and Schedule

Construction of the proposed project would be conducted in four segments, listed below.

- Segment A: Cherry Avenue Between Baseline Avenue and Walnut Street
- Segment B: Cherry Avenue Between Walnut Street and South Highland Avenue
- Segment C: Cherry Avenue Between Highland Avenue and North Frontage Road
- Segment D: Victoria Street Between east of the existing Etiwanda Creek Channel and Cherry Avenue

Construction is expected to start in September 2025, take approximately 15 months, and be completed around the end of November 2026 (within the terms of the RAISE Grant). **Table 3.9-1** provides a list of construction activities and estimated schedule/duration of each construction activity.

Table 3.9-1
CONSTRUCTION PHASING: SCHEDULE

Construction Phase	Start date	End date	Duration in days
SEGMENT A: Cherry Avenue Between Baseline Avenue and Walnut Street			
Demolition	**9/16/2025**	9/21/2025	5
Site Preparation	10/10/2025	10/14/2025	4
Grading	10/30/2025	12/12/2025	43
Trenching	4/24/2026	6/1/2026	38
Paving	9/27/2026	10/6/2026	9
Architectural Coating	11/6/2026	11/11/2026	5
SEGMENT B: Cherry Avenue Between Walnut Street and South Highland Avenue			
Demolition	9/22/2025	9/27/2025	5
Site Preparation	10/15/2025	10/19/2025	4
Grading	12/13/2025	1/25/2026	43
Trenching	6/2/2026	7/10/2026	38

Construction Phase	Start date	End date	Duration in days
Paving	10/7/2026	10/16/2026	9
Architectural Coating	11/12/2026	11/17/2026	5
SEGMENT C: Cherry Avenue Between Highland Avenue and North Frontage Road			
Demolition	9/28/2025	10/3/2025	5
Site Preparation	10/20/2025	10/24/2025	4
Grading	1/26/2026	3/10/2026	43
Trenching	7/11/2026	8/18/2026	38
Paving	10/17/2026	10/26/2026	9
Architectural Coating	11/18/2026	11/23/2026	5
SEGMENT D: Victoria Street Between east of the existing Etiwanda Creek Channel and Cherry Avenue			
Demolition	10/4/2025	10/9/2025	5
Site Preparation	10/25/2025	10/29/2025	4
Grading	3/11/2026	4/23/2026	43
Trenching	8/19/2026	9/26/2026	38
Paving	10/27/2026	11/5/2026	9
Architectural Coating	11/24/2026	**11/29/2026**	5
Source: Estimated by UltraSystems Environmental Inc. (UltraSystems) with CalEEMod (Version 2022.1.1.23) (CAPCOA, 2022).			

Construction Equipment and Staging

Construction methods, equipment, and procedures would be typical for road improvement projects. The number of construction workers will vary throughout construction. The type of construction equipment that would be utilized during construction may include but is not limited to cranes, air compressors, backhoe, forklift, bore rig, mechanical pusher/puller, paver, roller, concrete mixer, concrete saw, jackhammer, auger, generator sets, welder and other power tools.

Construction staging for the project would be located on two undeveloped plots of land – one at the northwest intersection of Cherry Avenue and Baseline Avenue (6.58 acres), and the second location at the southeast intersection of Victoria Street and Banana Avenue (4.67 acres). See **Figure 3.1-4**. When necessary, existing roadways would be used as staging areas, as needed. A traffic control plan will be prepared to accommodate the work areas.

3.10 Discretionary Actions

Project Entitlements

- Development Agreement; and
- Other permits of approval, as necessary

Permits and Approvals

Permits and approvals required prior to construction are listed below in **Table 3.10-1**.

Table 3.10-1
LIST OF PERMITS AND APPROVALS REQUIRED FOR THE PROJECT

Agency	Required Permit and/or Agreements
State	
CalTrans District 8	Approval of NEPA Technical Studies and Environmental Review Documentation Construction and Encroachment Permit (under SR-210)
State Historic Preservation Officer (SHPO)	Letter of Concurrence on Eligibility, No Adverse Effect without Standard
California Public Utilities Commission (CPUC)	Approval of Utility Corridor permits
Regional	
Santa Ana Regional Water Quality Control Board	Issuance of a General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (National Pollution Discharge Elimination System [NPDES] permit)
Metropolitan Water District (MWD)	Grant of Easement
Local	
County of San Bernardino Flood Control District	Construction and Encroachment permit
City of Fontana	Construction and Encroachment permit Approval of Expanded Rights-of-way Approval for Relocation of Conflicting Underground Utilities
Others	
Southern California Edison	License Agreement, permit or approval letter
Southern California Gas Company	License Agreement, permit or approval letter
San Gabriel Valley Municipal Water District	License Agreement, permit or approval letter

4.0 ENVIRONMENTAL CHECKLIST

The environmental factors checked below would be potentially affected by this project, involving at least one impact that would represent a new significant environmental effect, a substantial increase in the severity of a significant impact previously identified, or new information of substantial importance, as indicated by the checklist on the following pages.

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

Determination (To Be Completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

☒ I find that the amended project has previously been analyzed as part of an earlier CEQA document. Minor additions and/or clarifications are needed to make the previous documentation adequate to cover the project which are documented in this ADDENDUM to the earlier CEQA document (CEQA § 15164).

Signature	Date
Printed Name	Title

4.1 Aesthetics

4.1.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Views/Scenic Vistas (Impact 4.A-1): Implementation of the Approved Specific Plan (Previous Approved Project) would incrementally obstruct views of and across the site over time. With maximum structural heights ranging between 35 and 60 feet (without rooftop architectural features) throughout the various Planning Areas, mid-range and long-distance views generally would be partially or completely obstructed by buildout of proposed uses.

The City of Fontana identifies a number of scenic corridors within the City, several of which are located within the project area. The east-west corridors of Baseline Avenue and Highland Avenue, the north-south corridor of Cherry Avenue, and the elevated freeway corridors of I-15 and SR-210 are considered significant view corridors within the project area, as they afford long-distance views of scenic resources such as the San Gabriel and San Bernardino Mountains to the north, east, and west, and the Jurupa Hills to the south. While implementation of the proposed Specific Plan would partially or completely obstruct certain views of and across the site, views of these identified scenic resources from designated view corridors would generally be maintained along the roadway corridors. Specifically, views of the San Gabriel Mountains to the north and Jurupa Hills to the south would be preserved along Cherry Avenue's north-south alignment, while views of the San Bernardino Mountains to the east and San Gabriel Mountain foothills to the west would be maintained along the east-west alignment of Baseline Avenue and Highland Avenue.

Additionally, given the elevated location of the I-15 and SR-210 corridors, views of scenic resources from these highway segments would not be substantially reduced. Future development of proposed uses within the Specific Plan area could reduce or eliminate views of scenic resources from certain areas within and adjacent to the project site. However, significant views of the San Gabriel Mountains, San Bernardino Mountains, and Jurupa Hills would generally be at least partially preserved along City-designated view corridors. As such, impacts to scenic vistas resulting from implementation of the modified project would be less than significant (PCR, 2015a, pp, 4.A-16 and -17).

- ***Approved Project Determination: Less Than Significant Impact.***

Westgate Specific Plan FEIR Mitigation Measure: None Required.

Visual character or quality of the site and its surroundings (Impact 4.A-2): The Previous Approved Project Area, with the exception of developed portions of the Specific Plan area such as Falcon Ridge Town Center and Caltrans Southern Regional Lab, lacks notable scenic features such as natural landforms or vegetation, urban development with consistent design elements, landscaping, or other visually pleasing characteristics, the visual quality of the site is considered relatively low (PCR, 2015a, p. 4.A-1). No designated state or county scenic highways exist in the vicinity of the Approved Project site. In addition, it is anticipated that future development associated with the previous Approved Project would result in an improvement in the visual character of the area, and a less than significant impact is anticipated, and no mitigation is required (PCR, 2015a, pp. 4.A-17 – 4.A-18).

Construction

The vast majority of the WSP project site is vacant. Therefore, the existing condition generally does not contribute to the visual quality or aesthetic value of the area. Future construction of proposed uses would require site clearing and grading activities within each affected Planning Area, followed by trenching/utility installation and street and building construction. Construction activities would occur intermittently throughout implementation of the proposed Specific Plan, with market forces determining the timing and location of each development project. Construction activities at any one location would be temporary and would therefore only result in impacts for the duration of construction within that particular Planning Area. Nonetheless, given the undeveloped nature of the Approved Project area, short-term adverse visual character impacts could occur during temporary construction activities as equipment, materials, personnel, temporary structures (contractor trailers), worker vehicles, and other features would be located on the development site. While site clearing and grading, as well as the placement of construction equipment, vehicles, materials, and other visually unappealing features on the project site, could detract from the visual character of the project site, this impact is not considered significant due to the disturbed nature of the project site and lack of notable visual features onsite. Furthermore, construction fencing with visual screening would be installed around the perimeter of all construction areas, thereby minimizing the potential for substantial adverse aesthetic/visual character impacts during construction activities (PCR, 2015a, pp. 4.A-17).

Operations

The WSP FEIR stated that the vast majority of the Approved Project site is characterized by disturbed, undeveloped land that was historically used for vineyards or other agricultural activities, and therefore very few structures currently exist onsite. However, for clarification the Approved Project site is actually still active agricultural land currently used as an organic vineyard and there are no structures onsite except for Falcon Ridge Town Center and the Caltrans Southern Regional Lab. The site also generally lacks aesthetic improvements such as landscaping or other visual buffers. Implementation of the proposed Specific Plan would result in the long-term, incremental development of urban uses within the various Planning Areas, which would fundamentally change the visual character of the Approved Project site. However, future development pursuant to the Specific Plan would be consistent with applicable policies of the General Plan Community Design Element that encourage new development that exhibits unified and visually cohesive urban design elements. Development of future uses in accordance with the various Specific Plan development standards and design guidelines, therefore, would represent an improvement in visual quality relative to the existing vacant, undeveloped condition of the majority of the Approved Project site. Thus, despite the conversion of vacant land to urban uses, development of proposed uses would serve to improve the overall visual character of the Approved Project site since the Specific Plan includes development standards and design guidelines that ensure visually cohesive and attractive urban design patterns within the various Planning Areas. As discussed previously, these development standards and design guidelines regulate allowable uses, structural heights, setbacks, wall/fence features, landscaping, signage, and lighting throughout the Specific Plan area, which precludes the potential for incompatible or inconsistent development patterns or urban designs. The City identifies five scenic roadway corridors within the Approved Project area, including Baseline Avenue, Highland Avenue, Cherry Avenue, and the I-15 and SR-210 corridors. The proposed Specific Plan, consistent with the City's General Plan, includes extensive streetscape and landscape improvements along all roadways within the Plan area, including Baseline Avenue, Highland Avenue, and Cherry Avenue. These improvements would serve to meet the intent of the General Plan for these scenic

thoroughfares and provide visual relief along the affected segments of the roadways, consistent with the existing and proposed surrounding development. Furthermore, landscape screening would be provided along the Approved Project boundaries adjacent to the I-15 and SR-210 freeway corridors to provide visual relief for future development in adjacent Planning Areas, which would reduce visual quality impacts along the freeway alignments (PCR, 2015a, pp. 4.A-17 – 4.A-18).

Overall, since all development within the Specific Plan boundaries would be required to comply with the Specific Plan development standards and design guidelines, which would represent an aesthetic improvement relative to existing site conditions, and designated scenic roadway corridors would be improved with landscaping and other design treatments, implementation of the Plan would result in improved overall visual character relative to existing conditions. The WSP FEIR stated that despite the conversion of the Approved Project site from vacant land to urban uses, the proposed Specific Plan would result in less than significant operational visual character impacts (PCR, 2015a, p. 4.A-18).

- ***Approved Project Determination: Less Than Significant Impact.***

Westgate Specific Plan FEIR Mitigation Measure: None Required.

New Sources of Light and Glare (Impact 4.A-3):

Construction

Lighting needed during project construction could generate light spillover in the vicinity of the project including residential uses to the south and east. However, construction activities would occur primarily during daylight hours and any construction-related illumination would be used for safety and security purposes only, in compliance with FMC light intensity requirements. Construction lighting also would last only as long as needed in the finite construction process. Thus, with the implementation of existing FMC regulations, artificial light associated with construction activities would not significantly impact residential uses, substantially alter the character of off-site areas surrounding the construction area or interfere with the performance of an off-site activity. Therefore, artificial light impacts associated with construction would be less than significant.

Construction activities are not anticipated to result in large expanses of flat, shiny surfaces that would reflect sunlight or cause other natural glare. Therefore, less than significant construction-related impacts with respect to reflected sunlight and natural glare are anticipated.

Operation

Artificial Light

Implementation of the proposed Specific Plan over the long-term would incrementally increase the relatively low levels of ambient light under the existing conditions. Light-sensitive land uses in the area include residential uses along Baseline Avenue, Highland Avenue, Cherry Avenue, Lytle Creek Road, and Summit Drive. New light sources within the Specific Plan area would include light from windows of residential structures and retail uses (and to a lesser extent office uses given typical business hours), outdoor architectural lighting, parking lot lighting, and sign-related lighting, as well as light from streetlights, vehicles traveling along on-site and adjacent roadways, and security lighting. Such lighting has the potential to create a "glow" effect within and around the project area, including adjacent residential neighborhoods, and result in an overall increase ambient light in the

area. This increase in ambient lighting, however, is not expected to interfere with activities in on-site or adjacent residential neighborhoods, as they already would be subject to similar lighting conditions. As noted previously, up to 20.0 acres of business park uses within Planning Area 24 could be replaced with high density residential uses, which could result in additional light sources within the residential portions of the planning area. However, the effect of the incremental increase in light sources associated with the residential uses would be negligible in the context of the overall development pattern in the area, which would include indoor and outdoor lighting and intervening structures and vegetation that would limit light-related impacts to adjacent uses.

Exterior lighting would also include lighting provided at vehicle entry points and areas of circulation; points of entry into buildings; along the exterior façades of buildings; and other outdoor areas (e.g., parks, paseos, common open space areas) for both architectural highlighting and security purposes. Lighting for security purposes would occur from dusk to dawn to ensure the safety of residents, employees, and visitors. Lighting would primarily consist of a mix of standard incandescent light fixtures, as well as various types of efficient/low energy fixtures. Lighting would be designed and strategically placed to minimize glare and light spill onto adjacent properties. Specifically, any pole-mounted light fixtures located on-site or within the adjacent public rights-of-way would be shielded and directed towards the areas to be lit and away from adjacent sensitive uses. In addition, all project lighting would comply with the FMC and/or the Specific Plan requirements listed above that have been established to limit light spill on light-sensitive (residential) uses.

Based on the above, with adherence to the Specific Plan lighting guidelines and any other applicable FMC regulations, lighting associated with the project would not substantially alter the character of the off-site areas surrounding the project site and would not interfere with the performance of an off-site activity. Impacts attributable to project-induced artificial lighting would be less than significant.

Glare

Daytime glare can result from sunlight reflecting from a shiny surface that would interfere with the performance of an off-site activity, such as the operation of a motor vehicle. Reflective surfaces can be associated with window glass and polished surfaces, such as metallic or glass curtain walls and trim. Glare generation within the project vicinity is limited, as surrounding development consists predominately of low- rise residential and commercial buildings that generally lack large expanses of glass or other reflective materials. Glare-sensitive uses in the project area include single-family residential uses located to the south and east of the project site, and no glare-sensitive uses are currently located within the project area. Future development would be subject to the Specific Plan development standards and design guidelines, which include provisions for architectural design (including window design/placement), types of building materials, and landscape screening, and would therefore minimize glare impacts to adjacent or other off-site land uses. Given the nature of future uses and associated design requirements, glare impacts are anticipated to be less than significant.

- ***Approved Project Determination: Less than Significant Impact.***

Westgate Specific Plan FEIR Mitigation Measures: None Required.

4.1.2 Summary of Approved Project versus Modified Project Impacts

The modified project's potential impacts on aesthetics and visual resources have been evaluated in light of the present environmental regulatory setting. The modified project would be similar to the previous Approved Project because it would be consistent with the requirements of the City's General Plan and Municipal Code. The project is not located in the vicinity of a designated State or County scenic highway and therefore would not impact scenic resources associated with a designated scenic highway. The modified project consists of roadway improvements and would include streetlights and traffic signals. New lighting installed as a result of project implementation would conform to the requirements of the City's Municipal Code (Chapter 30) and the Community Design Element of the General Plan as appropriate, to reduce the potential for light and/or glare effects to occur. Therefore, impacts associated with project implementation would be similar to those of the previous Approved Project and no additional significant impacts beyond those identified for the previous Approved Project would occur.

4.1.3 Modified Project Analysis and Conclusions

The following checklist responses compare the previous Approved Project analyzed under the adopted WSP FEIR with the project as described in this document and analyze the potential impacts resulting from the development of the modified project.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Have a substantial adverse effect on a scenic vista?			**X**	
b) Substantially damage scenic resources, including, but not limited to, trees, outcroppings, and historic buildings within a state scenic highway?			**X**	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

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

Less than Significant Impact/No Changes or New Information

The project is located within the Westgate Specific Plan (WSP) area. The WSP EIR details that the Specific Plan area lacks any notable scenic features such as natural landform or vegetation (PCR, 2015a, p. 4.A-1). However, the city considers views of the San Gabriel and San Bernardino Mountains to the north, east, and west, and the Jurupa Hills to the south to be significant scenic vistas (PCR, 2015a, p. 4.A-16). Photos of the project site and surrounding area are depicted in **Figure 4.1-1** below. The modified project would consist of street improvements along Victoria Street and Cherry Avenue, and a new route for Victoria Street. The project would not develop any above-ground structure like a building that could significantly impact scenic vistas. Therefore, no new significant impacts to scenic vistas would occur.

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

Less than Significant Impact/No Changes or New Information

There are no official state scenic highways within or adjacent to the project site. The nearest officially designated state scenic highway to the project site is State Route 2 (SR-2), approximately 18 miles to the northwest (Caltrans, 2022) (refer to **Figure 4.1-2** below). Due to the distance from SR-2, project development would have no impacts on trees, rock outcroppings and historic buildings within a state scenic highway. No new impact would occur.

Figure 4.1-1
VIEWS SURROUNDING THE PROJECT SITE

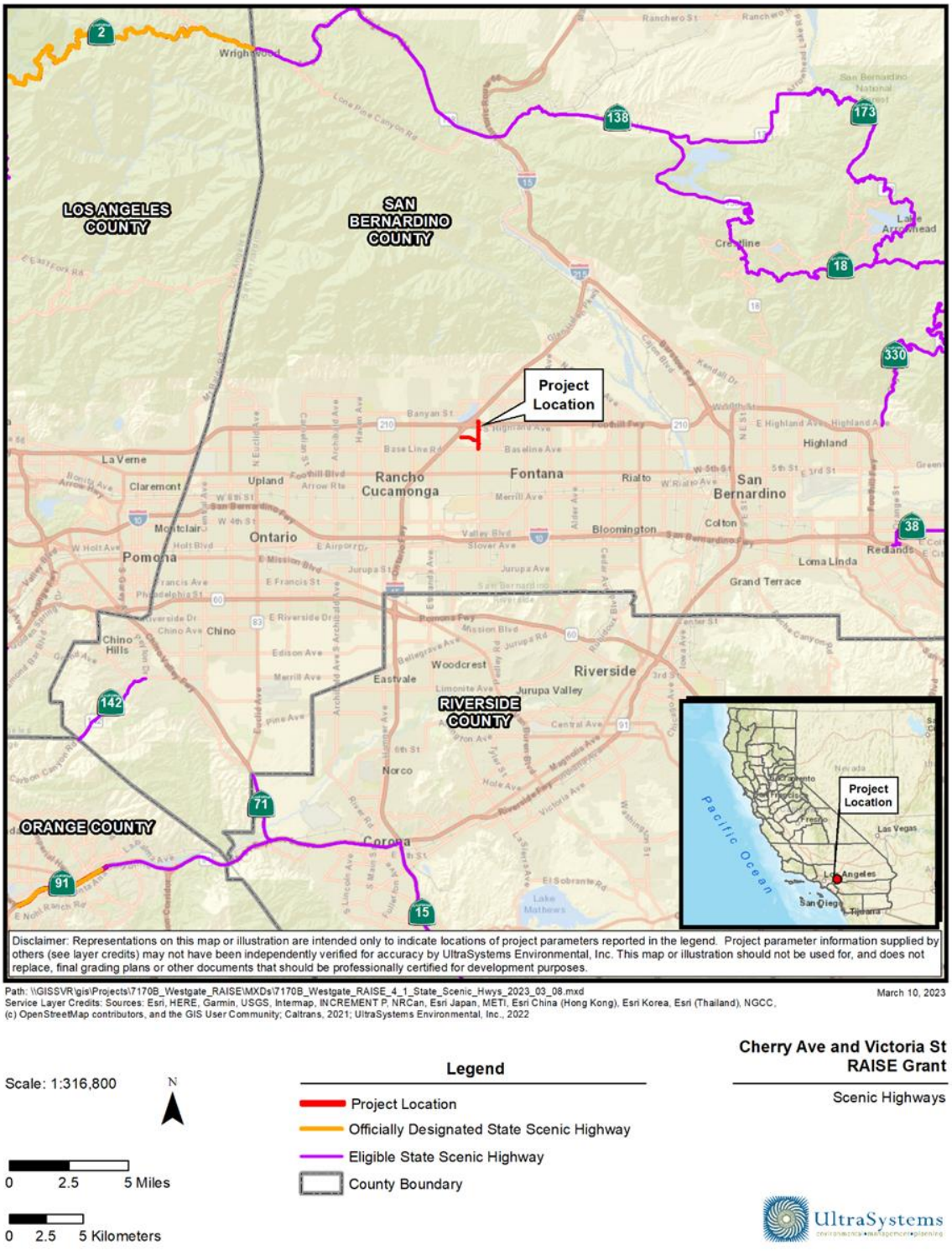
Photo 9: Middle section of existing Victoria Street, looking west.

Photo 10: Victoria Street and Kestral Drive, looking east to public utility corridor.

Photo 11: Victoria Street and Kestral Drive, looking west.

Photo 12: Victoria Street at Etiwanda Canal bridge, looking east.

Figure 4.1-2
SCENIC HIGHWAYS



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

Less than Significant Impact/No Changes or New Information

The modified project site is located within a partially developed portion of the city. Therefore, the analysis discusses whether the project would substantially degrade the existing visual character or quality of public views of the site and its surroundings. A future Fire Station #80 with accompanying monument sign is planned at the northeast intersection of Cherry Avenue and South Highland Avenue is accounted for in this analysis (City of Fontana, 2023b). The modified project would provide street improvements to Victoria Street and Cherry Avenue. As detailed in **Section 3.0**, Project Description, the existing roads were built in the 1950s and are deteriorated. The modified project would re-pave the roads, which would improve the aesthetics of the area. Additionally, as mentioned in **Threshold 4.1a**, the project would not develop any structure that could significantly impact public views of the site and its surroundings. Therefore, no new significant impact would occur.

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

Less than Significant Impact/No Changes or New Information

The modified project would install street lighting. Lighting for project construction and operation would comply with the requirements of the City's Municipal Code. Specifically, the project would be required to comply with City of Fontana Municipal Code § 30-260, *Lighting and Glare*, which states, "all lights shall be directed and/or shielded to prevent the light from adversely affecting adjacent residential or commercial properties. No structure or feature shall be permitted which creates adverse glare effects" (City of Fontana Municipal Code, 2022). Therefore, impacts from a new source of substantial light or glare would be less than significant and no new impact would occur.

4.2 Agriculture and Forestry Resources

4.2.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Agricultural and Forestry Resources (Impact 4.B.1): The WSP FEIR stated that the "area is not currently being utilized for significant agricultural operations, although a large portion of the project site was historically used for vineyards. Furthermore, no other agricultural production occurs in the areas surrounding this specific plan area." However, for clarification, the Approved Project site is actually still active agricultural land currently used as an organic vineyard.

As discussed in the certified WSP FEIR, under Section E, Significant and Unavoidable Environmental Impact, it was concluded that the development of the Approved Project would accelerate the conversion of agricultural lands and loss of agricultural uses in the City and the region. The loss of agricultural lands would therefore be considered significant, even with the implementation of applicable mitigation measures. Loss of these lands would also be considered cumulatively considerable from a regional perspective (PCR, 2015a, p. ES-8).

According to the Farmland Mapping and Monitoring Program (FMMP), the WSP area contains approximately 444 acres of Unique Farmland, 104 acres of Grazing Land, 105 acres of Urban and Built Up Land, and 312 acres of Other Land.

The CDC's Land Evaluation and Site Assessment (LESA) Model is composed of six different factors, which evaluated the Approved Project lands. Two Land Evaluation (LE) factors are based upon measures of soil resource quality. Four Site Assessment (SA) factors provide measures of a project site's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands intended to measure social, economic, and geographic attributes that contribute to the overall value of agricultural land (PCR, 2015a, p. 4.B-9).

Based on the evaluation in the LESA worksheets, the final score for the Approved Project was 53.54 points out of a possible 100 points, with a LE score of 24.29, and a SA score of 29.25. The total LESA score was between 40 and 59 points, which is considered significant only if LE and SA sub-scores are each greater than or equal to 20 points. As both of the scores associated with the LE factors or the SA factors were above the threshold of 20 points, the WSP DEIR indicated that the implementation of the Approved Project would have a significant and unavoidable impact on farmland and agricultural resources (PCR, 2015a, p. 4.B-9).

- ***Approved Project Determination: Significant and Unavoidable Environmental Impact.***

Westgate Specific Plan FEIR Mitigation Measures:

No.	Mitigation Measure
B-1	Prior to future project approval, for the on-site land that is mapped as Unique Farmland, the project proponent shall allow agricultural activities to continue or resume on such farmland for a period of time as long as practicable until development of such land pursuant to the project, thereby allowing agricultural use up to and until the land is prepared for development and/or development-related activities pursuant to the project.
B-2	Prior to issuance of a grading or building permit, whichever occurs first, the project proponent shall complete of one or more of the following measures to mitigate the loss of agricultural land before conversion:

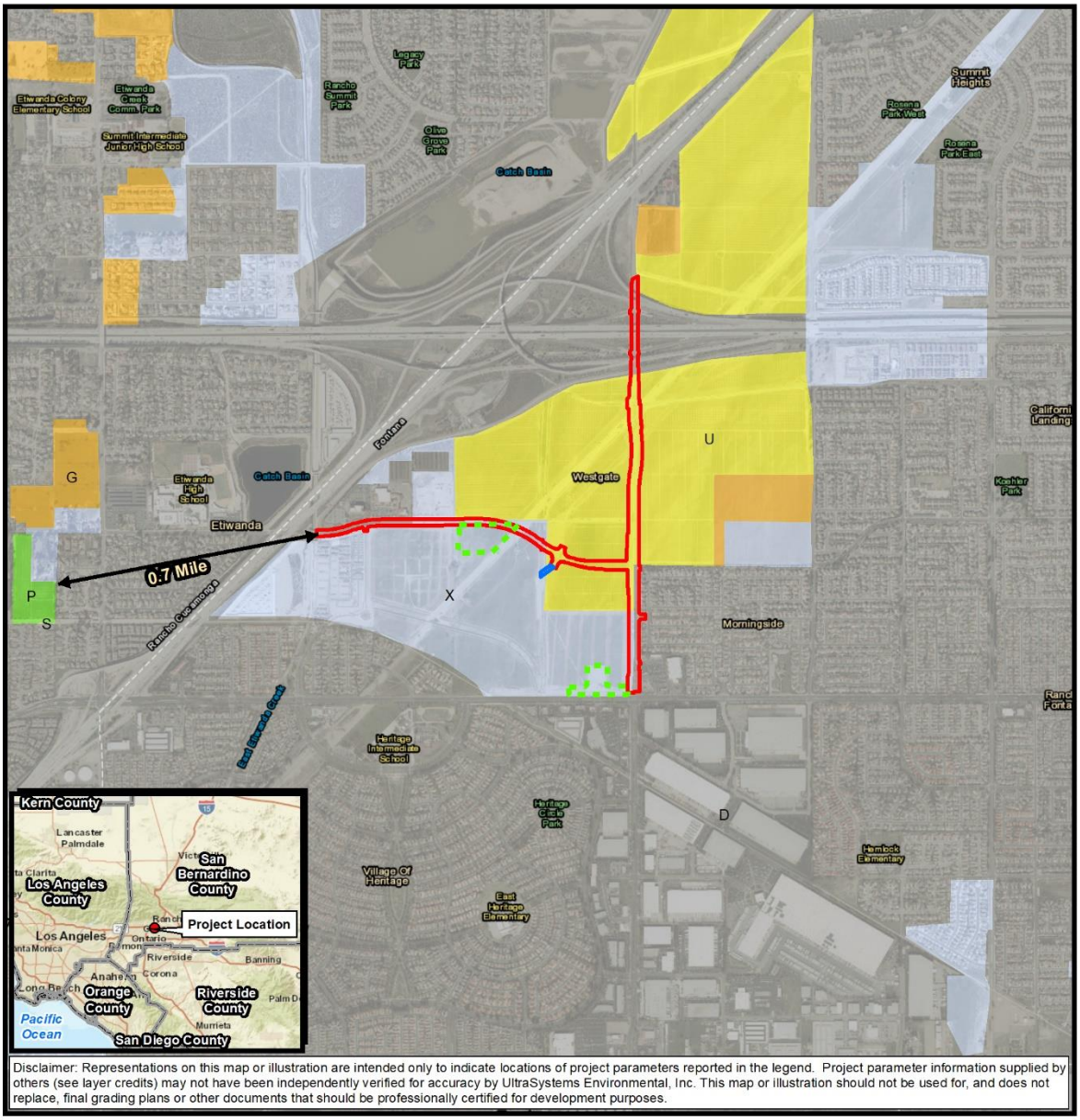
No.	Mitigation Measure
	• For on-site land that is mapped as Unique Farmland, the project proponent shall make displaced topsoil available to less productive agricultural lands in the surrounding region, including on similarly mapped agricultural land within San Bernardino County or within the San Joaquin Valley (San Joaquin, Stanislaus, Merced, Fresno, Madera, Kings, Tulare, or Kern County). Such dispersion of displaced topsoil can add productivity and yield to other farmland; • For on-site land that is mapped as Unique Farmland and designated in the project as Open Space/Utility Corridor totaling approximately 43 acres, subject to existing utility easements and restrictions and City trails and setbacks, preserve such land for agricultural uses; and • For on-site land that is not mapped as Unique Farmland or other farmland designation and is designated in the project as Open Space/Utility Corridor totaling approximately 44 acres, subject to existing utility easements and restrictions and City trails and setbacks, dedicate such land for agricultural uses.

Source: PCR, 2015a, p. 4.B-11

4.2.2 Summary of Approved Project versus Modified Project Impacts

The modified project's potential impacts on agriculture and forestry resources have been evaluated in light of the present environmental regulatory setting. As discussed in **Section 4.2.1** above, the WSP FEIR concluded that the Previous Approved Project would cause significant and unavoidable impacts on farmland and agricultural resources. As a result of prime farmland, unique farmland, or farmland of statewide importance within the Approved Project boundaries being developed, significant and unavoidable impacts would occur. Therefore, the City of Fontana previously prepared a Statement of Overriding Considerations in accordance with Section 15093 of the CEQA Guidelines relating to Agriculture and Forestry Resources pertaining to the Previous Approved Project. The Westgate Specific Plan contains approximately 444 acres of Unique Farmland, 104 acres of Grazing Land, 105 acres of Urban and Built-Up Land, and 312 acres of Other Land. (PCR, 2015a, p. 4.B-2). About 15.93 acres of the project site is mapped as Unique Farmland on the California Important Farmland Finder (CIFF) maintained by the Division of Land Resource Protection (DLRP, 2024). Of that 15.93 acres, 5.58 acres of that is already paved/developed, leaving approximately 10.38 acres of Unique Farmland that would be affected by this project The impacts on agricultural resources from the modified project would remain significant and unavoidable.

Figure 4.2-1
IMPORTANT FARMLANDS



4.2.3 Modified Project Analysis and Conclusions

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			**X**	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			**X**	

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

Less than Significant Impact/No Changes or New Information

As shown in **Figure 4.2-1**, 15.93 acres of the project site is mapped as Unique Farmland on the California Important Farmland Finder (CIFF) maintained by the Division of Land Resource Protection (DLRP, 2024). Of that 15.93 acres, 5.58 acres of that is already paved/developed, leaving approximately 10.38 acres of Unique Farmland that would be affected by this project. The 10.38 acres

is only 2.3 percent of the 444 acres of Unique Farmland in the WSP that was already approved for conversion to non-agricultural use. The City of Fontana previously adopted a "Statement of Overriding Considerations" for the significant and unavoidable impact of the WSP development in this area of the proposed project alignment. The proposed project implements part of the WSP. The Statement of Overriding Considerations adopted by the City of Fontana for the WSP therefore applies to the project site. No additional impacts on agriculture or forestry resources would occur. Certified EIR mitigation measures **B-1** and **B-2** would be implemented as part of modified project implementation.

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

No Impact

No portion of the City of Fontana is currently under a Williamson Act contract (PCR, 2015a, p. 4.B-3). Zoning along Victoria Street and the majority of Cherry Avenue is Specific Plan (SP). The section of Cherry Avenue to the south of Victoria Street is zoned as Specific Plan (SP) and, along the east side, Single-Family Residential (R-1) and General Commercial (C-2). Modified project development would not conflict with any existing agricultural zoning. Therefore, there would be no conflict with existing zoning for agricultural use or a Williamson Act contract, and no new impact would occur.

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

No Impact

Zoning along Victoria Street and the majority of Cherry Avenue is Specific Plan (SP). The section of Cherry Avenue to the south of Victoria Street is zoned as Specific Plan (SP) and, along the east side, Single-Family Residential (R-1) and General Commercial (C-2). Modified project development would not conflict with existing zoning or cause the rezoning of forest land, timberland, or timberland-zoned timberland production. No new impact would occur.

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

No Impact

There are no forest lands present on the project site. Therefore, modified project development would not cause any loss of forest land, or conversion of forest land to a non-forest use, and no new impact would occur.

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

Less than Significant Impact/No Changes or New Information

The modified project would cause a significant impact to Unique Farmland. However, the City of Fontana issued a Statement of Overriding Considerations as part of the Certified FEIR. No forest land is present on the modified project site and development would not convert any such land to other uses. Therefore, no new changes would occur.

4.3 Air Quality

4.3.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Air Quality Plan Conflicts. (Impact 4.C-1): Implementation of the WSP would result in a less than significant impact related to the Congestion Management Plan but since the approved WSP contemplated substantially higher development intensity than was included in the originally adopted 1996 WSP, the approved WSP would exceed the growth projections for the project site contained in the City's General Plan. It would also not be consistent with the projections in the 2012 Air Quality Management Plan (AQMP). Adherence to South Coast Air Quality Management District (SCAQMD) rules and regulations, General Plan policies, and implementation of applicable WSP Final EIR Mitigation Measures C-1 through C-21 would reduce this impact, but not to a less than significant level. This impact would remain significant and unavoidable (PCR, 2015a, pp. 4.C-38 to 4.C-40).

- ***Approved Project Determination: Significant and Unavoidable Impact.***

Violation of Air Quality Standards. (Impact 4.C-2): Implementation of the WSP would potentially violate air quality standards or contribute substantially to an existing or projected air quality violation. Maximum regional construction emissions would exceed the SCAQMD daily significance thresholds, resulting in potentially significant short-term impacts, and regional operational emissions would exceed the SCAQMD daily significance threshold at completion of Phase I and at buildout. Adherence to SCAQMD rules and regulations, General Plan policies, and implementation of applicable WSP Final EIR Mitigation Measures C-1 through C-21 would reduce this impact, but not to a less than significant level. This impact would remain significant and unavoidable (PCR, 2015a, pp. 4.C-40 to 4.C-49).

- ***Approved Project Determination: Significant and Unavoidable Impact.***

Cumulative Pollutant Increases (Impact 4.C-3): Implementation of the WSP would potentially result in a cumulatively considerable net increase of nonattainment criteria pollutants. Adherence to SCAQMD rules and regulations, General Plan policies, and implementation of applicable WSP Final EIR Mitigation Measures C-1 through C-21 would reduce this impact, but not to a less than significant level. This impact would remain significant and unavoidable (PCR, 2015a, pp. 4.C-49 to 4.C-50).

- ***Approved Project Determination: Significant and Unavoidable Impact.***

Exposure to Substantial Pollutant Concentrations (Impact 4.C-4): Implementation of the WSP would potentially expose sensitive receptors to substantial pollutant concentrations. Onsite construction emissions from future development pursuant to the proposed Specific Plan could potentially cause or contribute to locally significant air quality impacts as they would potentially exceed the SCAQMD localized significance thresholds (LSTs) for nitrogen oxides (NO_X) and particulate matter less than 10 micrometers (PM_{10}). Thus, localized construction impacts of Phase I future projects could potentially exceed the LSTs. Onsite operational sources of emissions would be relatively minimal and would be required to comply with SCAQMD rules and permitting requirements as applicable. Onsite operational emissions are not expected to exceed the SCAQMD localized thresholds for NO_X, PM_{10}, and particulate matter less than 2.5 micrometers ($PM_{2.5}$). Thus, localized operational impacts associated with project implementation would not exceed the LSTs and impacts would be less than significant. The WSP would not contribute to the formation of carbon monoxide (CO) hotspots and would result in less than significant impacts with respect to CO hotspots.

Construction activities would not expose nearby sensitive receptors to substantial or long-term toxic air contaminant (TAC) emissions. Therefore, construction would result in a less than significant impact. Operation would not expose off-site sensitive receptors to substantial sources of TAC emissions. Therefore, operation would result in a less than significant impact on offsite receptors. Operation would potentially locate onsite sensitive receptors near freeways (I-15 and I-210), which may expose onsite sensitive receptors to substantial sources of motor vehicle TAC emissions. Therefore, operation would result in a potentially significant impact on onsite receptors. Mitigation is provided to ensure that future developments pursuant to the proposed Specific Plan do not locate within the separation distance recommended in the California Air Resources Board (ARB) *Air Quality and Land Use Handbook* or that dispersion modeling is performed to assess health impacts for future projects that do locate sensitive land uses within the recommended separation distance.

- ***Approved Project Determination: Significant and Unavoidable Impact.***

Odors (Impact 4.C-5): Implementation of the WSP would not create objectionable odors affecting a substantial number of people. Future development pursuant to the WSP consists of residential, commercial, educational, and recreational uses that are not expected to be a source of offsite odor complaints. In addition, the project is not located near any sources of odors identified by the SCAQMD handbook. Therefore, construction of the WSP would have a less than significant impact.

- ***Approved Project Determination: Less Than Significant Impact.***

Westgate Specific Plan FEIR Mitigation Measures:

The following air quality mitigation measures in the Final EIR are relevant to the modified project.

No.	Mitigation Measure
C-1	To minimize potential construction-period VOC impacts, the City shall require future projects to use architectural coatings which meet the SCAQMD "super-compliant" VOC standard of <10 g/L, if readily available from commercial suppliers.
C-2	During project construction, the City shall require internal combustion engines/construction equipment operating on future project sites greater than five acres to meet the following: • At least 50 percent of construction equipment greater than 250 hp, which are on-site for 6 or more consecutive work days, shall meet Tier 3 emissions standards or better and be outfitted with BACT devices (e.g., Level 3 diesel emissions control devices) certified by CARB. • Post-January 1, 2016, in additional *[sic]* to the Tier 3 standards specified above, an additional 20 percent or more of construction equipment greater than 250 hp, which are on-site for 6 or more consecutive work days, shall meet Tier 4 and be outfitted with BACT devices (e.g., Level 3 diesel emissions control devices) certified by CARB. • A copy of each unit's certified tier specification and BACT documentation shall be available for inspection during construction. The contractor(s) shall monitor and record compliance for each project construction phase and document efforts undertaken to increase the use of compliant off-road vehicles, such as but not limited to bid solicitation documents, fleet registration of successful vendor(s), etc.
C-2a	During project construction, the City shall require diesel-fueled on-road haul trucks importing or exporting soil or other materials to and from the project site to meet the USEPA model year 2007 or newer on-road emissions standards. A copy of each unit's certified emissions standard documentation shall be available during construction activities.

No.	Mitigation Measure
C-3	Construction contractors supplying heavy duty diesel equipment, greater than 50 hp, will be encouraged to apply for AQMD SOON funds. Information including the AQMD website will be provided to each contractor which uses heavy duty diesel for on-site construction activities.
C-4	All construction vehicles shall be prohibited from idling in excess of five minutes, both on- and off-site.
C-5	All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.
C-6	General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions by implementing the following construction measures: • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site. • Reroute construction trucks away from congested streets or sensitive receptor areas. • Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM_{10} generation. • Improve traffic flow by signal synchronization. • Require the use of electricity from power poles rather than temporary diesel [or] gasoline powered generators.
C-7	The City shall require future projects to comply with the following SCAQMD Applicable Rule 403 (Fugitive Dust) Measures: • Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more). • Water active sites at least three times daily (locations where grading is to occur will be thoroughly watered prior to earthmoving). • All trucks hauling dirt, sand, soil, or other loose materials are to be covered, or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) Section 23114 (freeboard means vertical space between the top of the load and top of the trailer). • Cease grading during periods when winds exceed 25 miles per hour. • Pave construction access roads at least 100 feet onto the site from main road. • Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. • Stockpiled dirt may be covered with a tarp to reduce the need for watering or soil stabilizers.
C-8	The City shall require future projects greater than five acres to conduct individual localized impact analysis using dispersion modeling. If such analysis produces significant impacts, with respect to the SCAQMD air quality standards, future projects must mitigate impacts on the extent possible utilizing approved mitigation measures such as those outlined in Mitigation Measures C-1 through C-7.
C-13	The City shall require future residential, commercial, and industrial projects [to] promote the expanded use of renewable fuel and low-emission vehicles by including the following project components: provide preferential parking for ultra-low emission, zero-emission, and alternative-fuel vehicles; and provide electric vehicle charging stations within the development. Future multi-family residential, commercial, and industrial projects shall be required to provide parking spaces capable of supporting future installation of electric vehicle charging stations consistent with the CALGreen code Tier 1 standards.
C-14	The City shall require future projects to provide linkages and connections to adjacent off-site trails, walkways, and other pedestrian commuting routes.

No.	Mitigation Measure
C-16	Prior to future project approval, plans demonstrating that residential units are to be located a minimum of 200 feet from the nearest right of way of Interstate 15 or State Route 210 and that the units would be equipped with high-efficiency air filters shall be submitted to the City for review and approval. Residential units located within 500 feet from the closest right of way of Interstate 15 or State Route 210 shall be equipped with high-efficiency air filters with a rating of MERV 8 or better.
C-17	Prior to future project approval, plans shall demonstrate that sensitive uses are to be located a minimum separation distance from light industrial and commercial uses, as recommended in the CARB *Air Quality and Land Use Handbook*. For future projects that result in sensitive uses within the recommended separation distance, an analysis, such as a project-level health risk assessment, shall demonstrate compliance with the SCAQMD health risk thresholds of significance or are mitigated to the extent feasible.
C-18	Residential, commercial, and industrial buildings, where appropriate and applicable, shall be required to be constructed with solar-ready rooftops that provide for the future installation of on-site solar photovoltaic (PV) or solar water heating (SWH) systems.
C-19	Future implementing projects with residential, commercial, or industrial buildings or on-site paved surface areas, where appropriate and applicable, shall be required to be constructed with cool roofing or cool pavement materials that would at a minimum meet the CALGreen code Tier 1 standards.
C-20	Future implementing projects with residential and commercial buildings, where appropriate and applicable, shall be required to install Energy Star-rated or equivalent appliances.
C-21	Tenants of future implementing projects shall be encourage [d] to use water-based or low VOC cleaning products. Information on water-based or low VOC cleaning products can be obtained from the following sources: • South Coast Air Quality Management District: http://www.aqmd.gov/home/programs/business/business-detail?title=low-voc-cleaning-materials-equipment-list, • California Air Resources Board: http://www.arb.ca.gov/research/indoor/cleaning_products_fact_sheet-10-2008.pdf, • U.S. Environmental Protection Agency: http://www.epa.gov/greenhomes/protectingyourhealth.htm.

Source: PCR, 2015a, pp. 4.C-67 to 4.C-70.

4.3.2 Summary of Approved Project versus Modified Project Impacts

The modified project's potential impacts on air quality have been evaluated considering the present environmental regulatory setting. The modified project would be compatible with the Westgate SP. Since the Westgate SP encompasses 924 acres, the modified project site is a small portion of the Approved Project size. Therefore, impacts due to modified project development would be similar to those of the previously approved project. No additional significant impacts beyond those identified for the previously approved project would occur.

4.3.3 Modified Project Analysis and Conclusions

The following checklist responses compare the Approved Project with the modified project, and analyze impacts resulting from modified project development.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			**X**	
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			**X**	

The Approved Project included improvements to the affected segments of Cherry Avenue and Victoria Street including widening Cherry Avenue to a Major Highway (six lanes with bicycle lanes sidewalks and a raised median); and widening Victoria Street to a Modified Collector (two lanes with bicycle lanes sidewalks and a raised median. The improvements proposed in the modified project are generally similar to those proposed in the Approved Project. Exceptions include combining Class I (off-road) bicycle paths and sidewalks into multiuse trails; and addition of turn lanes for turns onto proposed local roadways within the WSP area.

The Certified EIR concluded that the following air quality impacts of the Approved Project would be significant and unavoidable: conflict with an air quality plan; violation of air quality standards; cumulative pollutant increases; and exposure to substantial pollutant concentrations. The Certified EIR also concluded that impacts regarding objectionable odors would be less than significant (see further discussion above in Section 4.3.1).

The modified project implements the circulation improvements proposed for Cherry Avenue and Victoria Street with certain changes specified above in Section 3. Emissions of criteria pollutants from project construction would be below regional thresholds and impacts would thus be less than significant. Project operation would not generate vehicle trips and thus would not generate emissions of criteria pollutants or air toxics. Operational impacts would be less than significant.

Sensitive Receptors

Some people, such as individuals with respiratory illnesses or impaired lung function because of other illnesses, persons over 65 years of age, and children under 14, are particularly sensitive to certain pollutants. Facilities and structures where these sensitive people live or spend considerable amounts of time are known as sensitive receptors. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours (Chico and Koizumi, 2008, p. 3-2). Commercial and industrial facilities are not included in the definition of sensitive receptor, because employees typically are present for shorter periods of time, such as eight hours.

The nearest sensitive receptors to the project site are single-family residences immediately east of Cherry Avenue and southwest of the intersection of Victoria Street and Kestrel Drive.

Impacts Analysis

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

Less Than Significant Impact/No Changes or New Information

Determination in Westgate Specific Plan EIR

Analysis for Impact 4.C-1 found that, despite implementation of applicable WSP Final EIR Mitigation Measures C-1 through C-21, potential impacts from the WSP would remain **significant and unavoidable.**

New Information

Since the 2015 WSP Final EIR, the SCAQMD adopted two new AQMPs. The current is the 2022 AQMP (SCAQMD, 2022b). The 2022 AQMP also develops projections for achieving air quality goals and on reducing ozone by limiting the emissions of NO_x, which is a key reactant in ozone formation. The modified project would not change the WSP EIR determination that emissions associated with development in the WSP have been considered in the forecasts presented.

The South Coast 2016 AQMP, discussed above, incorporated land use assumptions from local general plans and regional growth projections developed by the SCAG to estimate stationary and mobile air emissions associated with projected population and planned land uses. If the proposed land use is consistent with the local general plan, then the impact of the project is presumed to have been accounted for in the AQMP. This is because the land use and transportation control sections of the AQMP are based on the SCAG regional growth forecasts, which incorporate projections from local general plans. The General Plan land use designations along Victoria Street include Medium Density Residential (R-M), Multi Family Medium/High Residential (R-MFMH), Public Utility (P-UC), and General Industrial (I-G) (City of Fontana, 2022a). The General Plan land use designations along Cherry Avenue include General Commercial (C-G), Single Family Residential (R-SF), Medium Density Residential (R-M), and Multi Family Medium/High Residential (R-MFMH) (City of Fontana, 2022a). The zoning designation along these portions of the project is Westgate Specific Plan (WSP) (City of Fontana, 2022b). The proposed project would comply with the City's General Plan and Zoning designations. Therefore, no General Plan amendment or Zone Change is required. The land use would

continue to be consistent with the local plans and the impacts of the project are still accounted for in the AQMP.

Another measurement tool in evaluating consistency with the AQMP is to determine whether a project would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecasted in the AQMP and how the project would accommodate the expected increase in population or employment. The project would not create an increase in population and overall vehicle miles traveled (VMT) which would be included in the growth rates forecasted in the AQMP.

Additionally, to assist in implementing the AQMP, projects must not create regionally significant emissions of regulated pollutants from either short-term construction or long-term operations. The SCAQMD (SCAQMD, 2019) has developed criteria in the form of emissions thresholds for determining whether emissions from a project are regionally significant. They are useful for estimating whether a project is likely to result in a violation of the NAAQS and/or whether the project is in conformity with plans to achieve attainment. SCAQMD's significance thresholds for criteria pollutant emissions during construction activities and project operation are summarized in **Table 4.3-3**. A project is considered to have a regional air quality impact if emissions from its construction and/or operational activities exceed the corresponding SCAQMD significance thresholds.

Table 4.3-3
SCAQMD THRESHOLDS OF SIGNIFICANCE

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Note: lbs = pounds.
Source: SCAQMD, 2023.

Regional Construction Emissions

Construction activities for road widening are anticipated to occur from September 2025 to November 2026, and street light installation is anticipated from March 2026 to November 2026.

Construction for road widening would have four phases:

- Grubbing/Land Clearing
- Grading/Excavation
- Drainage/Utilities/Sub-Grade
- Paving

Construction of traffic signals and street lights would have six construction phases:

- Demolition
- Site Preparation
- Grading
- Construction
- Paving
- Architectural Coating

Table 4.3-4 and **Table 4.3-5** show the project schedule used for the air quality analysis. This schedule was also utilized in the analyses of GHG emissions (see **Section 4.8)**, and noise (see **Section 4.13**).

Table 4.3-4
CONSTRUCTION SCHEDULE FOR ROAD WIDENING

Construction Phase	Start	End
Grubbing/Land Clearing	September 16, 2025	October 29, 2025
Grading/Excavation	October 30, 2025	April 23, 2026
Drainage/Utilities/Sub-Grade	April 24, 2026	September 25, 2026
Paving	September 26, 2026	November 30, 2026

Source: Estimated by UltraSystems with CalEEMod Version 2022.1.1.23. See **Appendix B.**

Table 4.3-5
CONSTRUCTION SCHEDULE FOR TRAFFIC SIGNAL AND STREET LIGHTS

Construction Phase	Start	End
Demolition	March 16, 2026	April 13, 2026
Site Preparation	April 14, 2026	May 11, 2026
Grading	May 12, 2026	June 22, 2026
Construction	June 23, 2026	September 21, 2026
Paving	September 22, 2026	November 2, 2026
Architectural Coating	November 3, 2026	November 30, 2026

Source: Estimated by UltraSystems Environmental Inc. (UltraSystems) with CalEEMod (Version 2022.1.1.23) (CAPCOA, 2022).

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the project site) would be the largest sources of NO_X emissions. The quantity of emissions generated daily would vary, depending on the amount and types of construction activities occurring at the same time.

Estimated criteria pollutant emissions from the project's onsite and offsite project construction activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.23 (CAPCOA, 2022). CalEEMod is a planning tool for estimating emissions related to land

use projects. Model-predicted project emissions are compared with applicable thresholds to assess regional air quality impacts. CalEEMod defaults were used for off-road and on-road construction traffic inputs.

As shown in **Table 4.3-6** and **Table 4.3-7,** construction emissions would not exceed SCAQMD regional thresholds. Therefore, the project's short-term regional air quality impacts would be **less than significant**. Refer to **Appendix B** of this document for air quality calculations.

Table 4.3-6
CONSTRUCTION EMISSIONS FOR ROAD WIDENING

Construction Activity	Maximum Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Emissions, 2025	3.3	28.9	32.3	3.25	1.46
Maximum Emissions, 2026	3.14	26.7	32.5	3.13	1.34
SCAQMD Significance Thresholds	*75*	*100*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod Version 2022.1.1.23. **See Appendix B**.

Table 4.3-7
MAXIMUM DAILY REGIONAL CONSTRUCTION EMISSIONS FOR THE STREET LIGHTS AND THE TRAFFIC SIGNAL

Construction Activity	Maximum Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Emissions, 2026	2.35	37.0	28.7	22.4	4.66
SCAQMD Significance Thresholds	*75*	*100*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod Version 2022.1.1.23. See **Appendix B**.

Although regional construction emissions will be less than significant, the construction contractor will still have to comply with SCAQMD rules. Such compliance, because it applies to all construction projects, does not constitute mitigation. The City will incorporate into construction contracts those best available control measures under Ruel 403 that directly apply to the project. These will include, but are not limited to:

- Stabilizing soil piles.
- Limiting the height of stockpiles within 100 yards of offsite occupied buildings to eight feet.
- Applying water to soil piles and areas of active soil disturbance.
- Maintaining at least six inches of freeboard on haul vehicles and covering the vehicles before they leave the site.

In addition, the City will place in construction contracts a requirement that all architectural coatings used in road construction and maintenance contain VOC contents that do not exceed the limits of Table of Standards 1 of Rule 1113.

Regional Operational Emissions

The modified project proposes: (1) street improvements, including widening of roads, realigning roadways, adding medians, sidewalks, curbs, gutters, Class I/II bike lanes; (2) improving the utility infrastructure; (3) traffic signals at four-way intersections, pedestrian crossings, one roundabout, and street lighting. The purpose of the proposed project is to accomplish the following specific objectives:

- To further establish this proposed project as being viable transportation corridors within the WSP.
- To facilitate increases in the public's use of active transportation travel modes.
- To enhance the safety and mobility for non-motorized users.
- To advance efforts to achieve greenhouse gas reduction goals.
- To enhance public health via the facilitation of increased public use of active transportation travel modes.
- To serve as a viable contributor to City policies and physical improvements designed to promote safety and mobility enhancement.
- To preserve emergency response times within the WSP alleviating roadway deficiencies.

Since the project is about the improvement of the existing roads, there will not be an increase in traffic. The project would not create a new transportation route where one was lacking; it would not open new areas to development with concomitant increases in population and employment. As a result, the project will not be responsible for a long-term increase in regional or local emissions of criteria pollutants or air toxics. Operational emissions would not exceed SCAQMD regional thresholds. Therefore, the project's short-term regional air quality impacts would be **less than significant**. No new significant impact would occur.

Significance Determination

Air pollutant emissions by the modified project are expected to be less than those for the Approved Project due to the reduction in building area compared to that analyzed in the Certified EIR. That finding, in combination with the finding that emissions associated with development in the WSP have been considered in the forecasts underlying the 2022 AQMP, leads to the conclusion that the modified project would not conflict with or obstruct implementation of the applicable air quality plan, and no new significant impact would occur.

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

state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact/No Changes or New Information

Determination in Westgate Specific Plan EIR

The Air Quality Plan Conflict Impact Analysis (4.C-1) and the Violation of Air Quality Standards Impact Analysis (4.C-2) found that, despite compliance with the requirements of the Municipal Code, SCAQMD regulations, and implementation of applicable WSP Final EIR Mitigation Measures C-1 through C-21, potential impacts would be **significant and unavoidable.**

New Information

SCAQMD recommends separate analyses for cumulative impacts to ascertain if the project would result in a cumulatively considerable net increase in emissions. This analysis uses a three-tiered approach to assess cumulative air quality impacts, as presented in CEQA Guidelines §15130(b), to assess cumulative air quality impacts.

- Consistency with the SCAQMD project-specific thresholds for construction and operation.
- Project consistency with existing air quality plans.
- Assessment of the cumulative health effects of the pollutants.

Project Specific Thresholds

It is assumed that the modified project would not change the WSP EIR determination that the impact of criteria pollutant emissions would remain significant and unavoidable**.** This assumption is due to the modified project being within the types and intensity of land uses permitted on the modified project site by the Certified EIR.

Air Quality Plans

As discussed above in response to checklist **question a**, even using the 2022 AQMP, the modified project would not change the WSP EIR determination that the impact would remain significant and unavoidable. No new significant impact would occur.

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

No Changes or New Information/Impact Remains Significant and Unavoidable

Determination in Westgate Specific Plan EIR

Analysis for localized exposure from onsite construction emissions could significantly cause or contribute to locally potentially significant air quality impacts but would be mitigated by compliance with the requirements of the Municipal Code, SCAQMD regulations, and implementation of applicable WSP Final EIR Mitigation Measures C-1 through C-21. Analysis of localized impacts from CO hotspots and onsite emissions of TACs would be less than significant. However, the WSP EIR found that the Project would potentially locate onsite sensitive receptors near freeways (I-15 and I-210), which may expose onsite sensitive receptors to substantial sources of motor vehicle TAC emissions.

Implementation of WSP EIR Mitigation Measure C-16 would reduce the impacts but potential TAC impacts on onsite receptors would remain significant and unavoidable.

New Information

Construction of the project would generate short-term and intermittent emissions. Following the SCAQMD's *Final Localized Significance Threshold Methodology* (Chico and Koizumi, 2008), only onsite construction emissions were considered in the localized significance analysis (LSA). A residence located along Cherry Avenue, which is less than 25 feet from the project site, is the nearest sensitive receptor. The SCAQMD recommends that sensitive receptors less than 25 meters from an emission source be treated in the localized significance analysis as if they were at 25 meters (Chico and Koizumi, 2008. p. 3-3). We assumed that the exposed construction area per day will be at the minimum provided for in the LST lookup tables, which is one acre. LSTs for projects in Source Receptor Area 34 (Fontana) were obtained from tables in Appendix C of the aforementioned methodology. **Table 4.3-8** shows the results of the localized significance analysis for the project. Localized short-term air quality impacts from construction of the project would be **less than significant**. No new impact would occur.

Table 4.3-8
RESULTS OF LOCALIZED SIGNIFICANCE ANALYSIS

Nearest Sensitive Receptor	Maximum Onsite Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum daily emissions[a]	27.3	29.4	1.41	1.11
SCAQMD LST for 1 acre @ 25 meters[b]	*118*	*667*	*4*	*3*
Significant (Yes or No)	**No**	**No**	**No**	**No**

[a]Calculated by UltraSystems with CalEEMod Version 2022.1.1.23. **See Appendix B**.
[b]Thresholds from Chico and Koizumi, 2008, Appendix C 2006-2008.

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

Less Than Significant Impact/No Changes or New Information

Determination in Westgate Specific Plan EIR

Analysis for Impact 4.C-5 found that implementation of the WSP would not create objectionable odors affecting a substantial number of people and would be **less than significant.**

New Information

A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD *CEQA Air Quality Handbook (SCAQMD, 1993),* land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Potential sources that may emit odors during construction activities include

equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the project. The project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature.

The project would not create substantial objectionable odors and this impact would be less than significant. No new significant impact would occur.

4.4 Biological Resources

4.4.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Impacts to special status species: direct or through habitat modification (Impact 4.D-1):

Sensitive Plant Species

The Certified WSP FEIR identified three plant communities on the Approved Project site: former vineyard, disturbed/ruderal, and developed. (However, for clarification the Approved Project site is actually still active agricultural land currently used as an organic vineyard. [Lee, 2024a]) Ruderal vegetation is dominated by species characteristic of areas that have been disturbed over a long period. Disturbed areas include bare land, recently disturbed soil, and newer growth of ruderal species. The FEIR identified 13 sensitive plant species that could occur within the 964-acre Approved Project site. None of those species were considered to potentially occur in any of the plant communities on the Approved Project site. Impacts to sensitive plant species were determined to be less than significant pending project-specific focused surveys within several vegetation types (Riversidian Sage Scrub [RSS], Disturbed RSS, Riversidian Alluvial Fan Sage Scrub [RAFSS]/Disturbed, and Disturbed RAFSS). While none of the plant communities specified is present within the Approved Project site, it is understood that focused surveys for sensitive plant species would be required before development of the Approved Project site.

Sensitive Animal Species

The FEIR determined that burrowing owl has low potential to occur in the Approved Project site; and that foraging habitat for several species of raptors is present. San Bernardino kangaroo rat and Delhi Sands flower-loving fly are not considered to have potential to occur in the Approved Project site, and coastal California gnatcatcher is considered to have low potential to occur in the Approved Project site. **Mitigation Measure D-1** addresses impacts on coastal California gnatcatcher and San Bernardino kangaroo rat. **Mitigation Measure D-2** addresses impacts on burrowing owl.

Impact 4.D-2: Impacts on Riparian Habitat and Sensitive Natural Communities

The Certified FEIR did not identify riparian habitat in the Approved Project site. The FEIR identified four sensitive natural communities in the Approved Project site: RSS, Disturbed RSS, RAFSS, and Disturbed RAFSS. Specific Plan implementation would cause impacts on sensitive natural communities. This impact was found to be less than significant after implementation of **Mitigation Measure D-3**.

Impact 4.D-3: Impacts on Federally Protected Wetlands

No federally protected wetlands were identified in the Approved Project site in the Certified FEIR. The FEIR identified non-wetland drainages that would likely be considered jurisdictional pursuant to the USACE/RWQCB; no such drainages are within the Approved Project site. Impacts on jurisdictional areas were determined to be less than significant after implementation of **Mitigation Measure D-4**.

Impact 4.D-4: Impacts on Wildlife Movement and Migration

The Approved Project site was found in the Certified FEIR to support local wildlife movement, but not to function as a regional wildlife movement corridor. The Approved Project site was determined to potentially support nesting by bird species protected under the federal Migratory Bird Treaty Act and the California Fish and Game Code. Impacts on nesting migratory birds were identified as less than significant after implementation of **Mitigation Measure D-5**.

Impact 4.D-5: Impacts on Policies Protecting Biological Resources

The Certified FEIR determined that part of the northern portion of the Approved Project site was within the North Fontana Multiple-Species Habitat Conservation Plan (MSHCP) area. However, that portion of the Approved Project site was identified as supporting non-native grassland vegetation, which was not subject to mitigation actions under the MSCHP. No significant impact was identified.

➢ ***Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated.***

Westgate Specific Plan FEIR Mitigation Measures:

The following biological resources mitigation measures in the Final EIR are relevant to the Cherry Avenue and Victoria Street Complete Streets Infrastructure Project .

No.	Mitigation Measure
D-1	Prior to the issuance of any grading permit for the Westgate Village area or Falcon Ridge Village Area, habitat assessments should be conducted to confirm the presence and extent of suitable habitat for coastal California gnatcatcher and San Bernardino kangaroo rat (SBKR). Specifically, Riversidean Sage Scrub (RSS) and Riversidean Alluvial Fan Sage Scrub (RAFSS) was mapped in the Westgate Village area during 2012 surveys and may be suitable for coastal California gnatcatcher, and USFWS mapped designated critical habitat for SBKR occurs in the Falcon Ridge Village area. If suitable habitat is present, focused protocol surveys should be conducted. The assessments and focused surveys should be conducted by a biologist(s) possessing a valid Endangered Species Act Section 10(a)(1)(A) Recovery Permit (herein referred to as a USFWS permitted biologist) and following the required USFWS survey protocols. If coastal California gnatcatcher and/or SBKR are found to occupy the site, and/or if suitable habitat within SBKR designated critical habitat is proposed for impacts, the measures outlined below shall be incorporated. The project applicant shall also consult with USFWS pursuant to the Federal Endangered Species Act, either through a Section 7 or a Section 10 consultation to ensure that proposed impacts are not likely to jeopardize the continued existence of the listed species or destroy or adversely modify SBKR designated critical habitat. The proposed measures may be refined during the consultation process. **Coastal California gnatcatcher** 1. Avoid CAGN occupied habitat to the greatest extent feasible, and preserve avoided habitat and any mitigation areas in perpetuity (see 2. And 3. Below). 2. Mitigate for any impacts to CAGN occupied habitat at a minimum 2:1 ratio of habitat restoration or creation either on-site and/or offsite on land acquired for the purpose of mitigation, or through the purchase of mitigation credits at an agency approved mitigation bank. Purchase of any mitigation credits should occur prior to any habitat removal. Mitigation on land acquired for mitigation shall include the preservation, creation, restoration, and/or enhancement of similar habitat pursuant to a Habitat Mitigation and Monitoring Plan (HMMP). The HMMP shall be prepared prior to any

No.	Mitigation Measure
	impacts to the habitat, and shall provide details as to the implementation of the mitigation, maintenance, and future monitoring. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the impacted habitat. 3. Provide long-term management of preserved and/or mitigation habitat. 4. Avoid direct mortality of individual CAGN during construction by: a. Removing any vegetation within CAGN occupied habitat outside the breeding season (the breeding season is February 15 to August 31) b. Monitoring by a qualified biologist during vegetation removal to flush out any nonbreeding birds away from the clearing activities. 5. Avoid indirect impacts to CAGN including noise impacts during construction and edge effects post-construction, by implementing measures to buffer and avoid human-wildlife conflicts as appropriate. Proposed measures are as follows: *During Construction* a. Construction noise shall not exceed 60 dB(A) Leq in avoided occupied coastal California gnatcatcher habitat between February 15 and August 31 unless noise attenuation measures are implemented to reduce noise levels below this level, or the USFWS approves noise levels above this threshold. Noise attenuation measures may include, but are not limited to, establishing construction setback buffers, equipment noise mufflers, and noise walls, as determined necessary by an acoustic specialist and in consultation with the project biologist. Monitoring by a qualified biologist should also occur during construction to ensure noise levels are maintained below the threshold. Alternatively, construction noise levels above 60 dB(A) Leq may be approved by USFWS if monitoring by a USFWS permitted biologist for this species determines that the construction noise is not impacting the expected breeding behavior of the birds. *Post-Construction* a. Installation of cat-proof fencing at the perimeter of development where it abuts preserved areas. b. Restricting access to preservation areas for conservation activities only. c. Direction of all night lighting within development areas away from the preserved areas. d. Installation of signage to direct human activity away from preserved habitat areas. e. Prohibition of unleashed dogs within preserved habitat areas. f. Implementation of an awareness program to educate tenants and/or residents about the conservation values associated with preserved habitat areas. **San Bernardino Kangaroo Rat** 1. Avoid SBKR occupied or suitable habitat within SBKR designated critical habitat to the greatest extent feasible and preserve avoided habitat and any mitigation areas in perpetuity (see 2 and 3 below). 2. Mitigate for any impacts to SBKR occupied or suitable habitat within SBKR designated critical habitat at a minimum 2:1 ratio of habitat restoration or creation either on-site and/or off-site on land acquired for the purpose of mitigation, or through the purchase of mitigation credits at an agency approved mitigation bank. Purchase of any mitigation credits should occur prior to any habitat removal. Mitigation on land acquired for mitigation shall include the preservation, creation, restoration, and/or enhancement of similar habitat pursuant to a Habitat Mitigation and Monitoring Plan (HMMP). The HMMP shall be prepared prior to any impacts to the habitat and shall provide details as to the implementation of the mitigation, maintenance, and future monitoring. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the impacted habitat. 3. Provide long-term management of preserved and/or mitigation habitat. 4. Avoid direct mortality of individual SBKR during construction by:

No.	Mitigation Measure
	a. Installation of exclusionary fencing at the limits of construction within suitable habitat areas; and b. Live trapping of SBKR within suitable habitat in construction areas and the relocation of trapped individuals to one or more biologically appropriate receiver sites (defined as suitable habitat that is known to be unoccupied, is below population carrying capacity levels, and/or where scrub vegetation has been restored and colonization by the species has not occurred). Trapping shall be conducted by a USFWS permitted or approved biologist. 5. Avoid indirect impacts to SBKR as a result of edge effects postconstruction by implementing measures to buffer and avoid human-wildlife conflicts as appropriate, such as: a. Installation of cat-proof fencing at the perimeter of development where it abuts preserved areas. b. Restricting access to preservation areas for conservation activities only. c. Direction of all night lighting within development areas away from the preserved areas. d. Installation of signage to direct human activity away from preserved habitat areas. e. Prohibition of unleashed dogs within preserved habitat areas. f. Implementation of a homeowner's awareness program to educate residents about the conservation values associated with preserved habitat areas.
D-2	Focused surveys for burrowing owl shall be conducted during the breeding season prior to vegetation clearing or ground disturbing activities by a qualified biologist with experience conducting surveys for this species. Surveys shall be conducted in suitable habitat as determined by the qualified biologist based on a field assessment of site conditions at the time of the survey, including habitats such as the Ruderal and Non- native Grassland plant communities observed during the 2012 survey. The survey methodology shall follow the protocol provided as Appendix D of the *Staff Report on Burrowing Owl Mitigation* published by Department of Fish and Wildlife (March 7, 2012). Pursuant to this protocol four survey visits are required, including at least one site visit between February 15 and April 15, and a minimum of three survey visits at least three weeks apart between April 15 and July 15 (with at least one visit after June 15). The results of the focused surveys are typically considered valid for one year after completion. If burrowing owls are determined present following focused surveys, occupied burrows shall be avoided to the greatest extent feasible, following the guidelines in the 2012 *Staff Report on Burrowing Owl Mitigation* including, but not limited to, conducting pre- construction surveys, avoiding occupied burrows during the nesting and non-breeding seasons, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. If occupied burrows cannot be avoided, acceptable methods may be used to exclude burrowing owl either temporarily or permanently, pursuant to a Burrowing Owl Exclusion Plan that shall be prepared and approved by CDFW. The Burrowing Owl Exclusion Plan shall be prepared in accordance with the guidelines in the *Staff Report on Burrowing Owl Mitigation*.
D-3	Prior to the issuance of any grading permit in areas determined to support sensitive plant communities (e.g., RSS and RAFSS in the Westgate Village Area) to which impacts would occur, an assessment shall be conducted to confirm the presence and extent of these vegetation communities and potentially suitable habitat for sensitive plants. If suitable habitat is present for sensitive plants, a focused survey shall be conducted. The survey shall be conducted by a qualified biologist with experience in conducting plant surveys and pursuant to the CDFW protocol (i.e., "Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities"). If any sensitive plant species are found the significance

No.	Mitigation Measure
	of potential impacts shall be assessed following the guidelines in the CDFW protocol, including the significance of the populations observed considering nearby populations and total species distribution. Impacts to sensitive plant communities shall be minimized to the greatest extent feasible. For significant impacts, mitigation shall be proposed and outlined in a Habitat Mitigation and Monitoring Plan (HMMP) that shall be prepared during project-level approvals. The HMMP shall offset impacts to the species and/or plant communities, focusing on the creation of equivalent habitats within disturbed habitat areas within the study area and/or off-site. In addition, the HMMP shall provide details as to the implementation of the mitigation, maintenance, and future monitoring. Mitigation for impacts shall be offset by on- or off-site replacement, restoration, or enhancement of each respective sensitive plant species/community within an area dedicated for conservation. Ratios of mitigation to impacts shall occur at no less than 0.5:1 for disturbed, remnant plant populations/communities (e.g. Disturbed RSS and Disturbed RAFSS), and at a minimum 1:1 ratio for less disturbed plant populations/communities (e.g. RSS and RAFSS/Disturbed). Mitigation shall occur in one or more of the following ways, as determined appropriate by a qualified biologist: 1. Transplantation of sensitive plant species (on-site or off- site); 2. Seeding of plant species (on-site or off- site); 3. Planting of container plants (on-site or off- site); 4. Salvage of on-site duff and seed bank and subsequent dispersal (on-site or off- site); and/or 5. Off-site preservation at an established mitigation bank or other area dedicated for conservation.
D-4	Prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features on Figure 4.D-7, *Impacts to Jurisdictional Features*, the project applicant shall obtain a CWA Section 404 permit from the USACE, a CWA Section 401 permit from the RWQCB, and Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the CDFW. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies: 1. On- and/or off-site replacement of USACE/RWQCB jurisdictional "waters of the U.S."/"waters of the State" at a ratio no less than 1:1 for permanent impacts, and for temporary impacts to restore the impact area to pre-project conditions (i.e., pre- project contours and revegetate as appropriate). Off-site replacement may include the purchase of mitigation credits at an agency-approved off-site mitigation bank. 2. On- and/or off-site replacement of CDFW jurisdictional streambed and associated riparian habitat at a ratio no less than 2:1 for permanent impacts, and for temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate as appropriate). Off-site replacement may include the purchase of mitigation credits at an agency-approved off-site mitigation bank.
D-5	Prior to the issuance of any grading permit that would all removal of habitat containing raptor and songbird nests, the project applicant shall demonstrate to the satisfaction of the City of Fontana that either of the following have been or will be accomplished. 1. Vegetation removal activities shall be scheduled outside the nesting season (September 16 to February 14 for songbirds; September 16 to January 14 for raptors) to avoid potential impacts to nesting birds. 2. Any construction activities that occur during the nesting season (February 15 to September 15 for songbirds; January 15 to September 15 for raptors) will require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected, a buffer of at least 300

No.	Mitigation Measure
	feet (500 feet for raptors) will be delineated, flagged, and avoided until the nesting cycle is complete as determined by the biological monitor to minimize impacts.

Source: PCR, 2015a, pp. 4.D43-4.D-49; PCR, 2015b, pp. 4-14 – 4-29.

4.4.2 Summary of Approved Project versus Modified Project Impacts

The potential impacts of the modified project concerning biological resources have been evaluated as applicable to the present environmental regulatory setting, the impacts identified in the WSP FEIR, and site-specific baseline conditions. Therefore, impacts associated with implementation of the modified project would be consistent with those associated with implementation of the previous Approved Project, no additional significant impacts beyond those identified for the previous Approved Project were identified, and no additional mitigation measures would be required.

4.4.3 Modified Project Analysis and Conclusions

With regard to biological resources the following checklist compares the impacts of the previous Approved Project analyzed in the WSP FEIR with those of the modified project described in this document. The comparative conclusions provided in the following table for the project are based on the discussions immediately thereafter.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct			X	

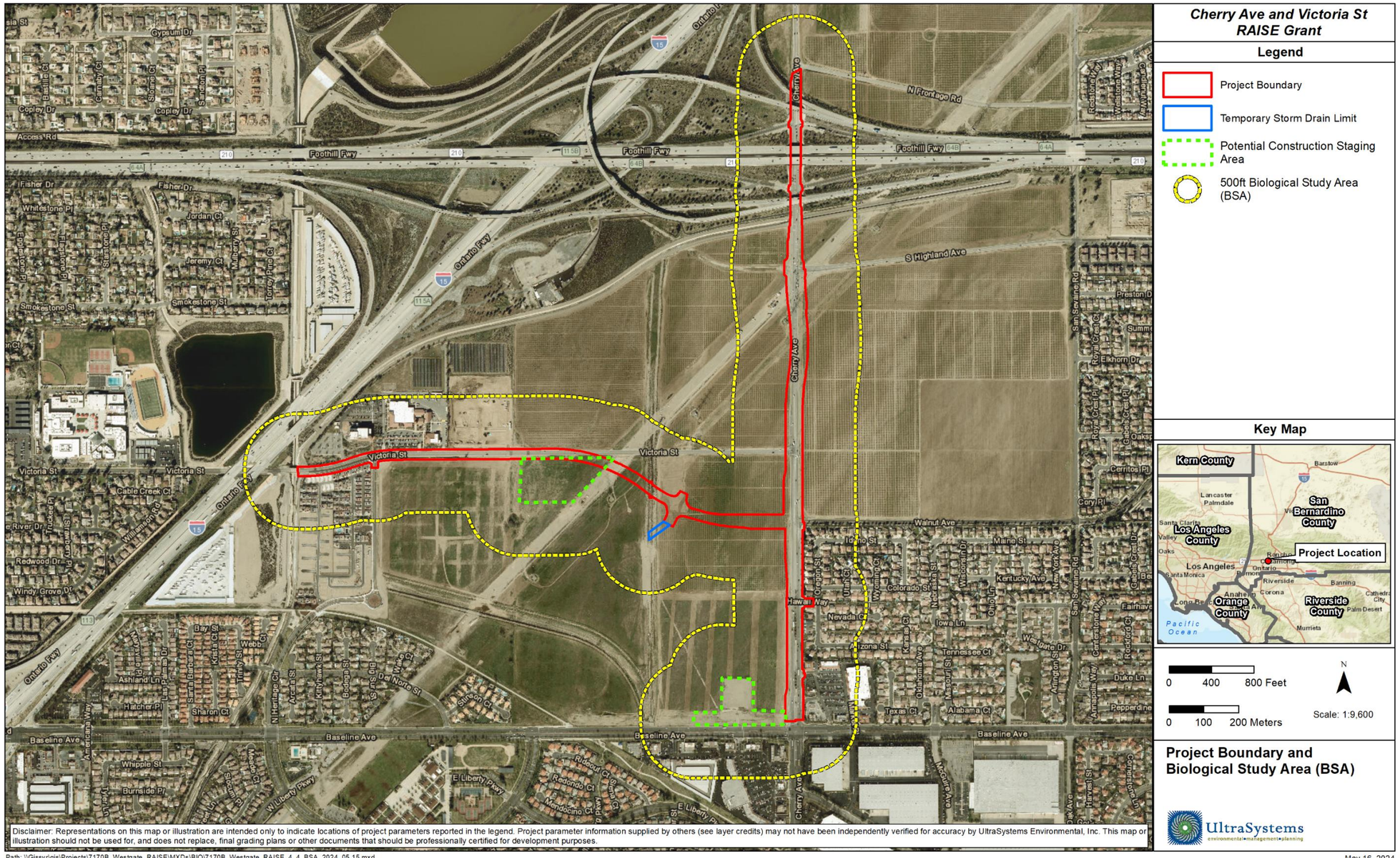
Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
removal, filling, hydrological interruption, or other means?				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?			**X**	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				**X**

Existing Setting.

The modified project site is in the southern segment of the WSP area and includes existing portions of Cherry Avenue and both existing and proposed portions of Victoria Street that will be improved and/or constructed; it is generally bounded by State Route 210 (SR-210) on the north, Baseline Avenue on the south, Cherry Avenue on the east, and Interstate 15 (I-15) on the west (see **Figure 4.4-1**). The project site also includes two construction staging areas and the work limits of a temporary storm drain. A Biological Study Area (BSA) was defined for the project and includes the project site and a 500-foot buffer around its perimeter. Land cover within the BSA consists of developed areas with roads, residential homes, commercial and service buildings, and associated landscaping and undeveloped areas such as vineyards and disturbed areas with high cover of grasses and forb species.

The modified project site is located in southwestern San Bernardino County in the City of Fontana (City), and lies within the Devore, Fontana, and Cucamonga peak 7.5-minute U. S. Geological Survey (USGS) quadrangle maps in Township 1 North, Range 6 West, Section 27 SE and Section 34 NE; Township 1 North, Range 6 West, Sections 26, 27, 24, 34 of the Fontana quadrangle; and Township 1 South, Range 6 West, Sections 2 and 3, respectively. The project site 43.2 acres.

Figure 4.4-1
PROJECT BOUNDARY AND BIOLOGICAL STUDY AREA (BSA)



This section contains an analysis of the potential project impacts to protected biological resources within the BSA. The BSA contains elevations ranging from approximately 1,304 feet to 1,428 feet above mean sea level (amsl; Google Earth Pro, 2024).

The BSA does not overlap with USFWS-designated critical habitat. The nearest designated critical habitat is for San Bernardino kangaroo rat (*Dipodomys merriami parvus*), which is located approximately 0.9-mile northwest from the project site (USFWS, 2024a).

Methodology

In the analysis of potential biological impacts, UltraSystems Environmental, Inc. (UltraSystems) biologists relied on the following documents:

- Natural Environment Study (Minimal Impacts), Cherry Avenue and Victoria Street Complete Streets Infrastructure Project, September 2023 (Revised January 25, 2024) (UltraSystems, 2023a; see **Appendix C1**); referred to as the NES(MI) in this section;

- Burrowing Owl Focused Survey Report for the Cherry Avenue and Victoria Street RAISE Grant Project (UltraSystems, 2023b; see **Appendix C2**); referred to as the *Burrowing Owl Survey Report* in this section;

- San Bernardino Kangaroo Rat Habitat Assessment for Proposed Westgate Projects: City of Fontana, San Bernardino County, California (ENVIRA, 2023a; see **Appendix C3**);

- Focused Trapping Surveys for the San Bernardino Kangaroo Rat and Los Angeles Pocket Mouse Westgate Development Project ([Small Mammal Report], ENVIRA, 2023b; see **Appendix C3**); referred to as the *Small Mammal Survey Report* in this section; and the

- Jurisdictional Delineation Survey Report (UltraSystems, 2024; see **Appendix C4**).

Additional sources are cited in the text.

Plant and wildlife species protected by the federal Endangered Species Act (ESA) or by the California Endangered Species Act (CESA) are referred to as *listed species* in this section. Plant and wildlife species not protected under ESA or CESA but still protected by federal agencies, state agencies, local or regional plans and/or nonprofit resource organizations, such as the California Native Plant Society (CNPS), are referred to as *sensitive species* in this section. The term *special-status species* collectively refers to both listed and sensitive species.

An analysis was conducted to inventory existing biological resources and determine whether the project would potentially result in impacts to biological resources per the California Environmental Quality Act (CEQA) guidelines.

UltraSystems biologists (biologists) conducted a biological field evaluation for existing biological resources of the BSA on October 14, November 22, and November 23 of 2022. During the evaluation, the biologists assessed habitat types, wildlife movement, waterways, potential threats to ecosystem health, and documented plant or wildlife species observed in the BSA.

A burrowing owl (*Athene cunicularia*; [BUOW]) habitat assessment was conducted on October 14, 2022, and November 22 and 23, 2022. Based on the results of the habitat assessment, a series of

focused breeding and non-breeding season BUOW surveys were conducted by UltraSystems during the non-breeding season (September 1-January 31) from October 14, 2022, to February 3, 2023, and four surveys during the breeding season (February 1 to August 31) from March to July 2023. (see **Appendix C2**, *Burrowing Owl Survey Report*). Surveys were conducted in accordance with the guidelines set forth by CDFG in the *Staff Report on Burrowing Owl Mitigation* (Staff Report; CDFG, 2012).

During the focused BUOW surveys, small mammal burrows and small mammal sign (tracks, etc.) were also observed; it was determined that focused small mammal surveys should be conducted by a qualified biologist to determine whether these burrows belong to special-status rat or mouse species. Consequently, a habitat assessment and trapping surveys for small mammals were conducted in September 2023, to determine whether special-status small mammals occur onsite (see **Appendix C3**, *Small Mammal Survey Report* [ENVIRA, 2023b]).

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

Less than Significant Impact/No Changes or New Information

Special-Status Plants

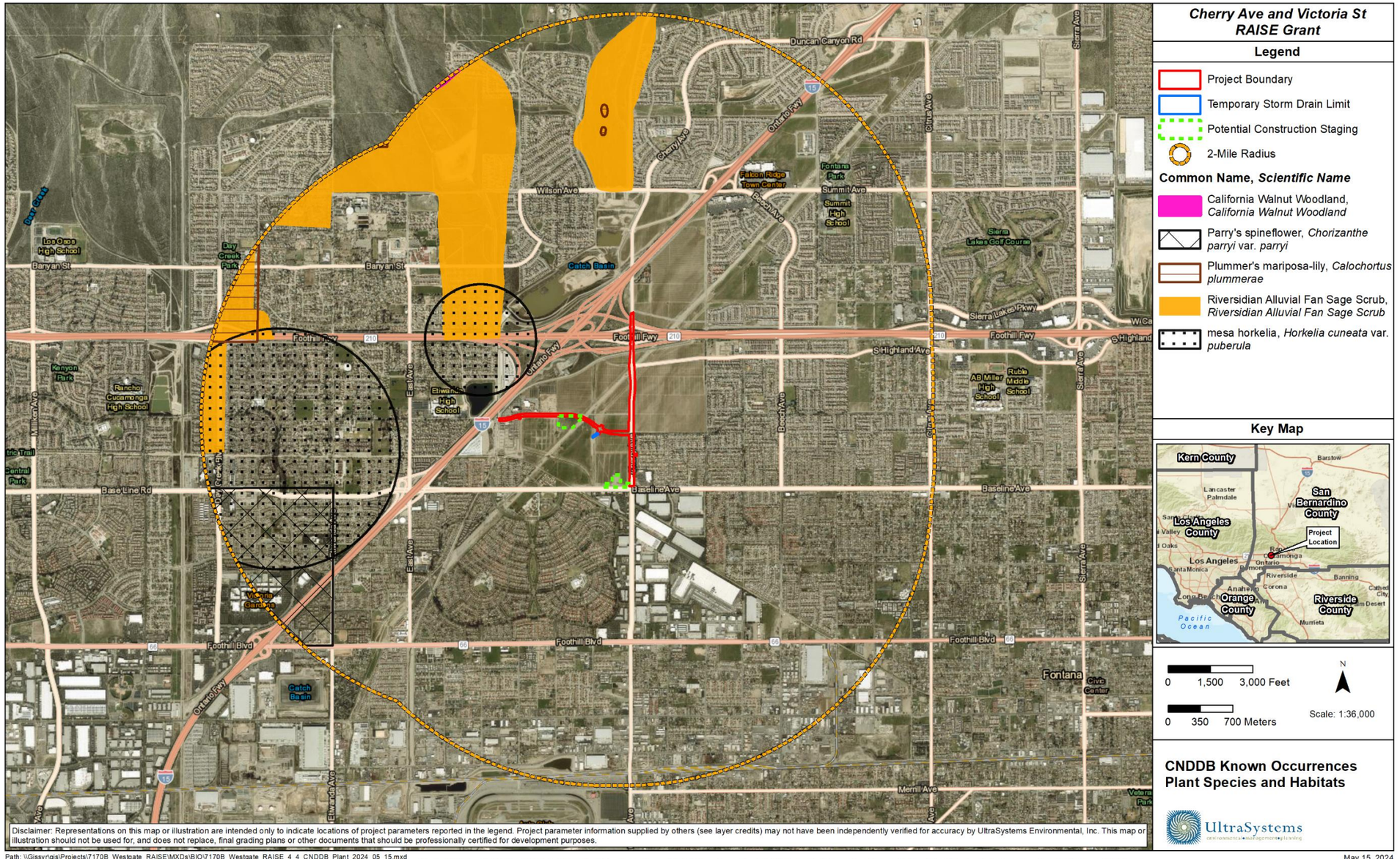
No special-status plants were observed within the project site. Native plant species observed include California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), telegraph weed (*Heterotheca grandiflora*), honey mesquite (*Prosopis glandulosa*), deerweed (*Acmispon glaber*), and western ragweed (*Ambrosia psilostachya*). Non-native species observed include cultivated grape (*Vinis vitifera*), Russian thistle (*Salsola* sp.), and golden crownbeard (*Verbesina encelioides*).

Based on a literature review of publicly available databases (CDFW 2024; CNDDB, 2023a; CNPS, 2024a; USFWS 2024a; iNaturalist 2024) for reported occurrences within a 10-mile radius of the project site, a total of 45 special-status plant species (nine listed and 36 sensitive) were reported as recent occurrences (≤ 20 years) documented within 10 miles of the BSA, or recognized as occurring based on previous surveys or knowledge of the area. These results are referred to as the plant inventory, in this document. Two of these species, Parry's spineflower (*Chorizanthe parryi* var. *parryi*) and mesa horkelia (*Horkelia cuneata puberula*) have been recorded within two miles of the project site (UltraSystems, 2023a; see Figure 4.4-2).

Plummer's mariposa lily (*Calochortus plummerae*) is also shown on **Figure 4.4-2**; although Pummer's mariposa lily was once designated by the CNPS as rare, threatened, or endangered in California and elsewhere, is currently designated by the CNPS as uncommon, but only moderately threatened in California (e.g., CRPR 4.2; CNPS 2023a).

The special-status plant species reported in the literature review were evaluated as to their potential to occur in the BSA based on habitat, geographic and elevational range and site conditions (Calflora, 2024; CNDDB, 2023a; CNPS, 2024; Google Earth Pro, 2024**;** iNaturalist, 2023; Jepson, 2023; USFWS, 2023a). Some species for which the BSA overlaps with the appropriate elevation range and species range were excluded because the level of disturbance in undeveloped areas resulting from mowing and disking degrades the quality of habitat for special-status plants. In addition, there is a significant

Figure 4.4-2
CNDDB KNOWN OCCURRENCES: PLANT SPECIES AND HABITATS



Path: \\Gissvr\gis\Projects\7170B_Westgate_RAISE\MXDs\BIO\7170B_Westgate_RAISE_4_4_CNDDB_Plant_2024_05_15.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; CDFW, May 2024; UltraSystems Environmental, Inc., 2024.

May 15, 2024

amount of impermeable surface (paved roadways) that cannot support vegetation that is necessary to create suitable habitat to support most of these species. Due to biological and physical disturbances within the BSA, it was determined that there is a lack of suitable habitat to support the majority of the special-status wildlife species identified in the 10-mile radius database query (UltraSystems, 2023a).

Ten special-status plant species were determined to have only a low potential to occur within the BSA due to lack of optimal habitat there. Each special-status plant species was assessed for its potential to occur within the BSA by comparing its habitat elevation range and distribution obtained from literature review, CNPS website and other databases with the location and elevation range of the BSA. Through this analysis, it was determined that 10 of the 45 special-status plant species have only a low potential to occur within the BSA; however, no special-status plant species were observed within the BSA during any of the biological surveys. Therefore, development of the project would not have any potential impacts on special-status plant species (UltraSystems, 2023a). Refer to **Appendix C1**, *NES(MI)* for a list of all species evaluated, their respective status rankings, and the definitions of those status rankings.

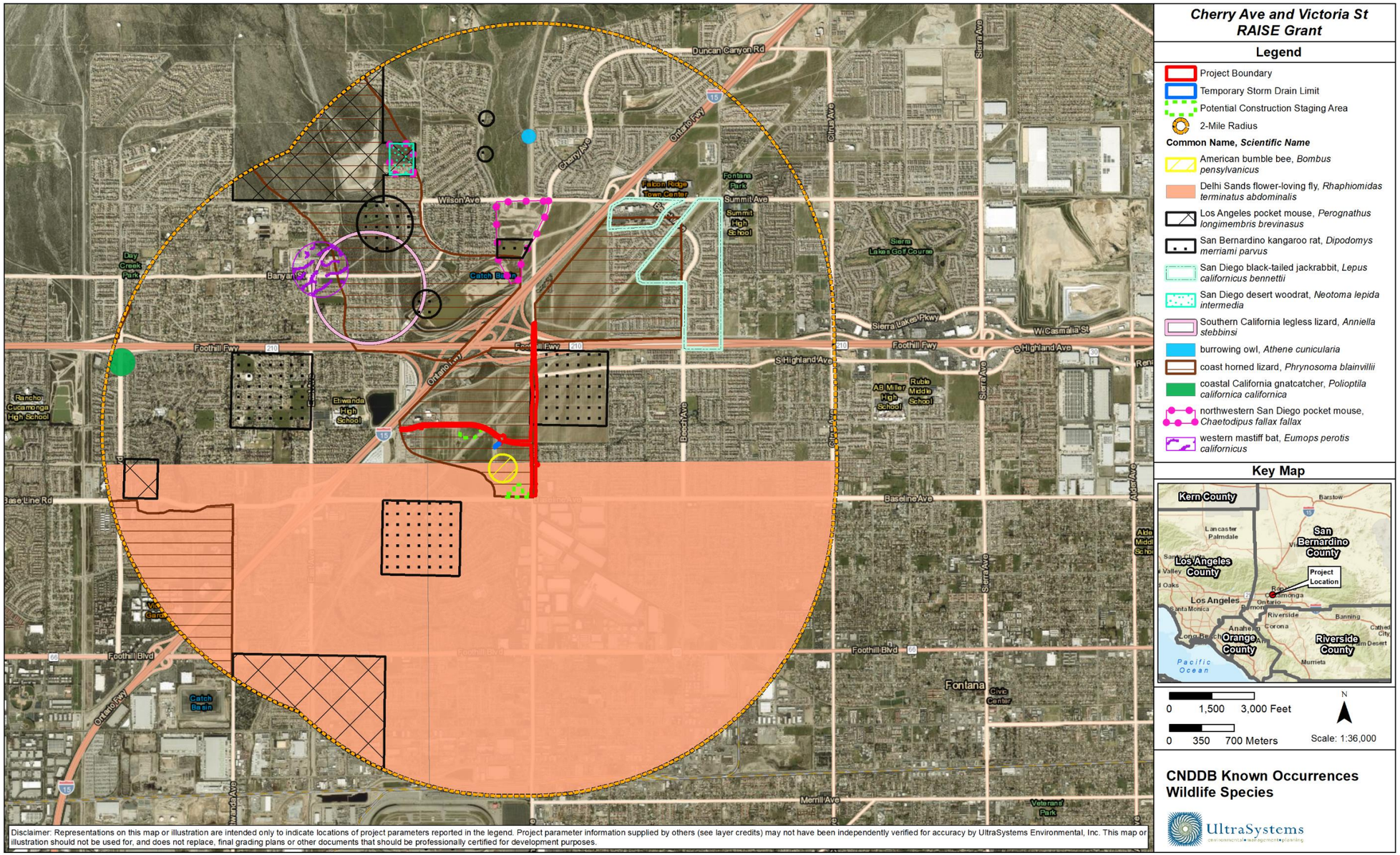
Special-Status Wildlife

Eight special-status wildlife species were observed in the BSA during field surveys: BUOW (BCC , SSC), golden eagle (*Aquila chrysaetos*; BCC, fully protected , WL), American peregrine falcon (*Falco peregrinus anatum*; BCC, state and federal delisted), white-tailed kite (*Elanus leucurus*; fully protected; season of concern: nesting), California horned lark (*Eremophila alpestris actia*; WL), Los Angeles pocket mouse (*Perognthus longimembris brevinasus*; Special Animals List), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*; Special Animals List) and San Diego kangaroo rat (=Dulzura kangaroo rat; *Dipodomys simulans*, Special Animals List); the latter three species were found during trapping surveys (see **Appendix C3**, *Small Mammal Survey Report*).

Based on a literature search and review of publicly available databases (CDFW, 2023a; eBird, 2023; USFWS, 2023a,b; iNaturalist, 2023) for reported occurrences within a 10-mile radius of the project site, a total of 60 special-status wildlife species (24 listed and 36 sensitive) were reported as recent occurrences (≤ 20 years) documented within 10 miles of the BSA, or recognized as occurring based on previous surveys or knowledge of the area. These reported occurrences are referred to as the wildlife inventory, in this document. There are nine special-status species that have reported occurrences in CNDDB within two miles of the project site (CNDDB, 2023a; see **Figure 4.4-3**).

The special-status species reported in the literature review were evaluated as to their potential to occur in the BSA based on habitat, geographic and elevational range and site conditions. Due to biological and physical disturbances within the BSA, it was determined that there is a lack of suitable habitat to support the majority of the special-status wildlife species identified in the 10-mile radius database query. First, some species for which the BSA overlaps with the appropriate elevation range and species range were excluded because the level of human activity in the surrounding areas generates more noise than ambient conditions and represents a threat level to most species. Second, many of the wildlife species in the inventory require native vegetation for sheltering, nesting, foraging and hunting. There is a significant area of impermeable surfaces (developed areas) that cannot support vegetation required to provide suitable habitat to support most of these species. Thus, certain species would not have sufficient foraging habitat or cover for nesting or shelter requirements (UltraSystems, 2023a).

Figure 4.4-3
CNDDB KNOWN OCCURRENCES: WILDLIFE SPECIES



Path: \\Gissvr\gis\Projects\7170B_Westgate_RAISE\MXDs\BIO\7170B_Westgate_RAISE_4_4_CNDDB_Wildlife_2024_05_15.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; CDFW, May 2024; UltraSystems Environmental, Inc., 2024.

As shown on Table 3.2-3, on pages 64 through 79 in the NES(MI) included as **Appendix C1** of this document, seven special-status wildlife species (Swainson's hawk, southern California legless lizard, Blainville's horned lizard, California glossy snake, merlin, western mastiff bat, and pallid bat) were determined to have a low potential to occur within the BSA; the project is not anticipated to significantly impact these species that were determined to have only a low occurrence potential. Three species (northern harrier, prairie falcon, San Diego black-tailed jackrabbit) were determined to have a moderate potential to occur within the BSA. Eight species in the wildlife inventory were observed in the BSA during field surveys. Refer to **Appendix C1**, *NES(MI)* for a list of all species evaluated, their respective status rankings, and the definitions of those status rankings; also see **Appendix C2**, *Burrowing Owl Survey Report*; and **Appendix C3**, *Small Mammal Survey Report*, for details of burrowing owl, San Diego kangaroo rat, northwestern San Diego pocket mouse, and Los Angeles pocket mouse.

The following species were observed during general and focused surveys, and are considered present in the BSA:

Burrowing Owl Survey Results and Discussion

Burrowing owl (*Athene cunicularia* [BUOW]; SSC, BCC). BUOW is a small, ground-inhabiting owl. BUOW are generally found in open country, where tree or shrub canopy cover is less than 30 percent. Typical habitats include annual and perennial grasslands, shortgrass prairies open agricultural areas (particularly rangelands), and desert floors. Other habitats include oak savannah; grass, forb, and open shrub stages of pinyon-juniper and ponderosa pine habitat; sandy beaches and coastal dunes; and river bottom lands. BUOW inhabiting urban or suburban areas may occupy vacant fields or lots, pastures, airports, athletic fields, golf courses, cemeteries, city parks, road shoulders, drainage sumps, railroad beds, irrigation ditches, and road cuts.

Nest and roost burrows of BUOW in California are most commonly dug by California ground squirrels, but BUOW can also dig their own burrows in soft banks of irrigation canals and ditches. Where burrows are scarce, man-made structures such as culverts, piles of concrete, rubble, or debris, pipes, asphalt, artificial nest boxes, and openings beneath cement or asphalt pavement also are used as nests.

Burrowing owl and occupied burrows were observed over the course of the breeding and non-breeding season focused BUOW surveys (i.e., survey period). UltraSystems biologists observed BUOW signs, burrows and BUOW individuals within the project's BSA on November 22, 2022, during the first non-breeding season BUOW survey. Subsequently, several occupied BUOW burrows and complexes were identified in vineyards and uncultivated fields south of SR-210 and west of Cherry Avenue, and within the project's BSA, during the focused BUOW non-breeding and breeding season surveys. Refer to **Appendix C1**, *Burrowing Owl Survey Report* for a detailed discussion of the BUOW survey results and potential impacts on BUOW resulting from project development.

Thirty-three distinct burrows with BUOW and/or BUOW sign (e.g., feathers, pellets, tracks, whitewash) were observed within the BSA throughout this project's survey period, and 29 more were observed during additional focused surveys conducted within portions of the BSA; altogether, 62 occupied burrows were observed during all surveys.

Of the 62 burrows with BUOW and/or sign observed within the BSA, 51 were observed during the non-breeding season and the other 11 were observed during the breeding season. Of the 51 burrows with BUOW and/or sign observed during the non-breeding season, seven were observed within the

project site. BUOWs were observed at two of the burrows within the project site during the non-breeding season surveys, two BUOWs at one burrow and one at another; both occupied burrows were observed in the proposed construction staging area located south of Victoria Street and west of the Southern California Edison right of way. Biologists observed another burrow with BUOW in Planning Area 60 within the BSA, located approximately 40 feet from the western edge of the temporary storm drain limit.

Of the 11 burrows with BUOW and/or BUOW sign observed during the breeding season surveys, four were within the project site, and BUOWs were observed at two of those burrows, both located in Planning Area 52. One adult BUOW was observed within the proposed construction staging area south of Victoria Street on March 28, 2023, and was not observed again. A pair of BUOWs was observed at a BUOW nesting site, which is located within the boundary of the segment of Victoria Street proposed for re-alignment. The burrow where this breeding pair was observed was determined to be a nest based on behavior and ample sign of pellets and whitewash.

Project Impacts on BUOW

Based on the high level of BUOW activity that was observed, biologists have determined that development of the project would result in impacts on BUOW, including BUOW habitat (UltraSystems, 2023b). The project site and BSA contain suitable BUOW habitat and is occupied by resident individual BUOW and nesting pairs. Construction of the project would lead to direct loss of habitat (e.g., occupied and suitable burrows; feeding, and nesting habitat). The project has the potential to result in significant impacts on BUOW.

Project construction could result in temporarily increased levels of ambient noise, dust, vibration, lighting and/or human intrusion in and near BUOW habitat, resulting in disruption of foraging, sheltering, and/or breeding behavior of BUOW. Since BUOW is a burrow-dwelling species that often exhibits site fidelity, especially during nesting season, project activities would significantly impact foraging and nesting behavior of BUOWs occupying the BSA.

Because the project site and BSA contains occupied BUOW habitat in which BUOWs were observed using for nest, sheltering, and hunting, the project would directly impact BUOW.

Permanent loss of habitat and physical features would occur from clearing and grading and would directly impact BUOW through the loss of nesting, sheltering, hunting, and foraging habitat (i.e. habitat). Habitat loss from ground-disturbing activities such as excavation and grading would displace BUOW from existing occupied habitat and reduce the home range of this species. Examples of ground disturbing and habitat altering activities include grading, clearing, disking, grubbing, excavation, trenching, paving, mowing, heavy equipment compacting, and driving over existing habitat to access construction sites and temporary work areas.

Indirect impacts would occur within areas located adjacent to the limits of construction in the BSA. Indirect impacts are more subtle than direct impacts, and may either be short-term, related to construction, or long-term and may affect BUOW populations and habitat quality over an extended period of time, long after construction activities have been completed.

Project construction could result in temporarily increased levels of ambient noise, dust, vibration, lighting and/or human intrusion in and near BUOW habitat, resulting in disruption of foraging, sheltering, and/or breeding behavior of BUOWs. BUOWs stressed by these factors may disperse from habitat in the BSA and project vicinity. Since BUOW is a burrow-dwelling species that often exhibits

site fidelity, especially during nesting season, project activities may adversely affect the foraging and nesting behavior of BUOWs occupying the BSA.

Displaced BUOW would then have to find and compete for new territories, also competing for food with resident species in nearby undeveloped areas. This could also result in delayed nest building, fewer nest attempts, reduced clutch size, and an overall reduction in reproductive output. BUOW within the BSA may also experience significant temporary impacts from loss of nesting and foraging habitat due to construction activities.

Accidental releases of non-stormwater pollutants (e.g., petroleum products, rodenticide) and the potential use of herbicides and pesticides may also adversely affect BUOW through secondary or tertiary poisoning.

An increased level of human activities within and adjacent to the project site could also lead to mortality, injury, or harassment of wildlife species by providing food in the form of trash, pet food, or water which attracts BUOW predators such as the common raven, coyote, and feral cats and dogs.

Significance Conclusion for Impacts on BUOW Based on Existing FEIR. Implementation of mitigation measures (MMs) **D-2** and **D-5** (PCR, 2015b; see text above in **Section 4.4.1**), as detailed in the FEIR, would reduce impacts on BUOW, and migratory bird species, to a less than significant level.

Due to the presence of occupied BUOW habitat in the project site and the BSA, **MM D-2** of the WSP FEIR (PCR, 2015 [see **Appendix C1**, *NES[MI]*) applies to this project. The FEIR **MM D-2** requires focused BUOW surveys during the breeding season to determine BUOW presence.

The FEIR **MM D-2** further requires that if BUOW are present on site, then avoidance of occupied burrows be practiced to the greatest extent feasible; and, where burrows cannot be avoided, a Mitigation and Monitoring Plan (MMP; aka, Burrowing Owl Exclusion Plan), in accordance with the CDFW guidelines, which are described in Staff Report on Burrowing Owl Mitigation (Staff Report; CDFG, 2012), shall be prepared. Refer to **Appendix C1**, *NES(MI)* for a discussion of how additional actions, **D2.1** through **D2.5**, will be implemented in order to perform the requirements of **MM D-2**.

The following actions would be taken to implement FEIR **MM D-2** within the modified project BSA, as commitments by the developer.

Action D2.1, Focused BUOW Surveys

D2.1a. The FEIR **Mitigation Measure D-2** requires that focused surveys for BUOW shall be conducted within suitable BUOW habitat during the breeding season prior to vegetation clearing or ground disturbing activities by a qualified biologist. As set forth by the CDFW in the Staff Report on Burrowing Owl Mitigation (Staff Report; CDFG, 2012), four surveys are required, one between February 15 and April 15, and minimum of three, at least three weeks apart, between April 15 and July 15.

D2.1b. All four required breeding season surveys were conducted during the 2023 BUOW breeding season within the project BSA in compliance with the Staff Report. Fifty-nine burrows with BUOW and/or BUOW sign have been observed during the focused surveys that have been conducted to date. Avoidance of the onsite BUOWs during construction of the project is not feasible because all surfaces within the project site will undergo major ground

disturbance during construction of the project, including those areas where burrows with BUOW and BUOW sign have been observed. As a result of avoidance being unachievable, other actions required by the Staff Report and FEIR Mitigation Measure D-2 need to be implemented and are detailed below.

Action D2.2, Burrowing Owl Mitigation and Monitoring Plan

D2.2a. The FEIR **Mitigation Measure D-2** requires that a Burrowing Owl Mitigation and Monitoring Plan (MMP; aka, Burrowing Owl Exclusion Plan) be prepared in cases in which BUOW cannot be avoided during construction of the project.

D2.2b. The MMP (UltraSystems, 2023) shall be prepared and approved by CDFW and outline measures that will be implemented by the Project Applicant and their contractors to protect BUOW prior to construction of the Cherry Avenue and Victoria Street Complete Streets Infrastructure Project. The MMP will describe avoidance and minimization measures; specifically, the MMP will detail passive exclusion and relocation procedures, and identify potential mitigation lands owned by the Project Applicant that:

1. Are within an acceptable distance from the original BUOW burrow locations;

2. Are in habitat similar to existing BUOW habitat; and,

3. Provide necessary structure of prey source, burrowing structure, perching structure, without high overhead perches for predators.

D2.2c. The MMP will also determine, in consultation with CDFW, which ABS design is most appropriate for the project site, including whether they should be above or below ground.

D2.2d. The MMP shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. If impacts on occupied burrowing owl habitat or burrow cannot be avoided, the MMP shall also describe exclusion and relocation actions that will be implemented, with the approval of CDFW. Proposed implementation of burrow exclusion and closure should only be considered as a last resort after all other options have been evaluated, as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take. If impacts on occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to owls along with proposed relocation actions. The project proponent shall implement the MMP following CDFW and USFWS review and approval.

D2.2e. The MMP will also detail required monitoring and reporting requirements. If impacts on occupied burrowing owl habitat or burrow cannot be avoided, mitigation lands for BUOW must be dedicated to BUOW mitigation and protected in perpetuity.

D2.2f. The ultimate goal of the MMP is to relocate the owls as far away from active construction (present and future) or other conflicting land uses as feasible, but as close to the burrows being removed as possible. The MMP identifies mitigation requirements including,

but not limited to, acceptable types of artificial burrow systems (ABS), revegetation, and signage to notify the public that the area is off limits.

D2.2g. Implementation of the CDFW-approved MMP would avoid or minimize impacts on burrowing owl that would result from development of the project.

Action D2.3, Worker Environmental Awareness Program (WEAP)

D2.3a. The FEIR **Mitigation Measure D-2** requires that a Worker Environmental Awareness Program (WEAP) is implemented when BUOW are observed on the project site and their burrows would potentially be impacted by development of the project.

D2.3b. Development of the project would potentially impact special-status wildlife (including BUOW) and jurisdictional waters (including wetlands) under the jurisdiction of the California Department of Fish and Wildlife (CDFW) within the project site. Prior to project construction activities, a qualified biologist will prepare and conduct a WEAP that will describe the biological constraints of the project. All personnel who will work within the project site will attend the WEAP prior to performing any work. The WEAP will include, but not be limited to the following: results of pre-construction surveys; description of sensitive biological resources potentially present within the project site; legal protections afforded the sensitive biological resources; best management practices (BMPs) for protecting sensitive biological resources (i.e., restrictions, avoidance, protection, and minimization measures); individual responsibilities associated with the project; and, a training on grading to reduce impacts on biological resources. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading.

D2.3c. The training shall include a description of the species of concern and its habitat, the general provisions of the Endangered Species Act (ESA), the need to adhere to the provisions of ESA, the penalties associated with violating the provisions of ESA, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to the project site boundaries within which the project activities must be accomplished. The program will also include the reporting requirements if workers encounter a sensitive wildlife species, including BUOW (i.e., notifying the biological monitor or the construction foreman, who will then notify the biological monitor).

D2.3d. Training materials will be language-appropriate for all construction personnel. Upon completion of the WEAP, workers will sign a form stating that they attended the program, understand all protection measures, and will abide by all the rules of the WEAP. A record of all trained personnel will be kept with the construction foreman at the project field construction office and will be made available to any resource agency personnel. If new construction personnel are added to the project later, the construction foreman will ensure that new personnel receive training before they start working. The biologist will provide written hard copies of the WEAP and photos of the sensitive biological resources to the construction foreman.

Action D2.4, Biological Monitoring

D2.4a. A biological monitor would be onsite to monitor activities that result in the clearing and grading of areas known to contain sensitive biological resources, including but not limited to, habitat suitable for burrowing owl. The biological monitor would also ensure that

ground-disturbing activities do not exceed the limits of construction and to minimize the likelihood of inadvertent impacts on special-status species and other wildlife species. The biological monitor will ensure that all biological mitigation measures, BMPs, avoidance and protection measures described in the relevant project permits, project plans, and CEQA documents are implemented and are adhered to. Monitoring will cease when vegetation has been cleared and all grading activities have ceased.

D2.4b. The biological monitor will have the authority to halt all construction activities and all non-emergency actions if special-status species are observed onsite and would be directly impacted. The monitor will notify and consult with the appropriate resource agency, as needed. If necessary and possible, the biological monitor would relocate the individual outside of the work area where it will not be harmed. Work can continue at the location if the City of Fontana and the consulted resource agency determine that the activity will not result in impacts on the species.

Action D2.5, Vegetation and Wildlife Avoidance Measures

D2.5a. The FEIR **Mitigation Measure D-2** requires that avoidance measures be included as a strategy for avoiding impacts on BUOW during development of the project. The avoidance measures detailed below would facilitate the reduction of impacts on BUOW during construction activities.

D2.5b. The BSA contains habitat which can support many wildlife species. The project proponent will implement the following general avoidance and protection measures to protect vegetation and wildlife and jurisdictional "waters of the State" to the maximum extent practical:

D2.5c. Avoidance buffers shall be established around occupied BUOW burrows. Buffers will be established with appropriate materials (e.g., wooden stakes, flagging, etc.) and no work activities will be permitted within the avoidance buffers. Buffer distance will be implemented in compliance with the Staff Report (CDFG, 2012).

D2.5d. Cleared or trimmed vegetation and woody debris will be disposed of in a legal manner at an approved disposal site. Cleared or trimmed non-native, invasive vegetation will be disposed of in a legal manner at an approved disposal site as soon as possible to prevent regrowth and the spread of weeds.

D2.5e. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.

D2.5f. Non-native wildlife species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible. Only a qualified biologist should remove non-native species.

D2.5g. To minimize construction-related mortalities of nocturnally active species such as mammals and snakes, it is recommended that all work be conducted during daylight hours. Nighttime work (and use of artificial lighting) will not be permitted unless specifically authorized. If required, night lighting will be directed away from the preserved open space

areas to protect species from direct night lighting. All unnecessary lights will be turned off at night to avoid attracting wildlife such as insects, migratory birds, and bats.

D2.5h. If any wildlife such as BUOW is encountered during the course of project activities, said wildlife will be allowed to freely leave the area unharmed.

D2.5i. If any wildlife does not move off the site unassisted and within less than one hour, then a qualified biologist will be contacted to move the species out of harm's way wildlife if it would otherwise be injured or killed from the project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise by injured or killed, and individuals should be moved only as far a necessary to ensure their safety. Only biologists authorized by a Scientific Collecting Permit and/or a Memorandum of Understanding issued by CDFW shall move FESA and CESA-listed species such as San Bernardino kangaroo rat.

D2.5j. Wildlife will not be disturbed, captured, harassed, or handled. Animal nests, burrows and dens will not be disturbed without prior survey and authorization from a qualified biologist.

D2.5k. Active nests of special-status or otherwise protected bird species cannot be removed or disturbed. Nests can be removed or disturbed only if determined inactive by a qualified biologist.

D2.5l. To avoid impacts on wildlife and attracting predators of protected species, the project proponent will comply with all litter and pollution laws and will institute a litter control program throughout project construction. All contractors, subcontractors, and employees will also obey these laws. These covered trash receptacles will be placed at each designated work site and the contents will be properly disposed of at least once a week. Trash removal will reduce the attractiveness of the area to opportunistic predators such as common ravens, coyotes, northern raccoons, and Virginia opossums.

D2.5m. Contractors, subcontractors, employees, and site visitors will be prohibited from feeding wildlife and collecting plants and wildlife.

D2.5n. Disturbance near ponded water will be limited during the rainy season. It could serve as potential habitat for amphibians and sensitive invertebrates.

The FEIR **MM D-5** requires that the project applicant shall schedule removal outside of the nesting bird season to avoid potential impacts on nesting birds, such as BUOW. The FEIR **MM D-5** further requires that if construction activities are scheduled to occur during nesting season that all suitable habitat be surveyed for nesting birds prior to the commencement of clearing. Avoidance buffers shall be established around active nests (see text above in Section 4.4.1).

As a migratory bird species and member of the order Strigiformes (birds of prey), BUOW is protected by the MBTA, and by § 3503, § 3503.5, and § 3513 of the FGC. Moreover, nesting bird surveys for

BUOW, a ground-nesting bird species, must be modified to maintain compliance with specific standards detailed in the Staff Report.

In consultation with the CDFW, the following actions (**D5.1** and **D5.2**) would be taken to implement FEIR **MM D-5** within the modified project BSA, as commitments by the developer.

Action D5.1, Preconstruction Burrowing Owl Survey

D5.1a. After implementation of the passive exclusion and relocation measures described in the MMP, burrowing owls may repopulate the project site prior to construction. Therefore, preconstruction burrowing owl surveys shall be conducted no less than 14 days prior to the start of project-related activities and within 24 hours prior to ground disturbance, including but not limited to vegetation, security fencing, and staging activities, in accordance with the Staff Report. Preconstruction surveys should be performed by a qualified biologist following the recommendations and guidelines provided in the Staff Report. The survey may detect changes in BUOW presence such as colonizing BUOWs that have recently moved onto the project site, migrating BUOWs, resident BUOWs changing burrow use, or young of the year that are still present and have not dispersed (CDFG, 2012).

D5.1b. Following the completion of the pre-construction BUOW survey, the biologist would prepare a letter report in accordance with the instructions described in the Staff Report, summarizing the results of the survey. The report would be submitted to the City of Fontana and CDFW prior to initiating any ground disturbance activities.

D5.1c. If no BUOWs or signs of BUOWs are observed during the survey and concurrence is received from CDFW, project activities may begin and no further mitigation would be required.

D5.1d. If BUOWs or signs of BUOWs are observed during the survey, the project site would be considered reoccupied, and project activities shall be immediately halted. The biologist would contact the City of Fontana and CDFW to assist in the development of avoidance, minimization, and mitigation measures, prior to commencing project activities. The measures to avoid and minimize impacts on BUOWs described in the CDFW-approved MMP would be implemented.

Action D5.2, Preconstruction Nesting Bird Surveys

D5.2a. The survey will be conducted between three to seven days prior to the onset of scheduled activities, including building demolition and vegetation trimming or removal and will include all potential nest sites, such as open ground, trees, shrubs, grasses, burrows, and structures during the breeding season.

D5.2b. The project applicant will make every effort to conduct the pre-construction survey and subsequent removal of all physical features that could potentially serve as avian nest sites (e.g., staging and stockpiling, structure removal, clear and grub, grading, fill, etc.) to avoid impacts on nesting birds.

D5.2c. If a breeding bird territory or an active bird nest is located during the pre-construction survey and will potentially be impacted by demolition or construction activities, the site will be mapped and location provided to the construction foreman, City, and project

applicant. The qualified biologist will establish a buffer zone around the active nest, which will be delimited (fencing, stakes, flagging, orange snow fencing, etc.) at a minimum of 100 feet, or as the qualified biologist determines is appropriate, for the detected species. The biologist will determine the appropriate buffer size based on the planned activities and tolerances of the nesting birds. This no-activity buffer zone will not be disturbed until a qualified biologist has determined that the nest is inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by project activities.

D5.2d. Periodic monitoring by the qualified avian biologist will be performed to determine when nesting is complete. After the nesting cycle is complete, project activities may begin within the buffer zone.

D5.2e. If no breeding birds or active nests are observed during the preconstruction survey or they are observed and will not be impacted, project activities may begin and no further mitigation will be required.

Implementation of FEIR MM D-2 and actions D2.1 through D2.5 and FEIR MM D-5 and actions D5.1 through D-5.2 would achieve the less than significant impact on burrowing owls as determined in the Certified FEIR.

Golden Eagle (GOEA) Survey Results and Discussion

Two adult golden eagles (GOEAs) were observed at various locations during biological surveys and are considered present (see **Appendix C1**, *NES[MI])*.

The BSA provides suitable nesting habitat for GOEAs. Golden eagles may utilize electrical transmission towers and other manmade structures for nesting (Cornell Lab of Ornithology, 2023), and a pair was observed perched on three different electrical transmission towers within the BSA. A pair of adult GOEAs were observed at the first transmission tower, south of Victoria Street and west of Cherry Avenue in PA 57. Golden eagles may use the transmission towers for nesting or foraging; however, removal of these towers is not part of the project.

Golden eagles eat mostly lagomorphs (e.g., rabbits, hares) and rodents; but may also take other mammals, birds, reptiles, and some carrion. Golden eagles occasionally search from a perch and fly directly to prey (Carnie 1954). They sometimes steal food from other predators.

Project Impacts on Golden Eagle. The project could result in direct and indirect impacts on GOEA because the BSA provides suitable nesting and foraging habitat for this species. This species may utilize manmade structures such as the SCE transmission towers for nesting (Cornell Lab of Ornithology, 2023). The project could cause adverse impacts on this species through loss of foraging habitat. Similarly, project activities would potentially have negative effects on nesting and/or foraging behavior due to noise and vibration deterring these behaviors. Many studies show a

negative association between frequency of pedestrian and/or vehicle activity and GOEA reproductive activity in their territories (Hansen et al., 2017).

Although the GOEA would lose hunting habitat as a result of the proposed project, it would still have available foraging habitat in the area after development of the project; territory for this species in southern California is estimated to be 36 square miles (Zeiner et a., 1988-1990).

Significance Conclusion for Impacts on GOEA Based on Existing FEIR. As discussed above, the project could result in direct and indirect impacts on GOEA because the BSA provides suitable nesting and foraging habitat for this species. Therefore, avoidance and minimization measures would reduce project impacts on GOEA. **Action D2.3** associated with FEIR **MM D-2** requires a worker environmental awareness program (WEAP) be implemented to educate workers about how to avoid impacts on GOEA during project activities. **Action D2.4** requires that a biological monitor be onsite during clearing and grading activities to ensure compliance with all mitigation measures and project design features. The FEIR **MM D-5** and the associated action **D5.2** require that appropriate avoidance buffers be established to protect occupied nests. Implementation of **MM D-5** and **Action D5.2** would require breeding and nesting bird surveys and, if nests or breeding activity are present, would implement the installation of no work buffers to protect the breeding and nesting birds from disturbance.

Implementation of FEIR **MM D-5** and **Action D5.2** and **Actions D2.3** and **D2.4** of **MM D-2** would achieve the less than significant impact on GOEA as determined in the Certified FEIR.

California Horned Lark Survey Results and Discussion

California horned lark is a resident of a variety of open habitats, usually where trees and large shrubs are absent. They are found from grasslands along the coast and deserts near sea level to alpine dwarf-shrub habitat above the tree line (McCaskie et al. 1979)). They prefer short, sparsely vegetated prairies, deserts, and agricultural lands. Agricultural land may be recently plowed land, with or without emerging crops, or land used the previous year for crops and then mowed short and left fallow, or very sparse, heavily grazed annual grassland; or it may simply be a large expanse of mowed weeds. These birds breed primarily in open fields from March through July, with peak activity in May, usually building a cup-shaped grass-lined nest in a depression on the ground in the open. California horned lark forage on the ground in either bare areas or in agricultural fields with short vegetation (Airola, 1980).

California horned larks were observed throughout the vineyards and disturbed habitat within the BSA during the biological surveys and are considered present.

The BSA provides suitable nesting and foraging habitat for California horned lark. The project could result in significant adverse impact to California horned lark, as this species was observed in disturbed fiddleneck-phacelia fields and other disturbed land cover types throughout the BSA during biological surveys. The project site contains suitable nesting and foraging habitat for this ground-nesting species, and take of eggs, mortality and nest removal could occur during ground-disturbing activities such as excavation and grading. The project could also cause adverse impacts on these species through loss of foraging habitat and negative effects caused by dust, noise, vibration, and other project activities.

Project Impacts on California horned lark. The project could result in potential impacts on California horned lark, through the loss of suitable nesting and foraging habitat for this ground-

nesting species; take of eggs and nest removal could occur during vegetation clearance and ground-disturbing activities such as excavation and grading. The project could also cause adverse impacts on these species through loss of foraging habitat and negative effects caused by dust, noise, vibration, and other project activities.

Significance Conclusion for Impacts on California Horned Lark Based on Existing FEIR. Implementation of FEIR **MM D-5** and **Action D5.2** and **Actions D2.3** and **D2.4** of **MM D-2** would achieve the less than significant impact on white-tailed kite, as determined in the Certified FEIR.

American Peregrine Falcon Survey Results and Discussion

American peregrine falcon was observed in the BSA during biological surveys. The BSA does not provide typical nesting habitat for American peregrine falcon; however, in California, breeding habitats include a variety of locations from cliffs in uninhabited areas to tall buildings or bridges within the urban landscape.

An American peregrine falcon was observed feeding and perching on an SCE transmission tower within the BSA, approximately 60 feet west of Cherry Avenue, and within 15 feet of the project site (see **Appendix C1**, *NES[MI]*), and this species has been reported to nest in transmission towers (Cornell Lab of Ornithology, 2024). This species does not build nests like most other birds; instead, they lay their eggs in a "scrape" or shallow indentations high a cliff side, or human-made structure, such as a building or bridge. Occasionally they will use old nests of other birds, including common raven's nests (Cornell Lab of Ornithology, 2024). An active common raven's nest was observed in the same tower where the American peregrine falcon was observed.

American peregrine falcons typically prey on small to medium sized birds, such as songbirds, shorebirds, ducks, doves, and pigeons. Other prey taken includes small reptiles, mammals and occasionally bats.

Project Impacts on American peregrine falcon. Construction of the project could result in impacts on American peregrine falcon through loss of hunting and foraging habitat, impacts on foraging and nesting activities from noise and vibration generated by increased human activities due to project activities. Construction of the project could also result in direct impacts on this species through the loss of hunting and foraging habitat.

Significance Conclusion for Impacts on American Peregrine Falcon Based on Existing FEIR. Implementation of FEIR **MM D-5** and **Action D5.2** and **Actions D2.3** and **D2.4** of **MM D-2** would achieve the less than significant impact on American peregrine falcon as determined in the Certified FEIR.

White-Tailed Kite Survey Results and Discussion

White-tailed kite was observed as a flyover in the BSA.

The BSA does not provide suitable nesting habitat for this species. There are only a few wooded areas within the BSA where this species could nest, thus, there is a low potential for them to nest within the BSA. By contrast, there is optimal foraging habitat for this species within the BSA due to the abundance of grassland habitat, which supports many small mammal species, a preferred prey item.

Project Impacts on White-tailed kite. The project could cause impacts on this species through loss of foraging habitat and disturbance caused by dust, noise, vibration, and other project activities.

Significance Conclusion for Impacts on White-Tailed Kite Based on Existing FEIR. Implementation of **MM D-5** and **Action D5.2** and **Actions D2.3** and **D2.4** of **MM D-2** would minimize or avoid potential impacts on white-tailed kite and other birds protected by the MBTA and California Fish and Game Code. Impacts on white-tailed kite would be less than significant and mitigation would not be required.

Los Angeles Pocket Mouse Survey Results and Discussion

The Los Angeles pocket mouse is one of two pocket mice found in southwestern San Bernardino County. Both the Los Angeles pocket mouse and the northwestern San Diego pocket mouse occupy similar habitats, but the San Diego pocket mouse has a wider range extending south into San Diego County. The habitat of the Los Angeles pocket mouse is described as being confined to lower elevation grasslands and coast sage scrub habitats, in areas with soils composed of fine sands. The present known distribution of this species extends from Rancho Cucamonga east to Morongo and south to the San Diego County border. This mouse is a California Species of Special Concern (SSC) whose historical range has been reduced by urban development and agriculture.

The Los Angeles pocket mouse forages in open ground and underneath shrubs. Pocket mice in general dig burrows in loose soil, although this has not been completely documented for this subspecies.

Los Angeles pocket mice were captured during focused trapping surveys that occurred in September 2023, and are considered to be present. Since pocket mice would have been estivating during the survey period, the numbers captured during the surveys are not indicative of the population on site (ENVIRA, 2023b).

The Los Angeles pocket mouse is one of two pocket mice found in this area of San Bernardino County. The habitat of the Los Angeles pocket mouse is confined to lower elevation grasslands and coast sage scrub habitats, in areas with soils composed of fine sands. The present known distribution of this species extends from Rancho Cucamonga east to Morongo and south to the San Diego County border (see **Appendix C3**, *Small Mammal Survey Report*).

Los Angeles pocket mouse forages in open ground and underneath shrubs. Generally, pocket mice dig burrows in loose soil, although this has not been completely documented for this subspecies (ENVIRA, 2023b, pp. 3-4).

Project Impacts on Los Angeles Pocket Mouse. Construction of the project would result in direct impacts on Los Angeles pocket mouse through loss of sheltering, nesting, and foraging habitat. Because the project site is near the northwestern extent of their range, potential impacts could be significant.

Significance Conclusion for Impacts on Los Angeles Pocket Mouse Based on Existing FEIR. Implementation of MM **D-1** (PCR, 2015b; see text above in **Section 4.4.1**), as detailed in the FEIR, would reduce impacts on Los Angeles pocket mouse, a sensitive small mammal species, to a less than significant level.

Due to the presence of occupied Los Angeles pocket mouse habitat in the BSA, **MM D-1** of the WSP FEIR (PCR, 2015 [see **Appendix C1**, *NES[MI]*) applies to this project. The FEIR **MM D-1** requires focused small mammal surveys to determine BUOW presence; these surveys were conducted from September 18 to September 28, 2023 (see **Appendix C3**, *Small Mammal Survey Report*)..

With implementation of FEIR **MM D-1** and associated **Action D1.1**, Exclusion Fencing, Trapping, and Release, Los Angeles pocket mice will be isolated from active construction areas, captured through trapping (by a "qualified biologist", i.e., a biologist holding a valid USFWS Section 10(a)(1)(A) recovery permits or CDFW memoranda of understanding, as appropriate, for the targeted species), and released in or near undisturbed habitat in which refugia will be placed to provide shelter and forage for pocket mice.

The FEIR **MM D-1** and associated **Action D1.2**, Preconstruction Wildlife Surveys, requires a qualified biologist to conducted preconstruction surveys for wildlife and their sign; individual species, their nests, or burrows, will not be disturbed, captured, handled or moved except by a qualified biologist.

With implementation of **MM D-1**, and related actions **D1.1** and **D1.2**, and actions **D2.3**, **D2.4**, and **D2.5** of **MM D-2**, would achieve the less than significant impact on Los Angeles pocket mouse as determined in the Certified FEIR.

The following actions would be taken to implement FEIR **MM D-1** within the modified project BSA, as commitments by the developer.

Action D1.1, Exclusion Fencing, Trapping, Release, and Other Measures

D1.1a. With regard to **Action D1.1**, it is understood that a "qualified biologist" will be a biologist holding a valid USFWS Section 10(a)(1)(A) recovery permits or CDFW memoranda of understanding, as appropriate, for the targeted species.

D1.1b. These measures will be taken for sites where impacts on Los Angeles pocket mice (PELO) and Northwestern San Diego pocket mouse (CHFA) may have a significant impact on the PELO and CHFA populations as determined by the qualified biologist. Installation of exclusion methods such as fencing would be considered a construction activity in this case. The activity would be included in the Project schedule and/or communicated to the appropriate agencies in advance of execution. A Qualified Biologist or Biological Monitor under supervision of a Qualified Biologist will monitor the fence installation and coordinate with the contractor to ensure that incidental impacts are minimized to the extent feasible.

D1.1c. Seasonal Considerations. Exclusion fence installation and trapping will occur during appropriate warmer spring and summer months when the pocket mouse is active. Trapping will not be conducted after September 30, unless weather conditions are suitable, because PELO may become dormant and may be difficult or impossible to trap.

D1.1d. Exclusion Fence Installation. Prior to construction in occupied habitat, a pocket mouse exclusion fence will be installed around the areas to be trapped. These areas will be determined based on their proximity to previously captured pocket mouse individuals and current site-specific conditions such as final engineering design, construction methods, suitable habitat, and PELO sign/presumed occupied habitat. A qualified biologist will be present during fence installation to avoid or otherwise minimize impacts on sensitive biological resources.

D1.1e. The appropriate fencing material will be determined by the construction contractor in cooperation with the qualified biologist. Fencing materials such as hardware cloth, silt fencing, Animex wildlife exclusion fencing, Ertec wildlife exclusion fencing, or similar products may be considered exclusion fencing, and will be installed by first trenching and then burying the bottom portions of the fence. Fencing will be angled in the direction of the area occupied by the pocket mice or curved at the top to prevent animals from climbing over the fence. If the qualified biologist determines that pocket mice may be close enough to construction activities that exclusion fencing involving staking and burying (i.e., invasive ground disturbance) could also result in potential impacts, the base of the exclusion fencing would be secured with sand bags and bermed soil to prevent impacts on pocket mice that may result from otherwise trenching and burying the bottom portion of the fence. The fencing should be buried to a depth of 12 to 14 inches. Stabilization of the fencing is achieved through the use of 36-inch-long wooden landscape stakes, spaced 5 to 8 feet apart, depending on the stability of the soil. The stakes will be placed into the ground until their tops are approximately even with the top of the fencing. Access points for construction equipment would be established to provide ingress and egress while maintaining integrity of the barrier fence.

D1.1f. Installation of exclusion fencing would be considered a construction activity in this case. The activity would be included in the Project schedule and/or communicated to the appropriate agencies in advance of execution. A Qualified Biologist or Biological Monitor under supervision of a Qualified Biologist will monitor the fence installation and coordinate with the contractor to ensure that incidental impacts are minimized to the extent feasible.

D1.1g. Trapping Methodology. All areas will be trapped until no pocket mouse captures have been made for three consecutive nights. A trapping grid would be set in each enclosure. The trap spacing (roughly 13 feet apart) will result in a trap density approximately twice as high as a normal presence/absence trapping survey, potentially allowing the removal of pocket mice as quickly as possible. Each trap will be baited with bird seed or millet placed at the back of the trap. The traps will be reset just prior to dusk each night and inspected once during the night and at dawn. Traps will be closed after the dawn inspection to prevent wildlife from being captured during daylight hours. Captured individuals will be identified to determine sex and species.

D1.1h. Release. Prior to trapping, refugia will be placed in or near adjacent undisturbed habitat to provide shelter and forage for pocket mice. Refugia will consist of cardboard mailing tubes, 1 inch inside diameter and 18 inches long, installed into the ground at an angle of approximately 30 degrees, which is a typical angle for natural rodent burrows. The mailing tubes are available at office supply stores. The tubes will be scored on the bottom interior at intervals of once per inch to provide traction so that pocket mice may easily travel up the tube. At the bottom end of each mailing tube will be an inverted 4-inch-diameter nursery peat pot, connected to the tube via a hole in the pot. A small amount of nesting material, such as tissue paper, will be placed in each peat pot, along with bird seed. Two mailing tube refugia will be installed for every pocket mouse captured.

D1.1i. Pocket mice captured during trapping will be placed into one of the two temporary refugia, and the tube will be closed at its exposed end with a plug provided with the mailing tube. Additionally, the plug will contain drilled air holes. The animal will remain in the refugia for no more than 24 hours. The plug will be removed from the refugia tube 1 hour after

sunset, allowing the animals to leave the refugia on their own. The refugia are made of biodegradable materials; therefore, they will be left in place indefinitely, or until the qualified biologist determines they are no longer needed.

D1.1j. Exclusion Fence Maintenance/Removal. For sites where impacts will be limited to drive and crush, the exclusion fencing would be maintained to ensure that pocket mice do not re-inhabit the area. For sites subject to clearing and grading activities, the fencing would be removed once trapping and release activities are completed. Displaced pocket mice are unlikely to re-inhabit the work areas if the soils have been compacted. As with fence installation, the activity will be monitored by a Qualified Biologist and/or Biological Monitor under supervision of a Qualified Biologist. In the absence of exclusion fencing, it is possible that some mortality may result, but it likely would not have a significant impact on the population. This method would be determined by the qualified biologist in cooperation with CDFW (CH2M, 2018).

D1.1k. Compensatory Mitigation and Additional Measures. Avoid habitat occupied by, or suitable for, LAPM, SDPM, and/or SDKR to the greatest extent feasible and preserve avoided habitat and any mitigation areas in perpetuity (see 2 and 3 below).

D1.1l. Mitigate for any impacts on LAPM, SDPM, and/or SDKR occupied or suitable habitat at a minimum 2:1 ratio of habitat restoration or creation either on-site and/or off-site on land acquired for the purpose of mitigation, or through the purchase of mitigation credits at an agency approved mitigation bank. Purchase of any mitigation credits should occur prior to any habitat removal. Mitigation on land acquired for mitigation shall include the preservation, creation, restoration, and/or enhancement of similar habitat pursuant to a Habitat Mitigation and Monitoring Plan (HMMP). The HMMP shall be prepared prior to any impacts on the habitat and shall provide details as to the implementation of the mitigation, maintenance, and future monitoring. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the impacted habitat.

D1.1m. Provide long-term management of preserved and/or mitigation habitat.

D1.1n. Avoid indirect impacts on LAPM, SDPM, and/or SDKR as a result of edge effects postconstruction by implementing measures to buffer and avoid human-wildlife conflicts as appropriate, such as:

D1.1o. Installation of cat-proof fencing at the perimeter of development where it abuts preserved areas.

D1.1p. Restricting access to preservation areas for conservation activities only.

D1.1q. Direction of all night lighting within development areas away from the preserved areas.

D1.1r. Installation of signage to direct human activity away from preserved habitat areas.

D1.1s. Prohibition of unleashed dogs within preserved habitat areas.

D1.1t. Implementation of a homeowner's awareness program to educate residents about the conservation values associated with preserved habitat areas.

Action D1.2, Preconstruction Wildlife Surveys

D1.2a. To comply with California Fish and Game Code §§ 2050-2089, § 3511, § 4700, § 5050 and § 5515, the following measures will be implemented to minimize impacts on special-status species which include, but are not limited to: Northwestern San Diego pocket mouse and Los Angeles pocket mouse. The measures below will help to minimize or avoid direct and indirect impacts caused by project implementation to special-status species.

D1.2b. A qualified biologist will conduct a preconstruction general wildlife survey for sensitive wildlife and their sign, including but not limited to burrows, middens, and nesting sites within a project site and adjacent areas that could be affected, such as conservation easements. The survey will be conducted at least seven days prior to the onset of scheduled activities, such as mobilization and staging. It will end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance.

D1.2c. If sensitive species and/or active burrows, etc. are not observed during the preconstruction survey, or they are observed and will not be impacted, project activities may begin and no further mitigation will be required.

D1.2d. Sensitive wildlife species and/or potential nesting sites will not be disturbed, captured, handled or moved.

Northwestern San Diego Pocket Mouse Survey Results and Discussion

Northwestern San Diego pocket mouse was observed onsite and is considered present within the BSA.

The habitat of the northwestern San Diego Pocket mouse is confined to primary and secondary alluvial fan scrub habitats, with sandy soils deposited by fluvial (water) rather than aeolian (wind) processes. Burrows are dug in loose soil, usually near or beneath shrubs. Preferred habitat is open areas of coastal sage scrub and weedy growth, often on sandy substrates (see **Appendix C3**, *Small Mammal Survey Report*).

This species occasionally occurs sympatrically with Los Angeles pocket mouse. The range of this species extends from Orange County to San Diego County, but also includes Riverside and San Bernardino counties (ENVIRA, 2023b).

Project Impacts on Northwestern San Diego Pocket Mouse. Direct impacts on Northwestern San Diego pocket mouse resulting from construction of the project, include loss of nesting, sheltering, and foraging habitat for this species.

Significance Conclusion for Impacts on Northwestern San Diego Pocket Mouse Based on Existing FEIR. With implementation of FEIR **MM D-1** and associated **Action D1.1**, Exclusion Fencing, Trapping, and Release, northwestern San Diego pocket mice will be isolated from active construction areas, captured through trapping (by a "qualified biologist", i.e., a biologist holding a valid USFWS Section 10(a)(1)(A) recovery permits or CDFW memoranda of understanding, as appropriate, for the

targeted species), and released in or near undisturbed habitat in which refugia will be placed to provide shelter and forage for pocket mice.

San Diego Kangaroo Rat Survey Results and Discussion

The San Diego kangaroo rat is found in open, sandy areas in southwestern California and northern Baja California. This species prefers habitats of grassland and open sage scrub with sandy loam to loam soils in which it may excavate burrows. The San Diego kangaroo rat often occupies areas also occupied by the San Bernardino kangaroo rat, but has a wider habitat range.

The San Diego kangaroo rat was observed onsite and is considered the resident kangaroo rat species onsite (see Appendix C3, *Small Mammal Survey Report*).

The San Diego kangaroo rat is found in open, sandy areas in southwestern California and northern Baja California. This species prefers habitats of grassland and open sage scrub with sandy loam to loam soils in which it may excavate burrows. The San Diego kangaroo rat often occupies areas also occupied by the San Bernardino kangaroo rat but has a wider habitat range.

Project Impacts on San Diego kangaroo rat. Direct impacts on San Diego kangaroo rat resulting from construction of the project, include loss of nesting, sheltering, and foraging habitat for this species.

Significance Conclusion for Impacts on San Diego Kangaroo Rat Based on Existing FEIR. With implementation of FEIR **MM D-1** and associated **Action D1.1**, Exclusion Fencing, Trapping, and Release, northwestern San Diego kangaroo rat will be isolated from active construction areas, captured through trapping (by a "qualified biologist", i.e., a biologist holding a valid USFWS Section 10(a)(1)(A) recovery permits or CDFW memoranda of understanding, as appropriate, for the targeted species), and released in or near undisturbed habitat in which refugia will be placed to provide shelter and forage for pocket mice.

The FEIR **MM D-1** and associated **Action D1.2**, Preconstruction Wildlife Surveys, requires a qualified biologist to conducted preconstruction surveys for wildlife and their sign; individual species, their nests, or burrows, will not be disturbed, captured, handled or moved except by a qualified biologist.

Implementation of **MM D-1**, and related actions **D1.1** and **D1.2**, and actions **D2.3**, **D2.4**, and **D2.5** of **MM D-2**, would achieve the less than significant impact on San Diego kangaroo rat as determined in the Certified FEIR

Migratory Bird Treaty Act (MBTA) Bird Species

The Migratory Bird Treaty Act (MBTA) implements four international conservation treaties that the U.S. entered into with Canada (in 1916), Mexico (in 1936), Japan (in 1972), and Russia (in 1976). ensure the sustainability of populations of all protected migratory bird species by prohibiting the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the USFWS. The USFWS updated its list. and a migratory bird species is included on the list if it meets one or more of the following criteria:

It occurs in the United States or U.S. territories as the result of natural biological or ecological processes and is currently, or was previously listed as, a species or part of a family protected by one of the four international treaties or their amendments.

Revised taxonomy results in it being newly split from a species that was previously on the list, and the new species occurs in the United States or U.S. territories as the result of natural biological or ecological processes.

New evidence exists for its natural occurrence in the United States or U.S. territories resulting from natural distributional changes and the species occurs in a protected family.

This list was updated in 2020 and can be found under CFR Title 50 Part 10.13 (10.13 list; 88 FR 49310). Another list, updated 2020, identifies species belonging to biological families referred to in treaties the MBTA implements but are not protected because their presence in the United States or U.S. territories is solely the result of intentional or unintentional human-assisted introductions (85 FR 21262).

Native birds are protected by the California Fish and Game Code render it unlawful to take native breeding birds, and their nests, eggs, and young.

Of the 34 bird species observed during the surveys, 32 are protected by the MBTA. Two of the observed species (California horned lark, CDFW Watch List; and rock pigeon [*Columba livia*]) are not protected by the MBTA.

Project Impacts on MBTA Bird Species. Direct impacts on breeding and nesting birds would result from vegetation and tree removal, including but not limited to grubbing, mowing, and disking. Indirect impacts on breeding and nesting birds could occur from increased noise, vibration, and dust during construction, which could adversely affect the breeding behavior of some birds, and lead to the loss (take) of eggs and chicks, or nest abandonment. Impacts on breeding and nesting birds protected by the MBTA and California Fish and Game Code would potentially be significant without implementation of project design features.

Significance Conclusion for Impacts on MBTA Species Based on Existing FEIR Implementation of FEIR **MM D-5** and **Action D5.2** would achieve the less than significant impact on MBTA species as determined in the Certified FEIR.

Eleven special-status wildlife species have been recorded within two miles of the BSA (see **Figure 4.4-2**): Crotch bumble bee (*Bombus crotchii*), Delhi sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), San Diego desert woodrat (*Neotoma lepida intermedia*), southern California legless lizard (*Anniella stebbinsi*), burrowing owl (*Athene cunicularia*), coast horned lizard (*Phrynosoma blainvillii*), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), and western mastiff bat (*Eumops perotis californicus*).

As discussed previously, burrowing owl, Los Angeles pocket mouse, northwestern San Diego pocket mouse, and San Diego (=Dulzura) kangaroo rat are present within the BSA. Crotch bumble bee has not been recorded within two miles of the BSA since 1953 but has a low potential to occur due to the presence of disturbed fiddleneck-phacelia fields; Delhi sands flower-loving fly is not expected to occur because this species requires Delhi sands soils, which are not found within the BSA; and San Bernardino kangaroo rat was not found during focused trapping surveys conducted for this and other small mammal species. San Diego black-tailed jackrabbit was recorded in 2001 near the Etiwanda Creek Flood Control Basin but has a moderate potential to occur in the BSA; San Diego desert woodrat is not expected to occur due to lack of suitable habitat or vegetation; southern California legless lizard

was recorded in 1992 and has a low potential to occur due to marginally suitable habitat within the BSA; coast horned lizard has been recorded in the BSA and has a moderate potential to occur; and western mastiff bat is not expected to occur because the BSA does not contain suitable vegetation or roosting habitat. For details, see **Appendix C1,** *NES(MI)*.

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

Less than Significant Impact/No Changes or New Information

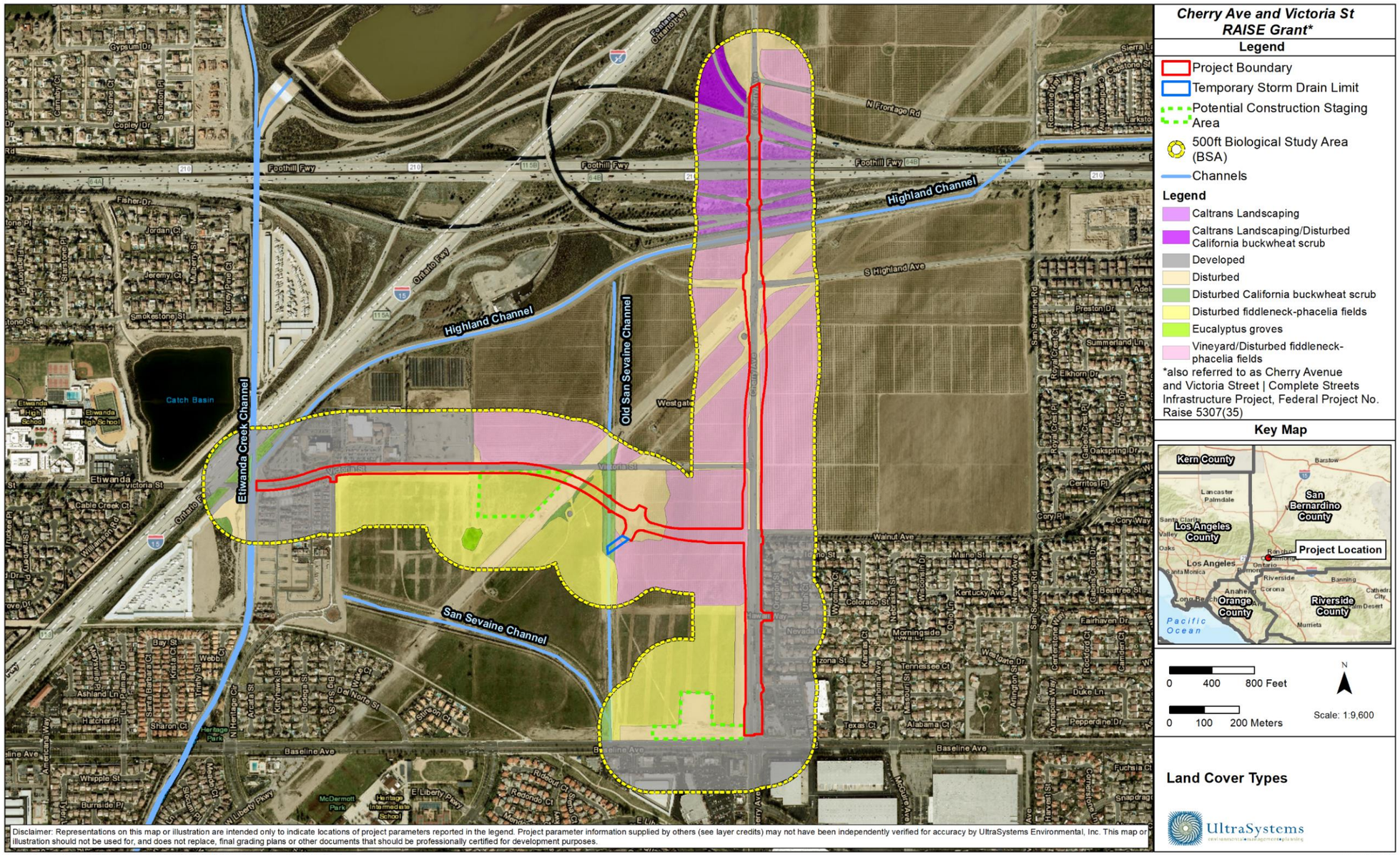
The modified project site is vegetated with vineyards, non-native grasses and forb species, and some native species. The literature review and the results of the reconnaissance-level biological field surveys indicate that neither riparian habitat nor other sensitive natural communities exist within the BSA. Land covers observed within the BSA are described below (see **Figure 4.4-4** and **Table 4.4-1**).

TABLE 4.4-1
ACREAGE OF MAPPED LAND COVER TYPES

Existing Land Cover	Project Site (acres)	BSA (acres)
Caltrans Landscaping	<0.01	14.9
Caltrans Landscaping/Disturbed California Buckwheat Scrub	0	4.1
Developed	18.6	118.2
Disturbed	10.9	44.7
Disturbed California Buckwheat Scrub	0.5	6.7
Disturbed Fiddleneck-Phacelia Fields	8.6	63.2
Eucalyptus Groves	0	0.7
Vineyard/Disturbed Fiddleneck-Phacelia Fields	5.0	91.6
TOTAL LAND COVER	**43.2**	**344.1**

Caltrans Landscaping. Approximately 14.9 acres of this land cover were mapped within the BSA; less than 0.01 acre was mapped within the project site. Several native plant species have been planted and maintained by Caltrans within the Caltrans landscaping land cover, including Fremont cottonwood (*Populus fremontii*) and whiteflower kurrajong (*Brachychiton populneus*) in the canopy layer, California buckwheat, acacia (*Acacia* sp.) and California sagebrush in the shrub layer, and various herbaceous weeds such as telegraph weed (*Heterotheca grandiflora*) and stinkwort (*Dittrichia graveolens*). The trees in this land cover type are spaced out, leaving an open canopy of less than 10% cover. The shrubs are denser in cover, creating a thick understory layer. This land cover is not considered sensitive (CDFW, 2023a).

Figure 4.4-4
LAND COVER TYPES



Path: \\Gissvr\gis\Projects\7170B_Westgate_RAISE\MXDs\BIO\7170B_LandCover_Overview_2024_05_30.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; Intex Properties Corporation, August 2022; UltraSystems Environmental, Inc., 2024.

May 30, 2024

Caltrans Landscaping/Disturbed California Buckwheat Scrub (Eriogonum fasciculatum Shrubland Alliance). The Caltrans landscaping/disturbed California buckwheat scrub land cover occurs in some of the landscaped sections between the on- and off-ramps of the SR-210 interchange with Cherry Avenue, in the northwestern area of the BSA. This land cover type consists primarily of plant species characteristic of the Disturbed California Buckwheat Scrub plant community. There is a distinct dominance of California buckwheat and/or California sagebrush, and lower cover of other shrub species such as deerweed and tree species such as Fremont cottonwood and kurrajong. Disturbances in this land cover include riprap, trash, and encroachment by invasive plant species such as stinkwort and yellow star-thistle (*Centaurea solstitialis*).

The Caltrans Landscaping/disturbed California buckwheat scrub land cover occupies approximately 4.1 acres of the BSA but does not occur within the project site. This land cover is not considered sensitive (CDFW, 2023a).

Developed. Developed land cover primarily consists of man-made structures, paving and other impermeable surfaces that cannot support vegetation. Developed lands also include ornamental and native landscaping around buildings and homes. Onsite developed lands consist of paved streets, paved access roads, parking lots, driveways, sidewalks, shipping containers, and other permanent structures. These developed areas provide virtually no habitat for wildlife species. Landscaped (ornamental trees, shrubs, turf, etc.) areas associated with the developed lands within the BSA provide virtually no habitat for wildlife species; however, birds could use the ornamental trees for foraging and nesting. Developed land cover does not have a global or state rank and are not considered sensitive habitats or Natural Communities of Special Concern (CDFW, 2023a).

Developed land cover occupies approximately 118.2 acres of the BSA and 18.6 acres of the project site. This land cover is not considered sensitive.

Disturbed. The disturbed land cover type is characterized by areas that are either barren and thus completely lacking vegetation—such as dirt/gravel roads or gravel-covered staging areas—or low-lying ruderal vegetation including native and non-native shrubs, forbs, and/or grasses. Many areas in the Disturbed land cover such as the dirt/gravel service road of the transmission line towers, and other dirt access roads interspersed throughout the vineyards and uncultivated fields within the BSA, contain highly compacted soils, which do not support vegetative cover. Weed abatement activities such as disking and mowing throughout vegetated areas of the Disturbed land cover adversely affect habitat value by reducing vegetative cover. Vegetation within the disturbed land cover primarily consists of non-native annual grass and forb species. Disturbed land cover within the BSA does not fit any classification described in A Manual of California Vegetation Second Edition (Sawyer et al., 2009) or Preliminary Descriptions of the Terrestrial Communities of California (Holland, 1986). Disturbed land cover is not considered a sensitive habitat or Natural Community of Special Concern (CDFW, 2023a). Disturbed land cover occupies approximately 44.7 acres of the BSA and 10.9 acres of the project site. This land cover is not considered sensitive.

Disturbed California Buckwheat Scrub (Eriogonum fasciculatum Shrubland Alliance). Disturbed California buckwheat scrub consists of a shrub-dominated habitat in a disturbed state, meaning more than 20 percent of the given area consists of non-native or invasive species. Some of the prominent shrubs in this habitat type include California buckwheat, California sagebrush, coastal goldenbush (*Isocoma menziesii*), and black sage (*Salvia mellifera*).

All of the disturbed California buckwheat scrub within the BSA occurs along a section of the Old San Sevaine Channel, a remnant channel, which runs north to south through PAs 41, 43, and 65. Several

plant species that are characteristic of California buckwheat scrub occur within this portion of the channel, and California buckwheat (*Eriogonum fasciculatum*) is the dominant species. Other characteristic species of this land cover include deerweed (*Acmispon glaber*), California broomsage (*Lepidospartum squamatum*), California sagebrush (*Artemisia californica*), common sunflower (*Helianthus annuus*), and twiggy wreath (*Stephanomeria virgata*). Non-native invasive plants in this land cover include Saharan mustard (*Brassica tournefortii*), filaree species (*Erodium* spp.), and ripgut brome (*Bromus diandrus*). Sections of this channel that are deeper have higher cover of intact California buckwheat scrub; whereas areas that lack a defined bank and channel are subject to greater disturbance and intrusion by exotic species. Other disturbances besides non-native species encroachment within portions of the channel include vehicle traffic, mowing, disking, and soil compaction by heavy equipment.

The disturbed California buckwheat scrub land cover occupies approximately 6.7 acres of the BSA but only 0.5 acre of that is within the project site. This community is considered low priority for inventory by CDFW and is not considered sensitive (CDFW, 2023a; CNPS, 2023b). However, California buckwheat scrub is considered a sensitive and protected vegetation community when found to support special-status (listed) species, such as the California gnatcatcher (CDFW, 2023a; CNPS, 2023b). At the southernmost end of the drainage, immediately north of Baseline Avenue, the canal deepens, and the soil is gravelly and dusty, with many burrows occupied by California ground squirrels. BUOWs have also been observed occupying burrows near the top of this channel's banks. UltraSystems biologists observed several homeless encampments distributed within the southern area of the channel.

Disturbed Fiddleneck-Phacelia Fields (Amsinckia [menziesii, tessellata]-Phacelia spp. Herbaceous Alliance). Disturbed fiddleneck-phacelia land cover occurs in two places within the BSA: northwest of the intersection of Cherry Avenue and Baseline Avenue, and south of Victoria Street, bounded by Kestrel Drive to the west and the Old San Sevaine Channel to the east. This land cover is not considered sensitive (CDFW, 2023a).

The vegetation in these fields primarily consists of annual grass and forb species; however, the composition of species shifted markedly between the early and late growing season. During the early growing season, the dominant species were the native forb species common fiddleneck (*Amsinckia menziesii*), and non-native filaree species and annual grass species such as ripgut brome. Co-dominant and common forb and annual grass species observed during the early growing season include oat species (Avena spp.), Sahara mustard, red maids (*Calandrinia menziesii*), California primrose (*Eulobus californicus*), and annual lupine (*Lupinus bicolor*). The cover of this herbaceous community was continuous and less than one meter in height. During the later growing season of April and May, the dominant plant species shifted to the following non-native annual grass species: oat species, and ripgut brome (*Bromus diandrus*), and co-dominant species shifted to foxtail brome (*Bromus madritensis*), soft chess (*Bromus hordeaceus*), and wall barley (*Hordeum murinum*). The late-season vegetative cover was continuous and between one to two meters in height prior to weed abatement activities.

The main disturbance within this land cover is due to weed abatement activities, which are regularly conducted in the fields during the late growing season, beginning in March. The fields are disked in rows and/or a grid pattern in which each disked row is approximately 40-feet wide, except for rows of 100 feet in width along the roadway and edge of habitat borders. The interspaces between the rows are mowed down to less than six inches in height. This land cover is located within uncultivated

fields that experience frequent bioturbation from California ground squirrel, Botta's pocket gopher, and other ground-dwelling mammals.

The disturbed fiddleneck-phacelia fields land cover occupies approximately 63.2 acres of the BSA and 8.6 acres of the project site. This land cover is not considered sensitive (CDFW, 2023a).

Eucalyptus Groves (Eucalyptus spp. Woodland Semi-Natural Alliance). Eucalyptus groves are characterized by Eucalyptus trees (*Eucalyptus* spp.) which dominate the tree canopy. These species were originally planted as individual trees, groves, and windbreaks, later becoming naturalized on uplands, bottomlands, and adjacent to stream courses, lakes, or levees. Stands in this alliance occur in agricultural and urban land use areas as well as widely beyond these, typically in disturbed areas including roadside verges and upper terraces of floodplains (CNPS, 2023a). This land cover is not considered sensitive (CDFW, 2023a); however, eucalyptus windrows are considered to be Heritage Trees under City of Fontana Municipal Code (see Section 4.4[e]).

Approximately 0.7 acre of Eucalyptus groves was mapped within the BSA; Eucalyptus groves were not observed on the project site.

Vineyard/Disturbed Fiddleneck-Phacelia Fields. The vineyard/disturbed fiddleneck-phacelia fields land cover contains land that is used seasonally to grow grapes (agriculture). The dominant shrub within this land cover is domestic grape (*Vitis vinifera*), which has been cultivated in the vineyard since at least 1938 (NetrOnline 2023). Other common plant species that occurred in the canopy understory of the grape vines or in the intercanopy spaces of the vineyard rows shifted in species composition in a similar way to the disturbed fiddleneck-phacelia fields land cover detailed above. During the early growing season, the dominant species were the native forb species common fiddleneck, and non-native filaree species and annual grass species such as ripgut brome. Co-dominant and common forb and annual grass species observed during the early growing season include oat species, Sahara mustard, red maids, California primrose, and annual lupine.

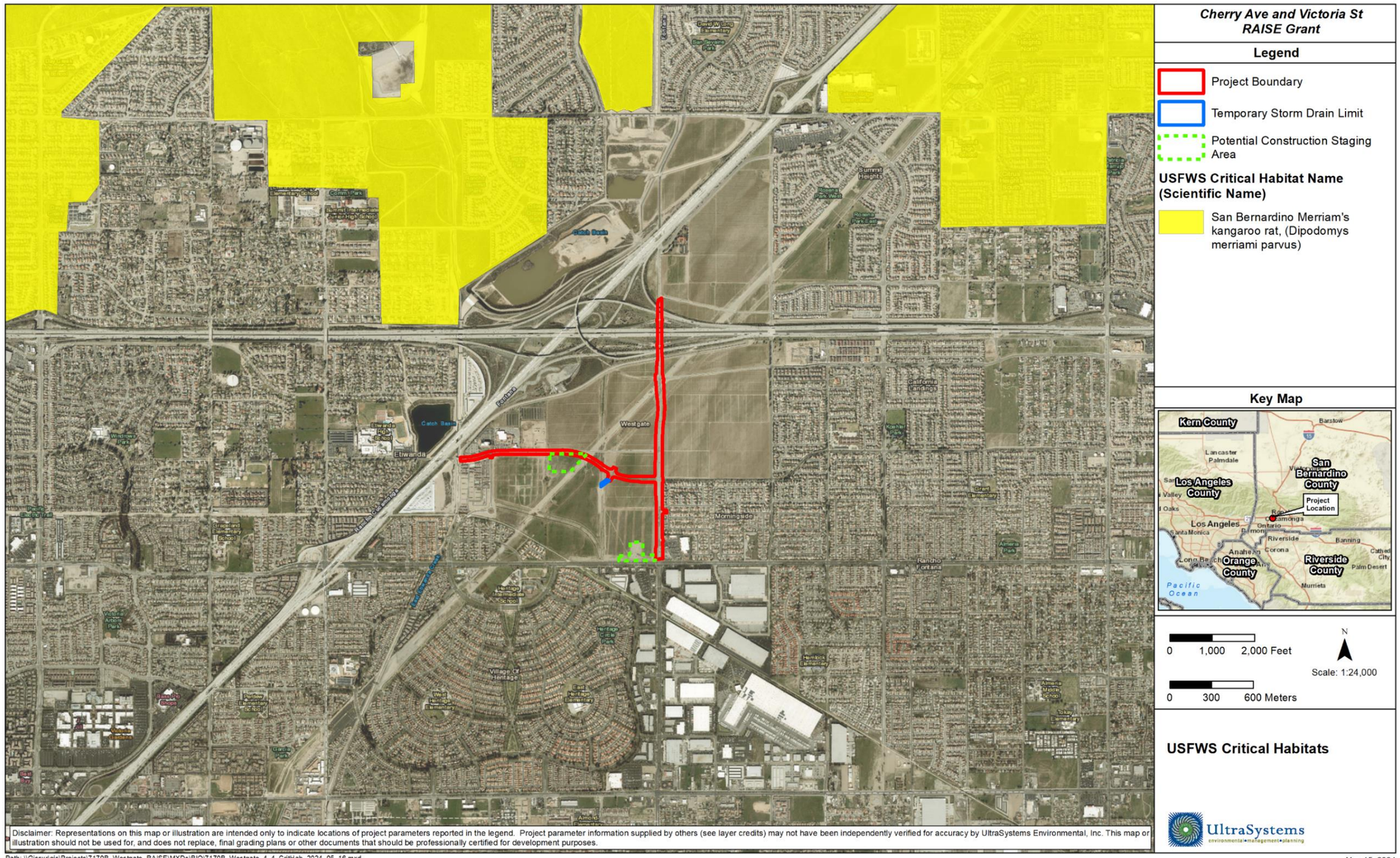
Vineyard maintenance crews were observed conducting monthly disking and blading of all the vineyard rows, both north-to-south and west-to-east rows between late January and June. As a result, the only vegetation other than the grape vines that persists in the late growing season is the vegetation that grows beneath the vine's canopies; ripgut brome was the dominant weed growing within the grape vines' canopies during the late growing season. This land cover is not considered sensitive (CDFW, 2023a).

The vineyard/disturbed fiddleneck-phacelia fields land cover occupies approximately 91.6 acres of the BSA and 5.0 acres of the project site.

Land cover types observed on the project site and within the BSA are not considered sensitive by CDFW; therefore, no direct or indirect impacts on riparian habitat or other sensitive natural communities are anticipated as a result of the proposed project. Impacts on riparian habitat or other sensitive natural community would be less than significant as determined in the FEIR.

There is USFWS critical habitat for SBKR within 0.5 mile of the northern boundary of the BSA (see **Figure 4.4-5**). The project site was determined to have suitable habitat for SBKR but no individuals of this species were observed during focused small mammal trapping surveys (see **Appendix C3**, *Small Mammal Survey Report*). Moreover, development of the project is not anticipated to have adverse impacts on USFWS critical habitat.

Figure 4.4-5
USFWS CRITICAL HABITATS



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

Less than Significant Impact/No Changes or New Information

UltraSystems biologists conducted a jurisdictional assessment and delineation of the project site and the immediate area surrounding the site. The survey was conducted to determine the presence and extent of waters and habitats that are potentially subject to the jurisdictional authority of the U.S. Army Corps of Engineers (USACE), the Santa Ana Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW). This report, included as **Appendix C4**, *Jurisdictional Delineation Survey Report* documents the methods and results of the survey and provides an analysis of the potential impacts on jurisdictional areas from site construction and development in view of applicable federal and state laws and regulations. The results presented in this report are preliminary since the USACE, RWQCB, and CDFW will make the final determination of jurisdiction in accordance with their regulatory authority. Finally, the report presents a discussion of impacts to jurisdictional waters and the mitigation necessary to reduce those impacts to less than significant. This report was prepared based upon results of a literature review and field survey and will support permits which may be required by the project from federal and state resource agencies (UltraSystems, 2024, p. 1-1).

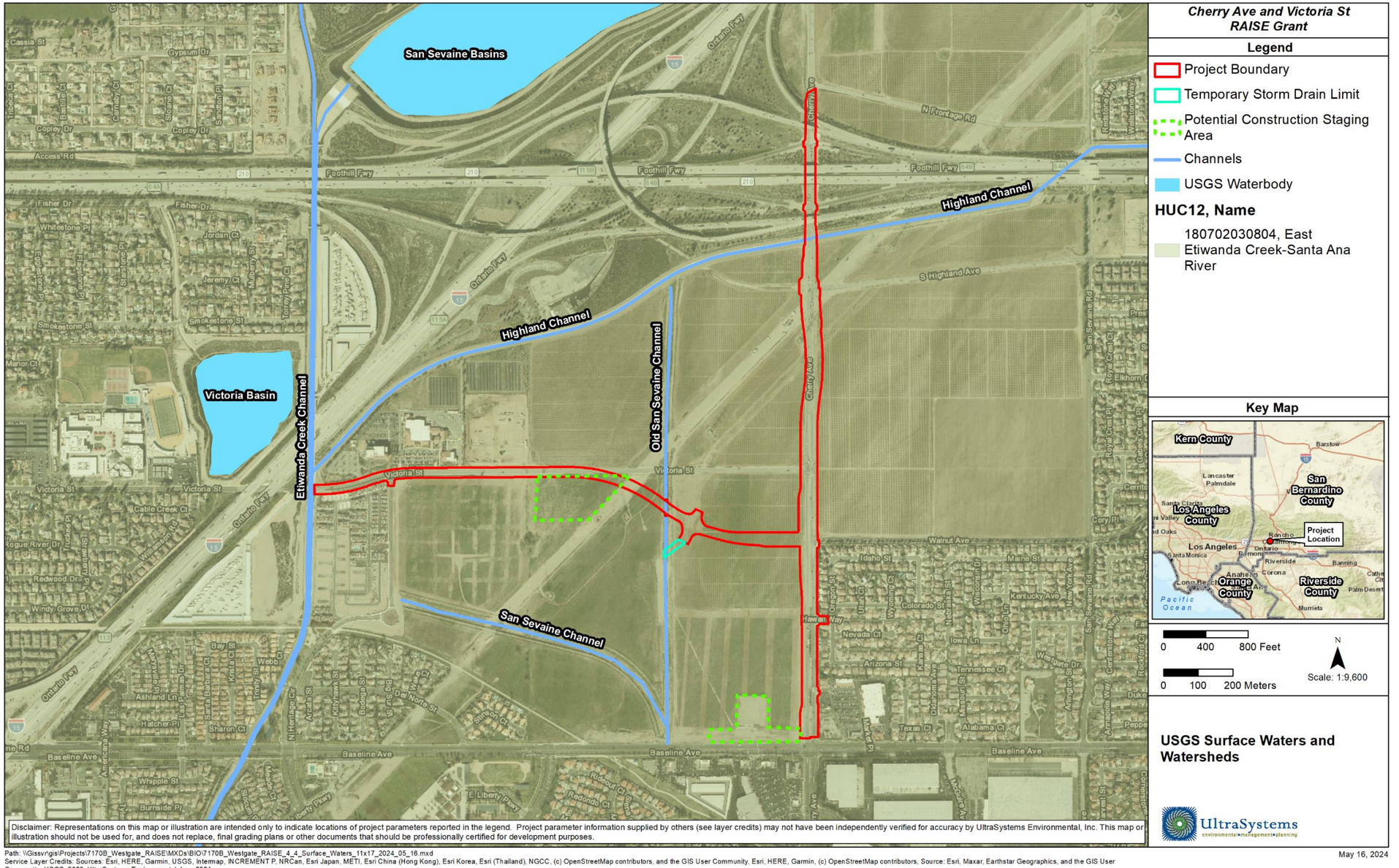
Jurisdictional Delineation Survey Results and Discussion

According to the literature review and jurisdictional delineation survey (UltraSystems, 2024; **Appendix C4**, *Jurisdictional Delineation Survey Report*), one water feature (Old San Sevaine Channel) intersects the project site at two locations: (1) at a section where the proposed realigned segment of Victoria Street would be located, approximately 200 feet south of the existing alignment of Victoria Street, and (2) where the temporary storm drain work limit is located, approximately 250 feet south of the southern border of the proposed Victoria Street segment that intersects the channel (see **Figure 4.4-6**).

Old San Sevaine Channel is an ephemeral drainage that was once part of the larger San Sevaine Channel that provided local stormwater drainage. Old San Sevaine Channel now begins at Highland Channel, which generally parallels SR-210, and runs south into a culvert leading to an underground storm drain at Baseline Avenue. This storm drain heads west along Baseline Avenue and discharges into East Etiwanda Creek. East Etiwanda Creek flows south and discharges into the Santa Ana River (a known water of the U.S.) south of the intersection of Limonite Avenue and Bain Street in the City of Riverside. The Santa Ana River eventually drains to the Pacific Ocean at the City of Huntington Beach (Google Earth Pro, 2023; USEPA, 2023a).

Old San Sevaine Channel is an ephemeral tributary (now a headwater) to East Etiwanda Creek. As an ephemeral drainage, Old San Sevaine Channel currently does not meet the definition of a water of the U.S. (per the 2023 Supreme Court decision in Sackett v. EPA [88 FR 61964]; effective September 8, 2023) and is not subject to federal jurisdiction by the U.S. Army Corps of Engineers, Los Angeles District (USACE). However, Old San Sevaine Channel meets the definition of a water of the State as defined by the Porter-Cologne Water Quality Control Act and is under the jurisdiction of the Santa Ana RWQCB. It also meets the definition of a waterway per CDFW standards and is under the jurisdiction of CDFW pursuant to §§ 1600-1617 FGC (see **Appendix C4**, *Jurisdictional Delineation Survey Report*).

Figure 4.4-6
USGS SURFACE WATERS AND WATERSHEDS



Path: \\Gissvr\gis\Projects\7170B_Westgate_RAISE\MXDs\BIO\7170B_Westgate_RAISE_4_4_Surface_Waters_11x17_2024_05_16.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; USGS, 2020; UltraSystems Environmental, Inc., 2024.

Project Impacts on Waters of the State. Construction of the project will result in the permanent filling of approximately 0.41 acre of two areas within the Old San Sevaine Channel due to the realignment of Victoria Street that crosses the channel and to the temporary storm drain and outfall area of the drain that are located within the channel. In addition to the abovementioned permanent impacts, 0.65 acre of temporary impacts would result from work activities associated with the installation of the temporary storm drain. Direct impacts on State-protected waterways as defined by Porter-Cologne and §§ 1600-1617 FGC are anticipated through direct removal, filling, hydrological interruption, or other means, as a result of project activities.

Significance Conclusion for Impacts on Waters of the State Based on Existing FEIR. Due to potential impacts on waters of the State associated with development of the project (PCR, 2015 [see **Appendix C4**, *Jurisdictional Delineation Survey Report]*), **MM D-4** of the WSP FEIR, which requires the acquisition of permitting from CDFW and RWQCB, applies to this project. Implementation of FEIR **MM D-4** would reduce impacts on state and/or federally protected wetlands and jurisdictional areas to less than significant. Therefore, there would be no change or new information requiring the preparation of an MND or EIR.

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

Less than Significant Impact/No Changes or New Information

A wildlife corridor is a connection of habitat, generally native vegetation, which joins two or more larger areas of similar habitat that are otherwise separated by natural barriers, changes in vegetation composition, or land permanently altered for human activities, such as farms; and infrastructure, such as roads, railroads, residential development, or fencing. When native vegetation is cleared, fragmented patches of open space or isolated "islands" of wildlife habitat are created. Fragmentation and habitat loss are the two main contributors to the continuing biodiversity decline. The main goal of corridors is to facilitate movement of individuals, through dispersal, seasonal migration, and movement for foraging, breeding, cover, etc. Corridors allow for physical and genetic exchange between isolated wildlife populations and are critical for the maintenance of ecological processes, including allowing for the movement of animals and the continuation of viable populations and higher species diversity.

Biologists also used CDFW's BIOS Habitat Connectivity Viewer (CDFW, 2023b) to review the Essential Connectivity Map and to search for Essential Connectivity Areas and Natural Landscape Blocks within ten miles of the project site. There are large, relatively natural habitat blocks that support native biodiversity (Natural Landscape Blocks) and areas essential for ecological connectivity between them (Essential Connectivity Areas) in addition to a statewide network of 850 relatively intact Natural Landscape Blocks (ranging in size from 2,000 to about 3.7 million acres) connected by 192 Essential Connectivity Areas within 10 miles of the BSA.

The San Bernardino National Forest (SBNF) is located approximately 2.65 miles north from the project site (Google Earth Pro, 2023). The BSA does not overlap within any CDFW Essential Connectivity Areas, Natural Landscape Blocks, or Small Natural Areas mapped within the SBNF (CDFW, 2023b).

Predators such as coyotes, and smaller mammals such as raccoons (Procyon lotor) and striped skunks (Mephitis mephitis), are known to use industrial and commercial areas, utility corridor

rights-of-way, and washes for hunting and foraging; these species also use washes (natural and channelized), culverts, underpasses, and city streets for travelling, often but not necessarily limited to overnight hours when human activity decreases (Baker and Timm, 1998; Grubbs and Krausman, 2009; Ng et al., 2004).

Urban areas provide a unique ecosystem with ecological opportunity in the form of anthropogenic food sources such as discarded human food, pet food, human-associated fruits, and domestic animals (Larson et. al., 2020). Due to urbanization of the project vicinity, the BSA is not likely to function as a regional wildlife corridor; however, examination of aerial imagery indicates that the BSA functions as a hunting, foraging, and local movement corridor, and the BSA and surrounding areas are suitable wildlife movement corridors.

The project entails the improvement of existing roadways and would not hinder movement of these urban-adaptive species described above. The project, as planned, would not interfere substantially with or impede: (1) the movement of any resident or migratory fish or wildlife species, (2) established resident or migratory wildlife corridors. Impacts would be less than significant, and mitigation is not required.

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

No Impact

Heritage trees are defined in the City's Municipal Code Section 28-63 as:

"... any tree which: (1) Is of historical value because of its association with a place, building, natural feature or event of local, regional or national historical significance as identified by city council resolution; or (2) Is representative of a significant period of the city's growth or development (windrow tree, European Olive tree); or (3) Is a protected or endangered species as specified by federal or state statute; or (4) Is deemed historically or culturally significant by the city manager or his or her designee because of size, condition, location or aesthetic qualities." Significant tree" is defined in the City's Municipal Code as "any tree that is one of the following species: Southern California black walnut, Coast live oak, Deodora cedar, California sycamore, and London plane."

A eucalyptus grove was observed within the BSA; however, no trees were observed inside the project area. The project is not anticipated to conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impact would occur, and mitigation is not required.

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

No Impact

The project site is not located in a Habitat Conservation Plan (HCP), Natural Communities Conservation Plan (NCCP), or another approved HCP area. For this reason, the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan. No impact would occur, and mitigation is not required.

4.5 Cultural Resources

4.5.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

The information below summarizes the analysis and conclusions in Section 4.E, Cultural Resources, in the DEIR (PCR, 2015a). The analysis of cultural resources is derived from a technical report prepared by PCR Services Corporation in April 2014. The Cultural Resources Assessment was provided in the WSP DEIR as Appendix D (PCR, 2015a, Appendix D).

Historical Resources - cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 (Impact 4.E-1):

The Hippard Ranch, which is located approximately one-half mile west of the Approved Project site was determined eligible for local listing. The Hippard Ranch is on the west side of I-15 and is not visible from the Approved Project site and therefore no direct or indirect impacts to the historic resource from any proposed project associated with the Approved Project would occur (PCR, 2015a, p. 4.E-20).

Baseline Avenue (P-36-15,497/CPHI-SBR-12) is located on the southern boundary of the Approved Project site and no remnants of the original road that was built by Hunt in the 1850s exists today. The Approved Project would not cause a substantial adverse change to the significance of Baseline Avenue since it is located outside the project site and, therefore, it would not be directly impacted by any future development. In addition, the setting of Baseline Avenue has already been altered by existing residential and commercial uses in the area; therefore, no indirect impacts associated with the Approved Project will occur (PCR, 2015a, pp. 4.E-20-4.E-21).

The vineyards and associated water tank, water system and a former farmstead site (CA-SBR-7324H) are physically and historically associated components and may be contributing features of a potential historic agricultural landscape. The vineyards and associated water tank, water system and/or former farmstead site may be historically significant, therefore mitigation measure E-1 is required for the preservation and recordation of known resources, and/or recovery and curation of buried resources, as appropriate, in order to address potential impacts. However, even with implementation of mitigation measure E-1 that requires recordation of affected resources, impacts to historic resources would be considered significant and unavoidable, as future implementation of the Approved Specific Plan could ultimately result in the demolition and removal of the vineyards and associated water tank, water system and the former farmstead site (CA-SBR-7324H) (PCR, 2015a, p. 4.E-21).

- ***Approved Project Determination: Significant and Unavoidable Impact after Mitigation.***

Westgate Specific Plan FEIR Mitigation Measures: Refer to mitigation measure E-1.

Archaeological Resources - cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064 (Impact 4.E.2):

No recorded archaeological resources are within the Approved Project site. PCR performed a limited-coverage pedestrian survey of the project site and did not identify any previously unrecorded archaeological resources. Before an adequate project-level impact analysis can be performed, new comprehensive pedestrian surveys that examine the entirety of the project site will be required to

identify any previously unknown archaeological resources. and to determine whether there is enough potential to encounter a buried historic archaeological deposit at the former location of CA-SBR-7324H that would warrant subsurface test excavations to identify its nature and extent. These recommendations are included as mitigation measures E-2 through E-5 (PCR, 2015a, p. 4.E-21).

The Approved Project could potentially include significant ground-disturbing activities and could have a significant impact on both existing and unidentified archaeological resources within the project site. Relatively limited surface grading would be needed for parking lots, parks, and other improvements requiring low-intensity construction. For the majority of improvements and development, however, such as residential and commercial development, schools, and their associated utilities, deeper and more extensive ground disturbance would be required for construction (PCR, 2015a, p. 4.E-21). Components of the Plan that do not require excavation activities such as grading, trenching, or boring will result in no impacts to archaeological resources and therefore no additional analyses or mitigation is necessary. These projects would include areas where an existing grade will be utilized or raised to a higher grade. Other Plan components that include excavations into heavily disturbed soils or fill would also result in no impact to archaeological resources as resources have likely been displaced from previous disturbances and there is nearly no potential to encounter resources in fill soils (PCR, 2015a, p. 4.E-22).

However, all components of the Plan that include excavations into native soils will require additional analyses to identify any potential impacts to archaeological resources. The results of the cultural resources records search through the CHRIS-SBAIC revealed that there are numerous archaeological resources located outside the project site but within the foothills and mountain areas to the north and south of the one-half mile search radius. These findings confirm prehistoric occupation in the vicinity of the project and suggest that prehistoric archaeological resource may exist within the project site on the surface or subsurface (PCR, 2015a, p. 4.E-22).

The Approved Project has a moderate potential to impact archaeological resources. Future archaeological sensitivity assessments will be performed on a project-by-project basis and will take into account previous land use/disturbances, project impacts (direct and indirect), and location of known resources in the vicinity. Overall, however, with implementation of applicable mitigation measures (E-2 through E-5), impacts to archaeological resources would be less than significant (PCR, 2015a, p. 4.E-22).

- ***Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated.***

Westgate Specific Plan FEIR Mitigation Measures: Refer to mitigation measures E-2 to E-5.

Paleontological Resources - directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Impact 4.E-3): This section was moved and is addressed in Section 4.6, Geology and Soils. of this document for consistency with the current 2023 CEQA thresholds.

Human Remains - disturb any human remains, including those interred outside of formal cemeteries (Impact 4.E.4):

A Sacred Lands File search for the project site requested by PCR from the NAHC in Sacramento did not indicate the presence of Native American cultural resources in the SLF database within the project site. The NAHC results also noted, however, that the "NAHC [SLF] inventory is not exhaustive

and does not preclude the discovery of cultural resources during any project groundbreaking activity." The results of the SBAIC search showed no recorded human remains have been identified within the project site or a half-mile radius. The sensitivity of the project site regarding buried human remains is low. If such resources are accidentally encountered during project implementation, mitigation measure **E-9** will ensure that potential impacts to the resources are reduced to a less than significant level.

- ***Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated.***

Westgate Specific Plan FEIR Mitigation Measures: Refer to mitigation measure E-9.

Westgate Specific Plan FEIR Mitigation Measures:

The following cultural resources mitigation measures in the Final EIR are relevant to the modified project.

No.	Mitigation Measure
E-1 Historical Resources	If the historic agricultural landscape and any associated contributing features including the vineyards, water tank, water system, and farmstead site CA-SBR-7324H would be affected by a future project component of the Plan that would cause a substantial adverse change in the significance of the historical resource, the applicant shall hire a qualified historic preservation consultant to review the Project for conformance with the Secretary of the Interior's Standards, and the preservation consultant shall provide preservation design consultation to assist the applicant to avoid or reduce potential impacts to historical resources. If potentially significant impacts cannot be avoided, the applicant shall prepare a Historic American Landscapes Survey (HALS) to document the historic agricultural landscape in accordance with the National Parks Service's Requirements for Heritage Documentation Programs. The HALS shall be prepared by a qualified historian or architectural historian and include a discussion of the history of the vineyards and associated structures and infrastructure, historic aerial photographs and written descriptions illustrating the appearance and extent of the vineyards during the historic period, as well as photographs of the remaining landscape and structural features by a Historic American Landscape Survey (HALS)-qualified photographer. Furthermore, the applicant shall preserve a portion of the remaining vineyard within the project boundaries for interpretive purposes, at a size determined appropriate by the City, which shall be located in a publicly accessible area and shall include an interpretive plaque and historic aerial photo or historic map and timeline to educate visitors regarding the past use and significance of the property. If the former farmstead site CA-SBR-7324H would be physically impacted by future ground disturbing activities, the site shall be mitigated through archaeological data recovery by a qualified historical archaeologist prior to commencement of construction activities, as discussed below in Mitigation Measure E-4.
E-2 Archaeological Resources	The City shall conduct a Phase I Cultural Resources Assessment of the project to identify any archaeological resources within the area of a proposed project component. The Phase I assessment shall include cultural resources records searches through the San Bernardino Archaeological Information Center (as needed), a Sacred Lands File search through the Native American Heritage Commission and follow-up Native American consultation (as needed), and a comprehensive pedestrian survey of the project site. As part of this assessment, the City shall also determine whether there is enough potential to encounter a buried historic archaeological deposit at the former location of CA-SBR-7324H that would warrant subsurface test excavations to identify its nature and extent.

No.	Mitigation Measure
	• If resources are identified during the Phase I assessment, then a Phase II assessment shall be required, as described in Mitigation Measure E-2. • If no resources are identified as part of the assessment, no further analyses or mitigation shall be warranted, unless it can be determined that the project has a high potential to encounter buried archaeological resources. This discussion will be included in a technical report and the Cultural Resources Initial Study or EIR Section. • If it is determined that there is a moderate or high potential to encounter buried archaeological resources, appropriate mitigation shall be developed and implemented. Appropriate mitigation may include, redesign of the proposed project to avoid the sensitive area, in which case no additional mitigation would be required. If avoidance is not possible, appropriate mitigation shall include but not be limited to the following: Archaeological Monitoring During Construction: A qualified archaeologist shall be retained by the City prior to the commencement of the project. The archaeologist shall monitor all ground-disturbing activities and excavations within the project area. The purpose of the monitoring is to inspect sidewalls and spoils piles of exposed excavation trenches and pits for the presence or absence of archaeological resources and to determine whether native soils are present at depth. The frequency of monitoring shall be determined by PCR in coordination with the City and shall be based on the results of the soil conditions and resource yields during construction. Such factors that will determine monitoring frequency include rate of excavation and grading activities, the materials being excavated (fill or native soils), the depth of excavation, and if found, the abundance and type of archaeological resources encountered. In addition, PCR shall recommend appropriate treatment measures (i.e., avoidance, removal, or preservation in place) to reduce or avoid impacts to buried resources, if encountered. If archaeological resources are encountered during implementation of the project, ground-disturbing activities shall temporarily be redirected from the vicinity of the find. The archaeologist shall be allowed to temporarily divert or redirect grading or excavation activities in the vicinity in order to make an evaluation of the find and determine appropriate treatment that may include the development and implementation of a testing/data recovery investigation or preservation in place. Upon completion of the monitoring services, the archaeologist shall prepare a final report about the find and the monitoring services to be filed with the City to show satisfactory compliance with the archaeological mitigation measures for a given project. The report shall include documentation and interpretation of resources recovered. Interpretation will include full evaluation of the eligibility with respect to the California Register of Historical Resources. The landowner, in consultation with the City and archaeologist, shall designate repositories to curate any material in the event that resources are recovered during construction.
E-3 Archaeological Resources	If resources are identified during the Phase I Assessment, a Phase II Cultural Resources Assessment may be warranted if improvements or development is proposed in the vicinity of such resource, or if an alternate alignment or plan is not selected. The Phase II assessment shall evaluate the resource(s) for listing in the California Register of Historical Resources and to determine whether the resource qualifies as a "unique archaeological resource" pursuant to CEQA. If enough data is obtained from the Phase I assessment to conduct a proper evaluation, a Phase II assessment may not be necessary. Methodologies for evaluating a resource can include, but are not limited to: subsurface archaeological excavations, additional background research, and coordination with interested individuals in the community. The methods and results of a Phase II

No.	Mitigation Measure
	assessment shall be described in a technical report that will support the Initial Study or EIR Section of the CEQA environmental document.
E-4 Archaeological Resources	If, as a result of the Phase II assessment, resources are determined eligible for listing in the California Register or are considered "unique archaeological resources," potential impacts to the resources shall be analyzed and if impacts are significant, mitigation measures shall be developed and implemented to reduce impacts to the resources to a level that is less than significant. The preferred mitigation of impacts to archaeological resources shall be avoidance and/or preservation in place such as resource "capping" (capping resource with a layer of clean fill soils before building on resource) or incorporating the resource into a park plan or open space. Preservation in place or avoidance would provide the least amount of impacts to the resource and would likely meet the interests of individuals or groups who are concerned with impacts to archaeological resources such as Native American groups (if the resource is a prehistoric or Native American resource). If avoidance and/or preservation in place are not feasible, relocation of the resource shall be considered. If these mitigation options are not feasible and/or do not meet the interests of the City or other interested individuals or groups, then a Phase III archaeological assessment shall be implemented. Phase III assessments typically include additional subsurface archaeological excavations (i.e., data recovery) that serve to recover significant archaeological resources before they are damaged or destroyed by the proposed improvement. Phase III assessments shall be considered and implemented as a last resort if no other mitigation measures are feasible. The aforementioned measures are typically recommended as mitigation measures in the CEQA environmental document and are typically implemented after the CEQA environmental document has been certified and prior to issuance of grading or building permits. After the appropriate and feasible mitigation measure(s) has been selected and implemented, the methodology and results of its implementation shall be described in a technical report that shall be submitted to the City to show satisfactory compliance with the archaeological mitigation measures for a given project.
E-5 Archaeological Resources	If archaeological resources (including historic and prehistoric resources) are encountered during implementation of the project, ground-disturbing activities should temporarily be redirected from the vicinity of the find. The City shall immediately notify a qualified archaeologist of the find. The archaeologist should coordinate with the City as to the immediate treatment of the find until a proper site visit and evaluation is made by the archaeologist. Treatment may include the implementation of an archaeological testing or salvage program. All archaeological resources recovered will be documented on California Department of Parks and Recreation Site Forms to be filed with the CHRIS-SBAIC [currently the SCCIC]. The archaeologist shall prepare a final report about the find to be filed with the City and the CHRIS-SBAIC [SCCIC], as required by the California Office of Historic Preservation. The report shall include documentation and interpretation of resources recovered. Interpretation will include full evaluation of the eligibility with respect to the California Register of Historical Resources. The landowner, in consultation with the City and the archaeologist, shall designate repositories to curate any material in the event that resources are recovered during construction. The archaeologist shall also determine the need for archaeological monitoring for any ground-disturbing activities in the area of the find thereafter.
E-9 Human Remains	If human remains are encountered unexpectedly during implementation of the proposed project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native

No.	Mitigation Measure
	American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

Source: PCR, 2015a, pp. 4.E-24 – 4.E-29; PCR, 2015b, pp. 4-30 to 4-43.

4.5.2 Summary of Approved Project versus Modified Project Impacts

The modified project's potential impacts on cultural resources have been evaluated in light of the present environmental regulatory setting. Additional cultural resources investigation (a records search and a pedestrian survey) were required for the modified project site. This Addendum includes the results of the records search and pedestrian survey.

4.5.3 Modified Project Analysis and Conclusions

The following checklist responses compare the previous Approved Project analyzed under the adopted Westgate Specific Plan FEIR with the modified project as described in this document and analyze the potential impacts resulting from the development of the modified project.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/No Changes Compared to the Certified Westgate Specific Plan FEIR	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			**X**	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			**X**	
c) Disturb any human remains, including those interred outside of formal cemeteries?			**X**	

Background and Analysis

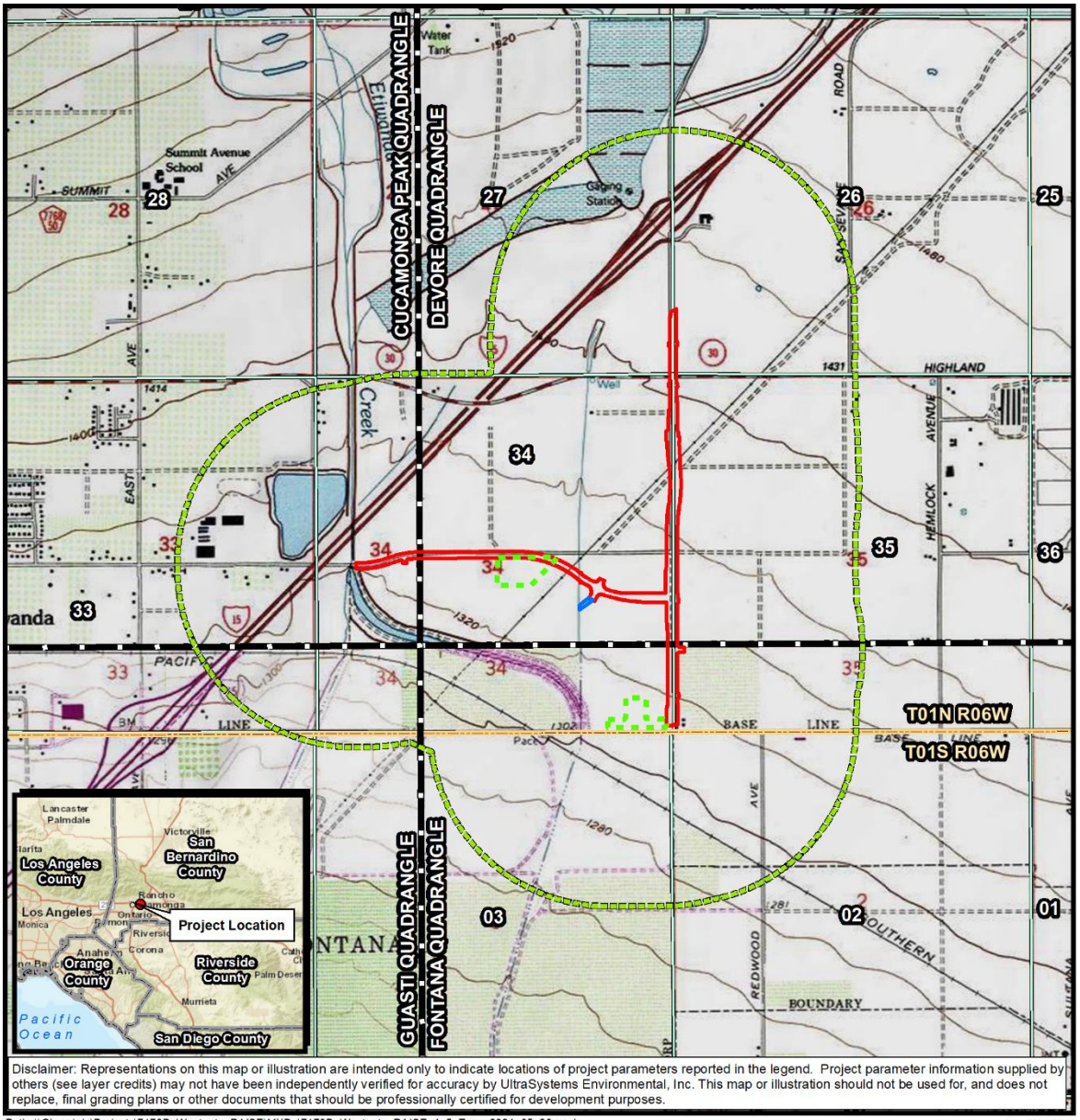
Additional cultural resources investigation (a records search, Native American Heritage Commission (NAHC) and tribal outreach, and a pedestrian survey) of the modified project site was required (see **Figure 4.5-1**, which also delineates the 0.5-mile search buffer around the project site). This additional cultural resources investigation work has been completed for the modified project and is included as **Appendix D** to this Addendum.

The investigation included a records and literature search at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton, the local California Historic Resources Inventory System (CHRIS) facility. A request was made to the Native American Heritage Commission (NAHC) to conduct a search of its Sacred Lands File (SLF) for potential traditional cultural properties as well as to provide a list of local Native American tribes and tribal representatives to contact. A pedestrian survey of the project site was completed. The SCCIC records search was conducted on October 4, 2022. The NAHC request was made on September 23, 2022, and a reply was received on February 22, 2023; letters were sent to the listed tribes on February 22, 2023, and follow-up telephone calls were conducted on March 15 and 27, 2023. The pedestrian field survey was conducted on October 13, 2022.

Cultural Resources Records Search. The scope of UltraSystems" work included additional background research and an evaluation of known resources regarding their eligibility for listing in the California Register of Historical Resources, impact evaluations, and the recommendation of mitigation measures to reduce potentially significant impacts on resources to a less than significant level (see **Appendix D** to this Addendum).

Based on the cultural resources records search, it was determined that no prehistoric cultural resources have been previously recorded within the project site boundary. There has been one historic site recorded that touches upon the project boundary. Within the 0.5-mile buffer zone, there

Figure 4.5-1
TOPOGRAPHIC MAP



is also one previously recorded historic-era cultural resource. Section 4.1 in **Appendix D** of this document describes this resource.

The historic property that lies along the southern edge of the project boundary is Baseline Road (36-015497). This road was constructed on the Southern California Baseline, originally surveyed by Colonel Henry Washington in 1853. The road itself was built in the 1850's roughly along the mapped Baseline, starting as a simple dirt freight road for wagons to haul goods to and from Los Angeles. Today it is a modern, six-lane asphalt-concrete roadway with a landscaped center median. It became a California Point of Historical Interest in 1973. (See Table 4.1-1 in **Appendix D.**)

Located in the 0.5-mile buffer of the project boundary but not within the project was the Tibbetts House property (P-36-013746). This single-story, single-family residence was constructed in several stages first starting in 1915. Later alterations on the property fall short of the National Register's 50-year guideline, and the property does not display exceptional importance. This resource has since been demolished by residential construction.

Sacred Lands File Search and Native American Outreach. Results of the SLF search request were received on February 22, 2023 from Ms. Cameron Vela, Cultural Resources Analyst. The NAHC letter stated that "A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information submitted for the above referenced project. The results were positive [emphasis in the original]. Please contact the Gabrielino Band of Mission Indians - Kizh Nation on the attached list for information." (See Attachment C in **Appendix D** to this Addendum). This was done but the Gabrielino – Kizh Nation did not respond to the outreach letter/email, and when called did not provide information on the SLF traditional site.

Letters with accompanying maps to all 30 tribal contacts on the NAHC list, representing 21 tribal organizations, were mailed February 22, 2023 as well as emailed to the 29 tribal contacts for which email addresses were known, requesting a reply if they have knowledge of cultural resources in the area, and asked if they had any questions or concerns regarding the project. (See Attachment D in **Appendix D** to this Addendum.)

There were four direct responses to. Xitlaly Madrigal, THPO Cultural Resources for the Agua Caliente Band of Cahuilla Indians responded by email on February 22 and 28, 2023 indicating that the project is not located within the Tribe's Traditional Use Area and they defer to other tribes in the area. Jill McCormick, Historic Preservation Officer for the Quechan Tribe of the Fort Yuma Reservation responded by email on February 22, 2023, indicating that they have no comments on this project and defer to the more local Tribes. Christina Conley, Tribal Consultant and Administrator for the Gabrielino Tongva Indians of California Tribal Council responded by email on March 2, 2023 stating that the band does not extend that far inland and that they would defer comments to their sister Tongva tribes. Deneen Pelton, Cultural Resources Department Coordinator for the Rincon Band of Luiseno Indians responded by email on March 16, 2023, indicating that the project location is not within the Band's specific Area of Historic Interest (AHI) and asked that we contact a Tribe that is closer to the project area.

Following up on the initial contacts, telephone calls were conducted on March 15, 2023 and March 23, 2023 to the 22 tribal entities who had not already responded. Ten telephone calls were placed with no direct answer and so messages were left describing the project and requesting a response. These were to: Doug Welmas, Chairperson for the Cabazon Band of Mission Indians; Anthony Morales, Chairperson for the Gabrieleno/Tongva San Gabriel Band of Mission Indians; Sandonne Goad, Chairperson of the Gabrieleno/Tongva Nation; Ann Brierty, Tribal Historic Preservation Officer

of the Morongo Band of Mission Indians; Robert Martin, Chairperson for the Morongo Band of Mission Indians; Shasta Gaughen, Tribal Historic Preservation Officer for the Pala Band of Mission Indians; Joseph Hamilton, Chairperson for the Ramona Band of Cahuilla Indians; John Gomez, Environmental Coordinator for the Ramona Band of Cahuilla Indians; Wayne Walker, Co - Chairperson for the Serrano Nation of Mission Indians; and the Cultural Committee for the Torres-Martinez Desert Cahuilla Indians. In a call to Mark Cochrane, Co-Chairperson for the Serrano Nation of Mission Indians, the phone number was found to be disconnected and so, no message could be left. In a call to Charles Alvarez, Chairperson of the Gabrieleno - Tongva Nation there was no answer and the mailbox was full so no message could be left. In a call to Andrew Salas, Chairperson for the Gabrieleno Band of Mission Indians – Kizh Nation there was no answer and a message was left; Mr. Salas sent a text message asking if he could call us back as he was currently on a phone call; an affirmative text message was sent back, but no further call was received. In a call to Daniel Salgado, Chairperson for the Cahuilla Band of Indians the tribal receptionist indicated that our request should go to the Cultural Director; UltraSystems' call was transferred to this department and there was no response, so, a message was left. There were no further responses from these tribes.

During telephone calls on March 15 and March 23, 2023, Dennis Willis of the Cultural Resources Department for the Los Coyotes Band of Cahuilla and Cupeño Indians indicated that the tribe does not have a response for this project and defers to closer tribes. Paul Macarro, Cultural Resources Coordinator for the Pechanga Band of Indians indicated that the city of Fontana is not within the tribe's use area and that they defer to San Manuel. Ryan Nordness, Cultural Resource Analyst for the San Manuel Band of Mission Indians asked that we email him our request; an email was sent the same day. Mr. Nordness responded via email on March 24, 2023 indicating that the proposed project is located one mile northwest of a granitic milling site and that the project area is of concern however, this resource is outside the project boundary. In a call to Chairperson Amanda Vance of the Augustine Band of Cahuilla Mission Indian, the tribal receptionist asked that we send our request to the tribe's general email address; this email was sent the same day. An email response was received from Ana Rios, Administrative Assistant for the tribe on March 15, 2023 with an attached letter from Geramy Martin, Tribal Secretary. The letter indicated that tribe is unaware of specific cultural resources that may be affected by the proposed project, but if any cultural resources are encountered during development to contact the tribe. Lovina Redner, Acting Chair for the Santa Rosa Band of Mission Indians indicated that the tribe has no comment and defers to San Manuel Band of Mission Indians. Joseph Ontiveros, Cultural Resource Department for the Soboba Band of Luiseño Indians stated that the tribe defers to San Manuel Band of Mission Indians. (See Attachment C in **Appendix D**.)

Pedestrian Survey Results. A pedestrian survey of the modified project site was conducted on October 13, 2022 by Mr. O'Neil and Mr. James. The survey location consisted of lands immediately adjacent to Cherry Avenue from Frontage Road just north of the SR-210/Foothill Freeway overcrossing, south to its intersection at Baseline Avenue; and along Victoria Street from the East Etiwanda Creek channel near the I-15 freeway east to Cherry Avenue along the revised route where Victoria Street will connect with Walnut Street at its new eastern terminus. Also surveyed were two staging areas, one on the south side of Victoria Street and one on the northside of Baseline Avenue to the west of Cherry Avenue. The survey methods consisted of walking, visually inspecting, and photographing the exposed ground surface of the project site using standard archaeological procedures and techniques.

The project parcels consist of open flat land with no structures or hardscape except for portions along Victoria and Cherry roads with curbing and landscaping. Survey of the ground surface was conducted in transects 15 meters apart on either side of the paved roadways, and on either side of and within

the planned new roadway. This started at the north end of Cherry Avenue immediately north of the SR-210 overcrossing, working south to the intersection at Baseline Avenue. Land on the west side of Cherry Avenue along its full length, and on the east side from the north starting point south to Walnut Street, was open agricultural land containing an active vineyard; on the east side from Walnut Street south of Baseline Avenue the survey area consisted of a concrete sidewalk bordered by ornamental landscaping.

The land along Victoria Street on the westernmost segment for approximately 1,450 feet consisted of a concrete sidewalk with associated landscaping in front of the Caltrans District 8 and California Highway Patrol complex on the north side, and open disturbed land on the south side. From that point eastward along the current Victoria Street there was disturbed open land east of the San Sevaine Channel and vineyard onward to the east. At the point where the new route will swing to the south and then east to Cherry Avenue, the survey path was through an active vineyard within and along the sides of the new route that had been previously staked out. The land on either side of the current road was surveyed, while the new route was surveyed both within the footprint of the new road (ranging from approximately 25 to 37.5 meters in width) and for 15 meters on either side of the road's new footprint.

Following survey of Victoria Street and Cherry Avenue, the two staging areas were surveyed. The northern staging area along Victoria is an area approximately of 6.58 acres, while the staging area along Baseline Avenue is an area approximately 4.67 acres. These were surveyed in 15 meter transects in a north/south pattern.

The parcels contained a variety of scattered vegetation, both native and introduced, including tumble weed (Russian thistle), mustard, cheeseweed, lambs quarters and various grasses, and native plants including jimson weed, buckwheat, and California sunflower. The fields along Cherry Avenue consisted of vineyards. The fields west along Cherry Avenue to the south, and west and east of Cherry Avenue from South Highland Avenue north to Frontage Road were partially fallow fields as well as active vineyards, as were the fields along the west area of Victoria Street.

During the survey, the project site was inspected for any indication of human activities dating to the prehistoric or historic periods (i.e., 50 years or older). The project site has been disturbed by previous agricultural use as a vineyard and other past agricultural uses (see Section 2.2.3.3 in **Appendix D** to this Addendum on historic use). The result of the pedestrian survey was negative for prehistoric cultural resources.

During the pedestrian survey, a small domestic refuse scatter was observed and recorded along the south shoulder of Victoria Street. The scatter contained fragments of multiple colors of glass, fragments of domestic ware ceramics, a clear glass bottle stopper and a clear glass condiment bottle. This has been recorded as UEI-CAVS-01H. There were no other features or historic-era structures in the area that the refuse scatter may have been associated with. It was determined that this historic-era feature is not significant. Also, the San Sevaine Channel which runs north-south across Victoria Street, a natural drainage converted to an earthen channel after a flooding event in 1938 was observed; this was recorded as CRM TECH 4062-1H.

The only other historic resource observed was the previously recorded Baseline Avenue (36-015497; see **Section 4.1.1** above) along the southern border of the modified project site.

Three potential cultural resources of historic-period origin were recorded in the APE during the study: There is the San Sevaine Channel, a natural drainage converted to an earthen channel after a

flooding event in 1938; recorded as CRM TECH 4062-1H, this runs north-south crossing Victoria Street. There is the circa 1906 Ellena Bros./Regina Winery vineyard, recorded to the extent of the area that may receive ground disturbance during the undertaking; recorded as CRM TECH 4062-2H. And a surficial roadside refuse scatter along the south edge of Victoria Street with 40+ bottle glass and ceramic fragments from a possible date range of late 1800s to the present; this is interpreted as a secondary deposition, recorded as UEI CAVS-01H. These three cultural resources were evaluated, and none was found to meet any of the criteria for listing the National Register of Historic Places (Tang and Jacquemain, 2024).

The cultural resource study findings suggest that there is a low potential for finding additional resources. However, the project construction would include subsurface grading and trenching, with exposure of relatively undisturbed native soil. This has the potential to expose unanticipated cultural resources. Therefore, the same mitigation measures in the FEIR would still be applicable to the proposed project as discussed below.

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

Less than Significant Impact/No Changes or New Information

Results of the cultural resources records search and the pedestrian survey indicated that there are no significant historic resources present on the modified project site. Three potential cultural resources of historic-period origin were recorded in the APE during the study: There is the San Sevaine Channel, a natural drainage converted to an earthen channel after a flooding event in 1938; recorded as CRM TECH 4062-1H, this runs north-south crossing Victoria Street. There is the circa 1906 Ellena Bros./Regina Winery vineyard, recorded to the extent of the area that may receive ground disturbance during the undertaking; recorded as CRM TECH 4062-2H. A surficial roadside refuse scatter along the south edge of Victoria Street with 40+ bottle glass and ceramic fragments from a possible date range of late 1800s to the present; this is interpreted as a secondary deposition, recorded as UEI CAVS-01H. These three cultural resources were evaluated, and none were found to meet any of the criteria for listing the National Register of Historic Places (Tang and Jacquemain 2024).

Modified project development would involve removal of the active vineyard covering some of the site. The removal of the vineyards was determined to be a significant and unavoidable impact in the Certified EIR. The EIR **mitigation measure E-1** would still be carried out respecting the vineyard. The modified project would not cause an adverse effect to any historical resources, and no new impact would occur.

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

Less than Significant Impact/No Changes or New Information

The prior Approved Project results of the cultural resources records search indicated that there are no recorded archaeological resources within the Westgate Specific Plan area, including the modified project site. The updated CHRIS-SCCIC records search for the modified project was negative for prehistoric site records for the project site. A full-coverage pedestrian survey of the modified project site did not identify any prehistoric archaeological resources.

The NAHC SLF record search indicated the presence of a traditional site in the project region and to contact the Kizh Nation of the Gabrielino tribe for further information; however, the Gabrielino – Kizh Nation did not provide any information of this site, its nature or location in its email response to UltraSystems. Ryan Nordness, Cultural Resource Analyst for the San Manuel Band of Mission Indians, in an email on March 24, 2023 indicated that the proposed project is located one mile northwest of a granitic milling site and that the project area is of concern; however, this resource is outside the project boundary. The other responding tribal organizations did not note any traditional cultural resources in the project area.

It is not anticipated that cultural resources would be encountered at the modified project site. There would be no changes or new information and thus the modified project would still have a less than significant impact on archaeological resources with implementation of Certified EIR mitigation measures **E-2 through E-5**.

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

Less than Significant Impact/No Changes or New Information

Due to the level of past disturbance at the modified project site through agricultural use, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or disturbance activities. No human remains have been previously identified or recorded onsite. As with the Approved Project, ground-disturbing activities on the modified project site, such as grading or excavation, have the potential to disturb as yet unidentified human remains. There are no changes or new information regarding this site.

Grading activities associated with development of the modified project would cause new subsurface disturbance and could result in the unanticipated discovery of unknown human remains, including those interred outside of formal cemeteries. In the event of an unexpected discovery, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code §§ 7050.5-7055, and § 5097.98 of the California PRC, describe the general provisions for human remains. Following compliance with state regulations, which detail the appropriate actions necessary in the event human remains are encountered, and with mitigation measure **E-9** required for the Approved Project, impacts would be less than significant.

4.6 Energy

4.6.1 Summary of Previous Approved Project (Certified Westgate Specific Plan EIR) Analysis and Conclusions

The certified Westgate Specific Plan EIR did not include a separate section for energy because the document predates the official mandatory inclusion of the energy impact determinations (questions 4.6 a) and 4.6 b) under Section 4.6.3 below) into the CEQA Appendix G Checklist. Nevertheless, the approved project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended measures to reduce greenhouse gas (GHG) emissions. The project would incorporate sustainable practices which include water, energy, solid waste, land use, and transportation efficiency measures. As shown in **Table 4.6-1**, the Approved Westgate Specific Plan is consistent and compliant with the Attorney General's Recommendations relating to energy use and efficiency.

Table 4.6-1
APPROVED PROJECT CONSISTENCY WITH THE ATTORNEY GENERAL'S (ENERGY-RELATED) RECOMMENDATIONS

Attorney General's Recommended Measures	Compliance with Attorney General's Recommendations	Percent Reduction[a]
Efficiency		
Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.	**Consistent. Westgate** Specific Plan development regulations include green building incentives, which would increase project energy efficiency. Also, Goal 13.3.7 of the General Plan encourages energy efficiency in buildings and requires compliance with Title 24, providing incentives to go beyond these guidelines. The incorporation of energy efficiency measures would contribute to a reduction in GHG emissions.	3.5
Install light colored "cool" roofs and cool pavements, and strategically placed shade trees.		
Limit the hours of operation of outdoor lighting.	**Consistent**. Specific Plan design guidelines require buildings to be oriented to take advantage of passive solar design. Also, design guidelines specify the use of energy efficient lighting.	1
Renewable Energy		
Install solar and wind power systems, solar and tankless hot water heaters, and energy-efficient heating ventilation and air conditioning. Educate consumers about existing incentives.	**Consistent**. Westgate Specific Plan development regulations prohibit the construction of any feature that would obstruct more than 10 percent of the absorption area of a solar energy system on an adjacent lot. Development regulations also include provisions for wind energy systems.	2

Attorney General's Recommended Measures	Compliance with Attorney General's Recommendations	Percent Reduction[a]
Water Conservation and Efficiency		
Create water-efficient landscapes.	**Consistent**. Future projects within the project area would be required to comply with Fontana Municipal Code Chapter 28 Article IV, Landscaping and Water Conservation, which includes standards related to landscape and maintenance water conservancy. The City's General Plan encourages the development and implementation of water conservation programs to encourage the use of water conserving technologies, for indoor and outdoor applications. General Plan Goal 9.3.1 encourages water use efficiency.	0.5
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.		
Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project.		

[a] Emissions reductions obtained from Appendix B of the *CEQA and Climate Change white paper*, prepared by CAPCOA (January 2008).
Source: State of California Department of Justice, Attorney General's Office, The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level, updated May 21, 2008. (RBF, 2011, pp. 4.2-43 to 4.2-47)

In addition to being compliant with many of the Attorney General's recommended design features, the Approved Westgate Specific Plan is also consistent with the California Environmental Protection Agency Climate Action Team's proposed early action measures to mitigate climate change.

4.6.2 Summary of Approved Project versus Modified Project Impacts

No comparison can be made, as the Westgate Specific Plan did not include an energy analysis.

4.6.3 Modified Project Analysis and Conclusions

The following checklist analyzes the potential impacts resulting from the development of the modified project.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified SWIP PEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified SWIP PEIR	Less than Significant Impacts/No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			**X**	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

4.6.3.1 Thresholds of Significance

The Initial Study Environmental Checklist Form in Appendix G of the CEQA Guidelines includes two questions relating to energy consumption, which have been utilized as the thresholds of significance in this section. A project would result in potentially significant environmental effects if it would (1) result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation or (2) conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.6.3.2 Impact Analysis

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

Less than Significant Impact/No Changes or New Information

Construction

The following forms of energy and associated units of measure are anticipated to be expended during construction of the modified project.

Electricity

Electricity is supplied to the project site by Southern California Edison (SCE), which provides electricity to the City of Fontana (City of Fontana, 2018a, p. 10.9). SCE will provide electricity to the project site by existing electrical service lines. During project construction, energy in the form of electricity will be consumed in conveying and treating of water used for dust control and, on a limited basis, in powering lights, electronic equipment, or other construction activities necessitating electrical power.

Lighting used during project construction would comply with California Code of Regulations (CCR) Title 24 standards and requirements, such as wattage limitations. This compliance would ensure that electricity use during project construction would not result in the wasteful, inefficient, or unnecessary use of energy. Lighting would be used in compliance with applicable City of Fontana Municipal Code requirements to create enough light for safety.

Temporary electric power for as-necessary lighting and electronic equipment would be provided by SCE. The amount of electricity used during construction would be minimal, as demand would primarily stem from use of electrically powered hand tools. The electricity used for construction activities would be temporary and minimal; therefore, project construction would not result in wasteful, inefficient, or unnecessary consumption of electricity. As a result, impacts would be less than significant.

Transportation Energy

Petroleum-based fuel consumed by construction equipment would be the primary energy resource used during construction. Transportation of construction materials and construction workers would also use petroleum. Heavy-duty construction equipment, vendor trucks, and haul trucks would use diesel fuel. Construction workers would likely travel to and from the project area in gasoline-powered vehicles. Construction for the proposed project is anticipated to take about 15 months, from September 2025 to November 2026. Because of the short-term nature of construction and relatively small scale of the project, the project's petroleum consumption would be negligible when compared to California's annual consumption of approximately 524 million barrels of petroleum in 2020 (EIA, 2022).

During project construction, trucks and construction equipment would be required to comply with the ARB's anti-idling regulations. ARB's In-Use Off-Road Diesel Fueled Fleets regulation would also apply (ARB, 2016). Vehicles driven to or from the project site (delivery trucks, construction employee vehicles, etc.) are subject to fuel efficiency standards established by the federal government. Therefore, project construction activities regarding fuel use would not result in wasteful, inefficient, or unnecessary consumption, and impacts would be less than significant.

Natural Gas

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Therefore, the modified project is not anticipated to generate demand for natural gas during project construction.

Operation

Electricity

The only increase in electrical energy use due to the project would be for operation of the new traffic signal at the intersection of Cherry Avenue and Baseline Avenue. Electricity use by existing streetlights would remain about the same. The increase in electrical energy use would be a small fraction of the total, and impacts will be less than significant. No new impact would occur.

Natural Gas

Project operation would not involve use of natural gas.

Transportation Fuels

The project is being built to accommodate changes in traffic that are due to non-project land uses; therefore, changes in fuel consumption will not be due to the project. Thus, operational fuel use was not calculated for this project.

Thus, impacts of the modified project would also be less than significant with incorporation of mitigation set forth in the Certified EIR. No new impact would occur.

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

Less than Significant Impact/No Changes or New Information

City of Fontana General Plan

Chapter 12, *Sustainability and Resilience*, of the City of Fontana General Plan focuses on sustainability and resilience in resource efficiency and planning for climate change. It includes policies for new development promoting energy-efficient development in Fontana, meeting state energy efficiency goals for new construction, promoting green building through guidelines, awards and nonfinancial incentives, and continuing to promote and implement best practices to conserve water (City of Fontana, 2018a, p. 10.9, 12.5).

The proposed project design would comply with the following:

- Chapter 25 – Streets, Sidewalks and other Public Ways, City of Fontana Code of Ordinances (Fontana, 2023).
- City of Fontana Standards Design Guidelines.
- San Bernardino County Department of Public Works and Flood Control Standards and Specifications.
- Caltrans Standard Plans and Specifications.
- Standard Plans and Specifications for Public Works Construction.

The proposed project would not cause inefficient, wasteful, and unnecessary energy consumption, and no adverse impact would occur. As one measure of energy conservation, the city participates in the California Energy Commission's Gridscape Solutions grant. The grant demonstrates the business case for advanced micro-grids in support of California's energy and Greenhouse Gases (GHG) policies to aid in the reduction of energy consumption and GHG emissions to meet the goals of AB 32 (Gridscape, 2021). The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32. Therefore, the project would not conflict with any state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

Significance Determination

The modified project would adhere to the City of Fontana General Plan and the Approved Westgate Specific Plan; therefore, impacts regarding conflicts with energy efficiency plans would be less than significant.

4.7 Geology and Soils

4.7.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Ground Shaking/Seismicity (Impact 4.F-1): Implementation of the previous Approved Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking (PCR, January 2015, p. 4.F-7).

The previous Approved Project is located within a seismically active region, with a number of regionally active or potentially active faults traversing or near the Approved Project site, including the Cucamonga fault, San Jacinto fault zone, and the San Andreas fault zone. The intensity of ground shaking depends on the magnitude of the earthquake, distance to the epicenter, and the geology of the area between the epicenter and the Approved Project site. The possibility of moderate-to-high ground acceleration or shaking in the city may be considered as approximately similar to that of the Southern California region as a whole. A maximum magnitude earthquake on any major fault could result in significant structural damage or collapse, and potentially even human casualties. Adherence to standard engineering practices and design criteria prescribed by the California Building Code (CBC) would reduce the significance of potential impacts of seismic and geologic hazards. The CBC also includes detailed design requirements, structural design, soils and foundations considerations, along with grading requirements to ensure that public safety risks due to earthquakes are minimized. With implementation of mitigation measure **F-1**, structures would be designed to resist or accommodate ground movement to current design standards. Therefore, impacts associated with seismic ground shaking would be less than significant with applicable mitigation measures.

- ***Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated.***

Soil Erosion and Loss of Top Soil (Impact 4.F-2): Clearing and grading for Approved Project implementation could result in short-term soil erosion by wind and water, and loss of topsoil. In addition, site analysis indicates granular, sandy soils with gravel, cobbles and boulders. Sandy soils typically have a higher susceptibility to erosion, slope, and degree of exposure to weather, especially wind and rain. Erosion of soils that could result in a significant loss of topsoil would largely depend on the location of that development, the properties of underlying soils, the extent of vegetative cover, and the prevailing weather patterns. Given the potential for erosion to occur during development of the Approved Project, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared incorporating Best Management Practices (BMPs) for erosion control in accordance with the Santa Ana Regional Water Quality Board (RWQCB). Design elements would be incorporated to reduce soil erosion through appropriate design and reduced runoff. Adherence to the erosion requirements set forth by the RWQCB, along with implementation of applicable mitigation measures, would make impacts associated with soil erosion less than significant.

- ***Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated.***

Westgate Specific Plan FEIR Mitigation Measures: Refer to mitigation measure **F-1**.

Compressible/Collapsible Soils (Impact 4.F-3): Implementation of the previous Approved Project would not result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse (PCR, January 2015, p. 4.F-9). The previous Approved Project would result in no geologic risks

associated with landslides, lateral spreading, subsidence, liquefaction, or collapse. Although the project area is composed of sandy, alluvial sediments that have a risk of settlement or collapse, a soils assessment will be performed prior to design and construction of Approved Project improvements. Therefore, ground settlement impacts will be appropriately mitigated and reduced to less than significant levels.

- ***Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated.***

Westgate Specific Plan FEIR Mitigation Measures: Refer to mitigation measure **F-1**.

Paleontological Resources - directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Impact 4.E-3):

Results of the paleontological resources records search through the San Bernardino County Museum (SBCM) indicated that there are no recorded fossil localities within the project site or within the surrounding vicinity. The nearest paleontological resource from older Pleistocene sediments is located approximately 10 miles southwest of the project site. It is unlikely that shallow excavations associated with the proposed project will encounter these fossiliferous paleontological deposits. However, there is a moderate to high potential to encounter these deposits during deeper excavations. Thus, impacts to paleontological resources are considered potentially significant. However, mitigation measures are provided below to address impacts to paleontological resources. With implementation of applicable mitigation measures, impacts to paleontological resources would be less than significant (PCR, 2015a, p. 4.E-22).

- ***Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated.***

Westgate Specific Plan FEIR Mitigation Measures:

No.	Mitigation Measure
F-1	To evaluate the potential for direct and secondary effects related to ground shaking (including liquefaction, ground settlement, or collapse) to affect the approved project components, surface reconnaissance and subsurface evaluation shall be performed for each future development. During the detailed design phase of each project, site-specific geotechnical evaluations shall be performed by a qualified geotechnical engineer to assess the settlement potential of the onsite natural soils and undocumented fill. This may include detailed surface reconnaissance to evaluate site conditions, and drilling of exploratory borings or test pits and laboratory testing of soils, where appropriate, to evaluate site conditions. Examples of possible design construction techniques for soils with potential for settlement include removal of the compressible/collapsible soil layers and replacement with compacted fill; surcharging to induce settlement prior to construction of improvements; allowing for a settlement period after or during construction of new fills; thickened concrete for structural members; additional metal reinforcement for structural members; strengthened structural connections; structural shear walls; flexible connections for utility lines; and specialized foundation design including the use of deep foundation systems to support structures. Varieties of in-situ soil improvement techniques are also available, such as dynamic compaction (heavy tamping) or compaction grouting.
E-6 Paleontological Resources	If construction excavations will reach depths of five feet or greater, a qualified paleontologist shall attend a pre-grading/excavation meeting and develop a paleontological monitoring program for excavations into older Pleistocene-aged

No.	Mitigation Measure
	Quaternary Alluvium deposits. A qualified paleontologist is defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The qualified paleontologist shall supervise a paleontological monitor who shall be present at such times as required by the paleontologist during construction excavations below five feet or greater into older Pleistocene-aged Quaternary Alluvium deposits. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the paleontologist and shall be based on the rate of excavation and grading activities, the materials being excavated, and the depth of excavation, and if found, the abundance and type of fossils encountered.
E-7 Paleontological Resources	If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the Paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected shall be donated to a public, non-profit institution with a research interest in the materials, such as the San Bernardino County Museum or the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository.
E-8 Paleontological Resources	The paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Applicant to the lead agency, the San Bernardino County Museum, the Natural History Museum of Los Angeles County, and other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

Source: PCR, 2015a, pp. 4.E-27 – 4.E-28.

4.7.2 Summary of Approved Project versus Modified Project Impacts

Impacts of modified project development concerning geology and soils have been evaluated in light of the present environmental regulatory setting, the impacts identified in the Westgate Specific Plan FEIR, and site-specific baseline conditions. The modified project would be similar to the previous Approved Project in that the proposed roadway improvements would be consistent with the Westgate Specific Plan. Therefore, modified project impacts would be similar to those of implementation of the previous Approved Project, no additional significant impacts beyond those identified for the previous Approved Project were identified, and no additional mitigation measures would be required.

4.7.3 Modified Project Analysis and Conclusions

The following checklist compares the geology and soils impacts of the previous Approved Project analyzed in the Certified FEIR with those of the modified project. The comparative conclusions provided in the following table are based on the discussions immediately thereafter.

Would the project:	New Information Showing New or Increased Effects Compared to Prior Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to Prior Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			**X**	
ii) Strong seismic ground shaking?			**X**	
iii) Seismic-related ground failure, including liquefaction?			**X**	
iv) Landslides?			**X**	
b) Result in substantial soil erosion or the loss of topsoil?			**X**	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d) Be located on expansive soil, as defined in Table 18-1 B of the Uniform Building Code (1994), creating substantial risks to life or property?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**
f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			**X**	

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Less than Significant Impact/No Changes or New Information

The Alquist-Priolo Zones Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years. The Cherry Avenue and Victoria Street Complete Streets Infrastructure Project is not located within a currently designated San Bernardino County or State of California Earthquake Fault Zone. No known active faults are projecting toward or extending across the project site (see **Appendix E1**). The nearest regionally active faults to the project site are the Sierra Madre fault, approximately two miles to the north; the Red Hill-Etiwanda Avenue fault, approximately 3.25 miles to the west; and an "unnamed fault near Fontana' approximately 1.15 miles to the southeast as shown in **Figure 4.7-1**. The nearest Alquist-Priolo Earthquake Fault Zone to the project site is approximately two miles to the north along the Cucamonga Fault, as shown in **Figure 4.7-2**. The potential for surface rupture resulting from the movement of nearby major faults, or a presently unrecognized fault beneath the site, is not known with certainty but is considered low (see **Appendix E1**). Therefore, the impacts are expected to be less than significant and no new impact would occur.

ii) Strong seismic ground shaking?

Less than Significant Impact/No Changes or New Information

The modified project site is in an area subject to strong earthquakes due to the presence of several significant faults nearby including the Red Hill-Etiwanda, Cucamonga, San Jacinto, and San Andreas. The seismic hazard for the project is high (see **Appendix E1**). The proposed roadway improvements do not involve the construction of structures for human occupancy. Therefore, life safety concerns regarding collapse or other damage to structures for human occupancy are not a concern for this project. Impacts from strong seismic ground shaking would be less than significant and no new impact would occur.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact/No Change or New Information

Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. The geotechnical investigation for the modified project included an assessment of liquefaction hazard onsite. The project site is not in an area susceptible to liquefaction as shown in **Figure 4.7-3**. Additionally, the project site is not located within an area designated as a liquefaction risk by the State of California and San Bernardino County (see **Appendix E1**), therefore, the potential risk for liquefaction-induced settlement is anticipated to be low. No new significant impacts would occur compared to impacts identified in the Certified FEIR.

Figure 4.6-1
REGIONALLY ACTIVE FAULTS

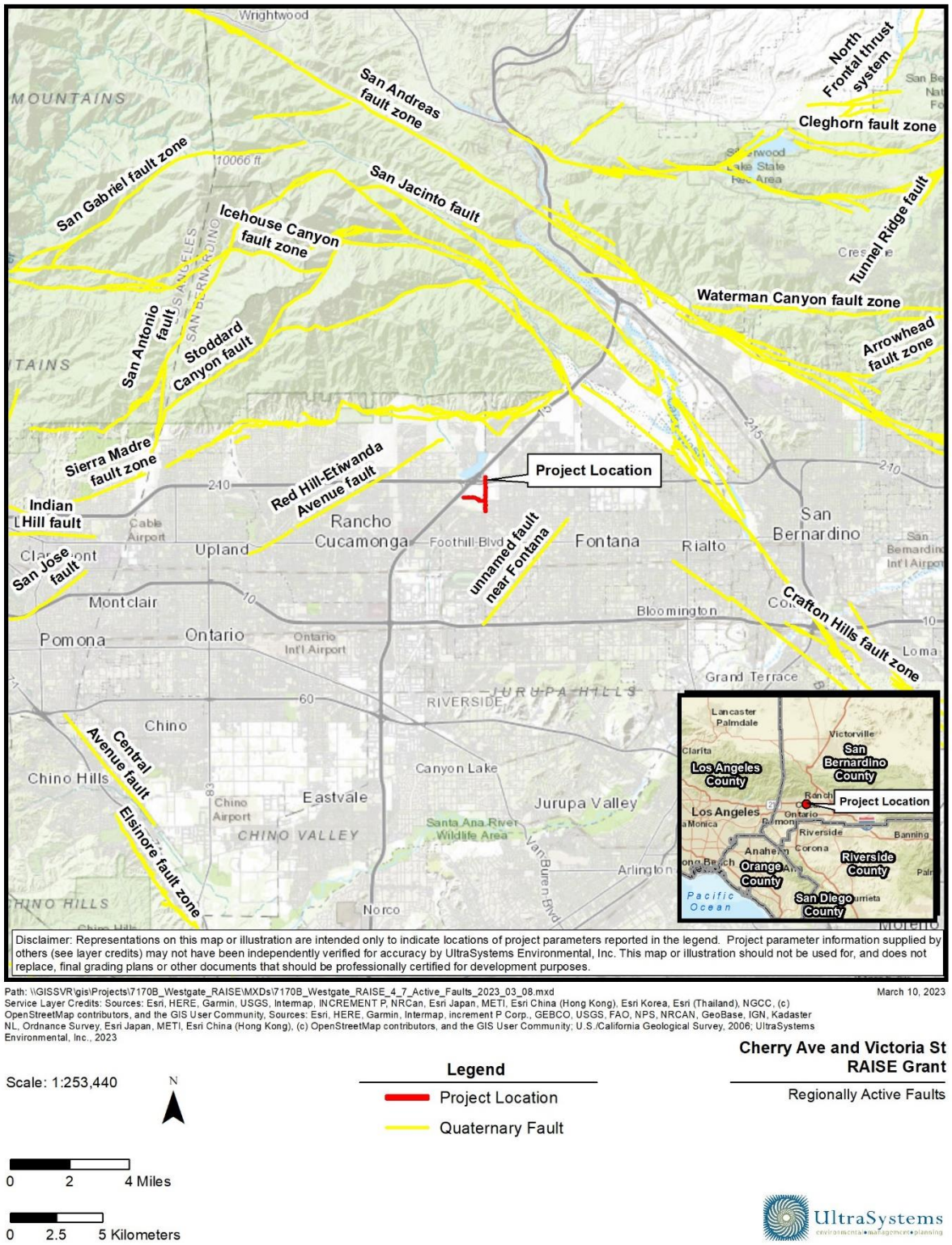
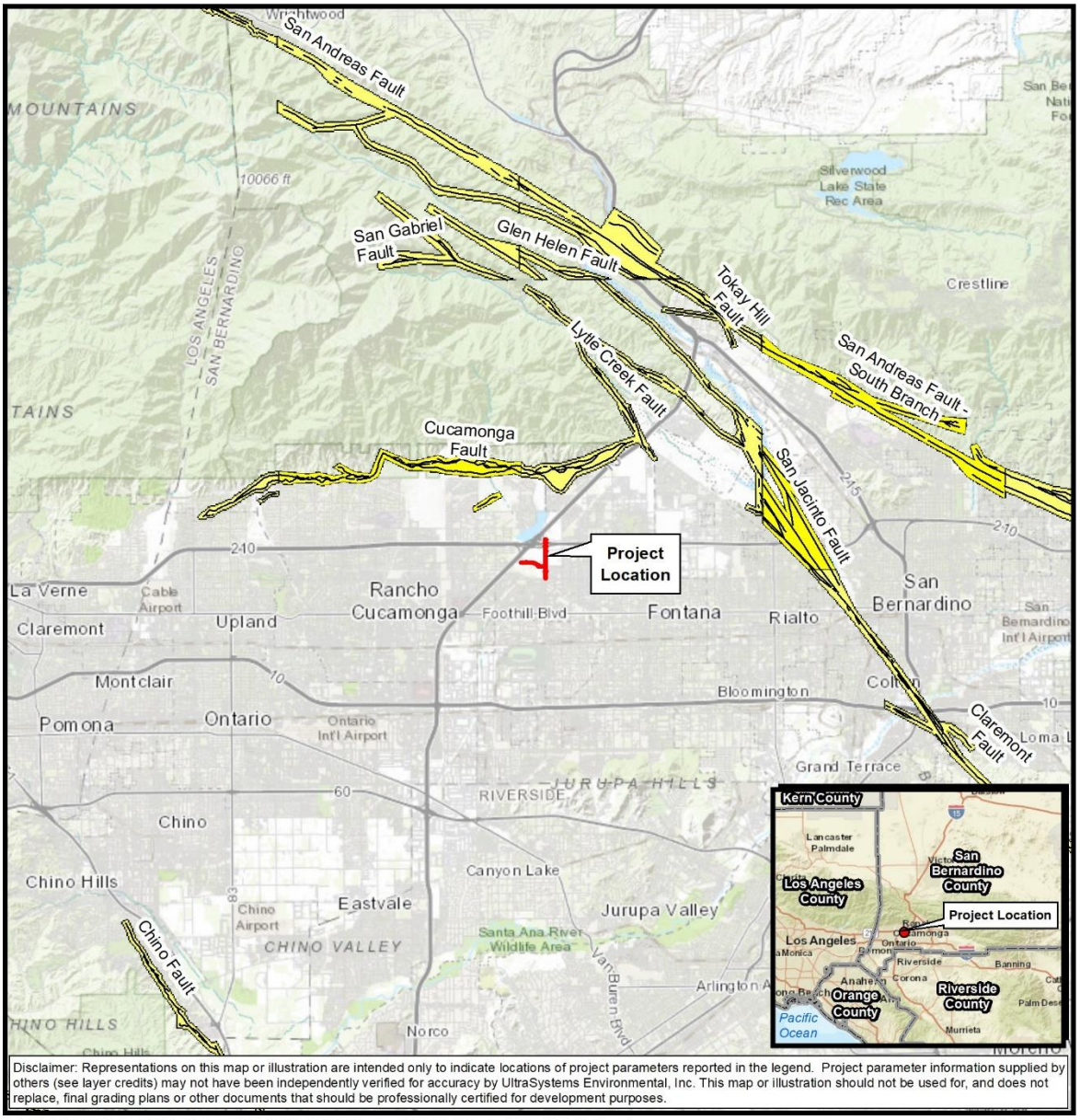


Figure 4.6-2
ALQUIST PRIOLO FAULT ZONES



iv) Landslides?

Less than Significant Impact/No Changes or New Information

The modified project site is relatively flat, and no slopes—and thus, no landslide hazards—are present on or next to the site. The potential for earthquake-induced landslides onsite is considered to be very low (see **Appendix E1**). The Certified EIR did not identify landslide hazards within the WSP site, and modified project development would not cause any impacts beyond those identified in the EIR.

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

Less than Significant Impact/No Changes or New Information

The project site consists of segments of Cherry Avenue and Victoria Street; vacant land; drainage facilities; a utility corridor; and residential, commercial, and industrial uses. Vacant land is susceptible to erosion; developed land uses generally are not. When completed, the project will consist of mostly impervious roadway improvements. Given that the proposed project consists largely of impervious surfaces, the completed operational project would not be susceptible to erosion with proper maintenance. In addition, the project would adopt the construction best management practices (BMPs) required by the City of Fontana Stormwater Program to avoid and minimize the transport of soil or contaminants offsite. No new significant impact would occur compared to impacts identified in the Certified EIR.

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

Less than Significant Impact/No Changes or New Information

Refer to the discussions under **Sections a)iii and a)iv** above. They respectively conclude that impacts related to seismically-induced landslides or liquefaction as a consequence of project development would be less than significant.

Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. Soils with high silt or clay content are particularly susceptible to subsidence. The project site is over the Chino Subbasin of the Upper Santa Ana River Groundwater Basin (DWR, 2023). The project site is not in an area of subsidence concern mapped by the Chino Basin Watermaster (CBW, 2021). Impacts arising from ground subsidence would be less than significant. No new significant impact would occur compared to those disclosed in the Certified EIR.

Collapsible Soils

Collapsible soils shrink upon being wetted and/or being subject to a load. A common characteristic of collapsible soils is recent and rapid deposition, usually during brief intense floods, resulting in an unstable soil structure. The generally arid conditions of the area cause these deposits to dry quickly in their original condition, without the benefit of further reworking or packing of the sediment grains by water.

The proposed project is on a broad, south-sloping alluvial fan near the eastern terminus of the San Gabriel Mountains. The alluvium onsite consists primarily of silty sand with gravel and cobbles (see **Appendix E1**). Fontana is in an arid region. Thus, conditions are present in Fontana under which collapsible soils are commonly deposited, and collapsible soils could be present under the project site.

The geotechnical investigation report prepared by Converse Consultants (see **Appendix E1**) assesses the suitability of site soils for supporting the proposed structures including the widened roadway and provides recommendations to minimize hazards from collapsible soils. The recommendations would be used in the design and construction of the proposed roadway improvements. After regulatory compliance, no new significant impact would occur.

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

Less than Significant Impact/No Changes or New Information

Expansive soils shrink and swell with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, and utility leakage. Expansive soils are commonly very fine-grained with high to very high percentages of clay. Site soils are young alluvial fan deposits consisting primarily of a mixture of gravel, sand, and silt (see **Appendix E1**). The geotechnical investigation for the modified project included expansion index tests of five samples of subsurface site soils which yielded expansion indices of 0 and 5, indicating a very low expansion potential (see **Appendix E1**).

The modified project would adhere to such recommendations, and no new significant impact would occur.

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

No Impact

The project site is in an urbanized area served by wastewater infrastructure. Therefore, the project would not include septic tanks or alternative wastewater disposal systems. Therefore, no impacts from septic tanks or alternative waste water disposal systems would occur. No new significant impacts would occur compared to those disclosed in the Certified EIR.

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

Less than Significant Impact/No Changes or New Information

UltraSystems obtained paleontological resources records search results for the modified project from the Western Science Center dated October 21, 2022 presenting the record search results (see **Appendix E2**). This letter stated that the geologic units underlying this project are mapped entirely as alluvial gravel and sand from the Holocene. Holocene alluvial units are considered of high preservation value, but the material found is unlikely to be fossil material due to the relatively young ages of the deposits (WSC, 2022).

However, if the development requires any substantial depth of disturbance, the likelihood of reaching Pleistocene alluvial sediments would increase. The Western Science Center does not have localities within the project area or within a one-mile radius. However, this is likely due to the project area's distance from the museum and should not be taken as indicative of paleontological sensitivity; other repositories may have localities in the area. While the presence of any fossil material is unlikely, if excavation activity disturbs deeper sediments dating to the earliest part of the Holocene or Late Pleistocene periods, the fossil material would be scientifically significant. Excavation activity conducted as part of the modified project is unlikely to be paleontologically sensitive, but caution during development should be observed (WSC, 2022). Certified EIR mitigation measures **E-6, E-7,** and **E-8** would be implemented during project construction. After implementation of those mitigation measures, no new impact would occur.

4.8 Greenhouse Gas Emissions

4.8.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Greenhouse Gas Emissions (Impact 4.G-1): Implementation of the Approved Project would result in the increased generation of greenhouse gases (GHGs); however, implementation of applicable mitigation measures and design features, as well as implementation of appropriate GHG Reduction Plan required design features and mitigation measures and feasible GHG reduction strategies would reduce impacts to less than significant.

- ***Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated.***

Conflicts with Greenhouse Gas Reduction Plans (Impact 4.G-2): Implementation of the Approved Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. With implementation of applicable mitigation measures and design features, as well as implementation of appropriate Westgate SP GHG Reduction Plan (City of Fontana, 2014) required design features and mitigation measures and feasible GHG reduction strategies, this impact would be less than significant.

- ***Approved Project Determination: Less Than Significant Impact.***

Westgate SP EIR Required Design Features:

No.	Design Features
SF-1	By providing jobs near housing, with retail, parks and schools within walking distance of compact residential villages, the Westgate Specific Plan residents will have less reliance on the automobile. This in turn will result in reduced vehicular emissions and an overall healthier community.
SF-2	The Westgate Specific Plan will become one of the first large scale planned communities in the Inland Empire to meet one of the nation's first mandatory green building standards code (CALGreen, 2022). These comprehensive regulations were adopted by the State of California and went into effect as of January 1, 2023. By adhering to these regulations, the Westgate Specific Plan will achieve significant reductions in greenhouse gas emissions, energy consumption and water use. CALGreen, for example, requires that every new building constructed in California

No.	Design Features
	reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills and install low pollutant-emitting materials. It also requires separate water meters for non-residential buildings' indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for large scale landscape projects and mandatory inspections of energy systems (e.g., heat furnace, air conditioner and mechanical equipment) for nonresidential buildings over 10,000 square feet designed to ensure that all are working at their maximum capacity and according to their design efficiencies.

Westgate SP EIR Mitigation Measures:

No.	Mitigation Measures
G-1	For future projects, the City shall establish a Westgate SP Area-wide performance standard of 50 percent of all employees within the Specific Plan Area be eligible for participation in an employee commute trip reduction program. To achieve this standard, future projects with employers of 250 or more employees at a single location are required to implement an employee commute trip reduction program as required by the Air Quality Management Plan (AQMP). Future projects with employers of less than 250 employees at a single location are required to implement an employee commute trip reduction program that meets the 50 percent eligibility performance standard. The City may waive this requirement for businesses that are extremely small, such as local shops with fewer than 10 employees, etc. to the extent that such a waiver would not conflict with achievement of the performance standard (i.e., eligibility rate of 50 percent of all employees within the Specific Plan Area for participation in an employee commute trip reduction program). Employee commute trip reduction programs shall encompass a combination of individual measures which may include, but are not limited to, the following: • Provide ride-sharing programs and designate a certain percentage of parking spaces for ride sharing vehicles with adequate passenger loading and unloading and waiting areas for ride-sharing vehicles that minimize on-site circulation impacts and traffic impacts on adjacent roadways; • Allow telecommuting and alternative work schedules such as staggered start times, flexible schedules, or compressed work weeks; • Provide employer-sponsored vanpools or shuttles for employee commutes, including purchasing or leasing vans for employee use and subsidizing the cost of vanpool program administration; • Provide convenient access to bicycle parking facilities; • Provide information on public or alternative transportation options; • Provide access to employee break rooms with refrigerators and microwaves; and • Require regular performance monitoring and reporting by employers to demonstrate achievement, or absence of conflict with achievement, of the Specific Plan Area-wide performance standard.
G-2	For future projects, the City shall recommend that schools (K-12) located within the Westgate Specific Plan Area implement a multi-strategy school commute trip reduction program that encompasses a combination of individual measures including, but not limited to, the following: • Provide a school bus program within each school's service area boundary; • Implement ride-sharing programs for students, faculty, and staff; • Provide priority parking for carpools/vanpools; and • Provide a designated passenger loading and unloading and waiting areas that minimize on-site circulation impacts and traffic impacts on adjacent roadways.

Westgate SP GHG Reduction Plan: Required Design Features

No.	CAPCOA Measures
LUT-1	**Increase Location Efficiency** – Urban landscapes such as urban areas, infill, or suburban centers are eligible for set percentage reductions in vehicle miles traveled (VMT) due to the efficiency and synergistic benefits of these landscapes.
SDT-1	**Provide Pedestrian Network Improvements** – Providing a pedestrian access network to link areas of a project site encourages people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT.
SDT-2	**Provide Traffic Calming Measures** – Providing traffic calming measures that reduces vehicle speeds and encourages people to walk or bike instead of using a vehicle. Traffic calming features may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini- circles, on-street parking, planter strips with street trees, chicanes/chokers, and others. This mode shift will result in a decrease in VMT.
TST-3	**Expand Transit Network** – Expanding the local transit network to enhance service near the project site will encourage the use of transit and therefore reduce VMT.
WSW-1	**Use Reclaimed Water** – Transporting and treating water requires significant amounts of electricity. Using reclaimed water, which is water reused after wastewater treatment for non-potable uses, significantly reduces this energy demand and therefore the associated indirect GHG emissions.
WUW-2	**Adopt a Water Conservation Strategy** – Water use contributes to GHG emissions indirectly, via the production of electricity that is used to pump, treat, and distribute the water. Reducing water use reduces energy demand and associated indirect GHG emissions.

Westgate SP GHG Reduction Plan: Required Mitigation Measures

No.	CAPCOA Reduction Measures
BE-1	**Exceed Title 24 Building Envelope Energy Efficiency Standards by 15% –** Title 24 Part 6 regulates energy uses including space heating and cooling, hot water heating, and ventilation. By committing to a percent improvement over Title 24, a development reduces its energy use and resulting GHG emissions.
TRT-2	**Commute Trip Reduction - Monitoring & Reporting Required** – The intent of this measure is to reduce drive-alone travel mode share and encourage alternative modes of travel. The critical components of this strategy are: established performance standards, required implementation, and regular monitoring and reporting.
TRT-3	**Provide Ride-Sharing Programs** – Increasing the vehicle occupancy by ride sharing will result in fewer cars driving the same trip and thus a decrease in VMT.
TRT-6	**Encourage Telecommuting and Alternative Work Schedules** – Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees.
TRT-10	**Implement a School Carpool Program** – School carpool programs help match parents to transport students to schools and reduce the number of vehicles used for school commutes.

TRT-11	**Provide Employer-Sponsored Vanpool/Shuttle** – This project implements an employer-sponsored vanpool or shuttle program that entails the purchase/leasing of vans and subsidizing the cost of program administration.
TRT-13	**Implement School Bus Program** – The City will work with and encourage the school district to restore or expand school bus services in the project area and local community.

Westgate SP GHG Reduction Plan: Optional Reduction Strategies

No.	CAPCOA Reduction Measures
AE-2	**Establish On-Site Renewable Energy Systems – Solar Power** – Using electricity generated from renewable or carbon-neutral power systems displaces electricity demand which would normally by supplied by the local utility. Carbon-neutral power systems, such as photovoltaic panels, do not emit GHGs and will be less carbon intense than the local utility.
BE-2	**Install Programmable Thermostat Timers** – Residential programmable thermostat timers allow users to easily control when the HVAC system will heat or cool a certain space, thereby saving energy.
BE-3	**Obtain Third-Party HVAC Commissioning and Verification of Energy Savings** – Ensuring the proper installation and construction of energy reduction features is essential to achieving high thermal efficiency in a house. However, HVAC systems often do not operate at the designed efficiency due to errors in installation or adjustments. By obtaining third-party HVAC commissioning and verification of energy savings, a project will ensure that the energy and GHG emissions reductions in intended design features are realized.
BE-4	**Install Energy Efficient Appliances** – Using energy-efficient appliances reduces a building's energy consumption as well as the associated GHG emissions from natural gas combustion and electricity production. Typical appliances include refrigerators, clothes washers and dishwashers for residential dwellings and refrigerators for commercial land uses such as grocery stores.
LE-1	**Install High Efficacy Public Street Area Lighting** – Public lighting sources, including streetlights, pedestrian pathway lights, area lighting for parks and parking lots, and outdoor lighting around public buildings, contribute to GHG emissions indirectly, via the production of the electricity that powers these lights. Different light fixtures have different efficacies, or the number of lumens produced per watt of power supplied. Installing more efficacious lamps will use less electricity while producing the same amount of light and therefore reduces the associated indirect GHG emissions.
LE-3	**Replace Traffic Lights with LED Traffic Lights** – As mentioned above, lighting sources contribute to GHG emissions indirectly, via the production of the electricity that powers these lights. Installing high efficiency traffic lights reduces energy demand and associated GHG emissions. Light-emitting diodes (LEDs) consume about 90% less energy than traditional incandescent traffic lights while still providing adequate light or lumens when viewed. The energy savings and subsequent GHG emissions reductions are greatest when retrofitting existing incandescent traffic lights with LEDs.
WSW-2	**Use Gray Water** – Transporting water can require a significant amount of electricity, as does treating water to potable standards. Untreated wastewater from bathtubs, showers, bathroom wash basins, and washing machines is known as gray water and can be collected and distributed onsite for irrigation of landscape. Since gray water does not require treatment or energy to redistribute it, there are negligible GHG emissions associated with the use of gray water.

No.	CAPCOA Reduction Measures
WUW-1	**Install Low-Flow Water Fixtures** – Water use contributes to GHG emissions indirectly, via the production of electricity that is used to pump, treat, and distribute the water. Installing low-flow or high-efficiency water fixtures in buildings reduces water demand, energy demand, and associated indirect GHG emissions. This strategy accounts for GHG emissions reductions from the use of low-flow water toilets, urinals, showerheads and faucets as well as high-efficiency clothes washers and dishwashers in residential and commercial buildings.
WUW-3	**Design Water Efficient Landscapes** – As mentioned above, water use contributes indirectly to GHG emissions. Designing water-efficient landscapes for a development reduces water consumption and the associated indirect GHG emissions. Examples of measures to be considered when designing landscapes are: reducing lawn sizes, planting vegetation with minimal water needs such as native Californian species, choosing vegetation appropriate for the climate of the development site, and choosing complimentary plants with similar water needs.
WUW-4	**Use Water-Efficient Landscape Irrigation Systems** – As mentioned above, water use contributes indirectly to GHG emissions. Using water-efficient landscape irrigation techniques such as "smart" irrigation technology reduces outdoor water demand, energy demand, and the associated GHG emissions. "Smart" irrigation control systems use weather, climate, and/or soil moisture data to automatically adjust watering schedules. Thus, excessive watering is avoided.
WUW-5	**Reduce Turf in Landscapes and Lawns** – As mentioned above, water use contributes indirectly to GHG emissions. Turf grass (i.e., lawn grass) has relatively high-water needs compared to most other types of vegetation. For example, trees planted in turf generally do not need additional watering besides what is required for the turf. Reducing the turf size of landscapes and lawns reduces water consumption and the associated indirect GHG emissions.
WUW-6	**Plant Native or Drought-Resistant Trees and Vegetation** – California native plants within their natural climate zone and ecotype need minimal watering beyond normal rainfall, so less water is needed for irrigating native plants than non-native species. Drought-resistant vegetation needs even less watering. Thus, planting native and drought-resistant vegetation reduces water use and the associated GHG emissions. However, since few scientific studies have quantified the actual water savings, this strategy should be adopted as a Best Management Practice.
A-1	**Prohibit Gas Powered Landscape Equipment** – Electric lawn mowers, leaf blowers, and vacuums, shredders, trimmers, and chain saws are available. When they are used in place of conventional gas-powered equipment, direct GHG emissions from natural gas combustion are replaced with indirect GHG emissions associated with the electricity used to power the equipment, which are typically less significant.
SW-1	**Institute or Extend Recycling and Composting Services** – The transport and decomposition of landfill waste and the flaring of landfill gas all produce GHG emissions. Decomposition of waste produces methane, and the transport waste from the site of generation to the landfill produces GHG emissions from the combustion of the fuel used to power the vehicle. Increasing recycling, reuse, and composting can all reduce landfill waste. Choosing waste management practices which reduce the amount of waste sent to landfills will thus reduce GHG emissions.
V-1	**Urban Tree Planting** – Planting trees sequesters carbon dioxide (CO_2) while the trees are actively growing. The amount of CO_2 sequestered depends on the type of tree. In most cases, the active growing period of a tree is 20 years and after this time the amount of carbon sequestered in biomass slows and will be completely offset by losses from clipping, pruning, and occasional death.

No.	CAPCOA Reduction Measures
GP-1	**Fund Incentives for Energy Efficiency** – By funding incentives for energy-efficient choices in equipment, fixtures in buildings, or energy sources, a project can promote reductions in GHG emissions associated with fuel combustion and electricity use. The project applicant should check with the local air district regarding participating in established programs. These energy funds may provide financial incentives or grants for energy efficiency measures including but not limited to: retrofitting or designing new buildings, parking lots, streets, and public areas with energy-efficient lighting; retrofitting or designing new buildings with low-flow water fixtures and high-efficiency appliances; retrofitting or purchasing new low-emissions equipment; purchasing electric or hybrid vehicles; and investing in renewable energy systems such as photovoltaics or wind turbines.
GP-2	**Establish a Local Farmer's Market** – Establishing a local farmer's market has the potential to reduce GHG emissions by providing project residents with a more local source of food, potentially resulting in a reduction in the number of trips and VMTs by both the food itself and the consumers to grocery stores and supermarkets. If the food sold at the local farmer's market is produced organically, it can also contribute to GHG reductions by displacing carbon-intensive food production practices.
GP-3	**Establish Community Gardens** – Establishing a community garden has the potential to reduce GHG emissions by providing project residents with a local source of food, potentially resulting in a reduction in the number of trips and VMTs by both the food itself and the consumers to grocery stores and supermarkets. Community gardens can also contribute to GHG reductions by displacing carbon-intensive food production practices.
GP-4	**Plant Urban Shade Trees** – Planting shade trees around buildings has been shown to effectively lower the electricity cooling demand of buildings by blocking sunlight and reducing heat gain through windows, walls, and roofs. By reducing cooling demand, shade trees help reduce electricity demand from the local utility and therefore the indirect GHG emissions associated with the production of that electricity.
GP-5	**Implement Strategies to Reduce Urban Heat-Island Effect** – Urban areas tend to be warmer than its surrounding rural areas due to increased land surfaces which retain heat. Strategies such as planting urban shade trees, installing reflective roofs, and using light-colored or high-albedo pavements and surfaces have been shown to have a positive impact on reducing localized temperatures and the electricity demand.

4.8.2 Summary of Approved Project versus Modified Project Impacts

The modified project's potential climate change impacts from GHG emissions have been evaluated considering the present environmental regulatory setting.

The modified project proposes roadway improvements quite similar to improvements on the two affected roadway segments proposed as part of the Westgate SP. Since the Westgate SP encompasses 924 acres, the modified project site is a very minor portion of the 924-acre Approved Project site. Therefore, impacts associated with implementation of the modified project would be similar to those of the previous Approved Project and no additional significant impacts beyond those identified for the previous Approved Project would occur.

4.8.3 Proposed Project Analysis and Conclusions

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate SP EIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate SP EIR	Less than Significant Impacts/No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

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

Less than Significant Impact/No Changes or New Information

California has enacted several pieces of legislation that relate to GHG emissions and climate change, many of which set aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments.

GHG Significance Threshold

Neither the City of Fontana, the SCAQMD nor the State CEQA Guidelines Amendments provide adopted quantitative thresholds of significance for addressing a roadway improvement project's GHG emissions. Nonetheless, § 15064.4 of the CEQA Guidelines serves to assist lead agencies in determining the significance of the impacts of GHGs. As required in § 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the Westgate project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the Westgate project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

SCAQMD's guidance uses a tiered approach rather than a single numerical emissions threshold. If a project's GHG emissions "fail" the non-significance of a given tier, then one goes to the next one.

The threshold selected for this analysis is Tier 3, which establishes a screening significance threshold level to determine significance using a 90% emission capture rate. For Tier 3, the SCAQMD estimated that at a threshold of approximately 3,000 metric tons (tonnes) CO_2e per year, emissions would capture 90% of the GHG emissions from new residential or commercial projects (SCAQMD, 2008).

Construction GHG Emissions

Construction is an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment, import or export of soil, and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from onsite construction activities and offsite hauling and construction worker commuting are considered as project-generated. As explained by the California Air Pollution Control Officers Association (CAPCOA) in its 2008 white paper (CAPCOA, 2008), the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level; CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines* § 15145). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative.

Estimated criteria pollutant emissions from the Cherry Avenue and Victoria Street project's onsite and offsite road widening construction activities and construction of traffic signal and street lights were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.19 and Version 2022.1.1.20 (CAPCOA, 2022), which was described in **Section 4.3.1**. The results of the traffic signal/street light construction and road widening construction analyses are presented in **Table 4.8-2** and **Table 4.8-3**. The traffic signal/street light construction GHG emissions would be **562 metric tons** and the road construction GHG emissions would be **1,109 metric tons,** for a total of **1,671 metric tons of CO_2e**. Consistent with SCAQMD recommendations and to ensure that construction emissions are assessed in a quantitative sense, construction GHG emissions have been amortized over a 30-year period. The amortized value is **55.7 $MTCO_2e$**. Modeling results are in **Appendix B.** For each construction year, annual GHG emissions would be far below the threshold of 3,000 MT of CO_2e per year and therefore would be less than significant. No mitigation is necessary**.**

Table 4.8-2
ANNUAL MAXIMUM STREET LIGHTS AND TRAFFIC SIGNAL CONSTRUCTION EMISSIONS

Year	Emissions (MT per Year)			
	CO_2	CH_4	N_2O	CO_2e
2024	254	0.02	0.03	264
2025	294	0.01	0.01	298
Total (MT)	**548**	**0.03**	**0.04**	**562**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.19) (CAPCOA, 2022).

Table 4.8-3
PROJECT CONSTRUCTION-RELATED GHG EMISSIONS FOR ROAD WIDENING PHASES

Year	Emissions (MT per Year)			
	CO_2	CH_4	N_2O	CO_2e
2024	565	0.02	0.01	568
2025	539	0.02	0.01	541
Total (MT)	**1,104**	**0.04**	**0.02**	**1,109**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.20) (CAPCOA, 2022).

Operational GHG Emissions

Operational emissions take into account long-term changes in emissions due to the project (excluding the construction phase). The operational emissions analysis compares forecasted emissions for existing/baseline, No-Build, and all Build alternatives. The purpose of the proposed project is to enhance the safety and operations of Cherry Avenue and Victoria Street (reduce collisions), eliminate nonstandard roadway sections, and provide transportation improvements and bike lanes consistent with the City of Fontana's General Plan. While the traffic analysis prepared for the project (DEA, 2023) estimated increases in traffic volumes in the study area, the project itself would not be traffic-inducing. It would not create a new transportation route where one was lacking; it would not open new areas to development with concomitant increases in population and employment. As a result, the project will not be responsible for a long-term increase in regional or local emissions of criteria pollutants or air toxics.

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

Less than Significant Impact/No Changes or New Information

The City of Fontana does not have an adopted climate action plan. An approach to identifying potential conflict with GHG reduction plans, policies, or regulations is to examine General Plan provisions that prescribe or enable GHG emissions control. The Final EIR for the General Plan Update (City of Fontana, 2018b) lists policies in the General Plan Update that reduce GHG emissions and help to quantify emissions reductions. However, the policies prescribe actions to be taken by the City, and not measures to be implemented by a project proponent. Nevertheless, the proposed project would not conflict with any of the GHG emission reduction policies. As was demonstrated in **Section 4.11**, the proposed project would have less than significant impacts in relation to consistency with local land use policies or regulations. Therefore, the project would not hinder the GHG emission reductions of the General Plan Update. No new impact would occur.

4.9 Hazards and Hazardous Materials

4.9.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment (Impact 4.H-1): The Approved Project site is largely vacant, with the majority of the property historically used for agricultural purposes, and the few urbanized portions of the site having been developed with commercial retail and office uses. These existing urban uses do not present a substantial risk relative to the release of hazardous materials into the environment, given the nature of retail and office use operations, which typically don't involve notable quantities of hazardous materials. However, the construction of future uses throughout the undeveloped portions of the Specific Plan area could result in releases of hazardous materials related to various onsite conditions that were noted in the Hazardous Materials Assessment (HMA; Ninyo and Moore, 2012) prepared for the Approved Project (PCR, 2015a, p 4.H-14).

The results of the HMA indicate that several environmental risks exist on the site of the Approved Project or in the surrounding area that could pose a potential health risk to people living or working within the project area if not properly addressed. Other observed conditions or database records are not considered indicative of potential health hazards. The HMA provides recommendations, which are included as mitigation measures below, regarding how to address those conditions representing a health hazard in order to reduce these potential risks to acceptable levels. Additionally, various mitigation measures addressing hazardous materials contained in the City's 2003 General Plan EIR (GP EIR), are also applicable to the proposed Specific Plan. With implementation of applicable GP EIR and project-specific mitigation measures, impacts related to accidental releases of hazardous materials into the environment would be less than significant (PCR, 2015a, p 4.H-15).

Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Impact 4.H-2): Four schools are within 0.25 mile of the Specific Plan boundaries. In addition, the proposed Specific Plan includes two ten-acre elementary school sites and one 60-acre high school site which would be developed by the respective school districts in the future as local population growth demands (PCR, 2015a, p 4.H-16).

Hazardous materials could be used in the construction and operation of new light industrial/commercial development within the Mixed Use portions of the Specific Plan, including the use of standard construction materials (e.g., paints, solvents, and fuels), cleaning and other maintenance products (used in the maintenance of buildings, pumps, pipes, and equipment), diesel and other fuels (used in construction and maintenance equipment and vehicles), and the limited application of pesticides associated with landscaping (PCR, 2015a, p 4.H-16).

Construction-related health hazards on future school sites would be minimized through adherence to applicable local, state, and federal regulations regarding hazardous materials, as well as mitigation measures provided below that require site-specific hazardous materials investigations (and cleanup if necessary) for proposed school sites. It is anticipated that prior to occupancy of future on-site schools, site investigation and remediation activities will have adequately addressed potential health hazards and effectively eliminated associated risks. Therefore, with adherence to existing regulations and implementation of applicable mitigation measures, construction-related health risks to existing and proposed schools would be less than significant (PCR, 2015a, p 4.H-16).

Although hazardous materials and/or waste generated from operation of future onsite land uses may pose a limited health risk to nearby schools, all businesses that handle or have onsite transportation of hazardous materials would be required to comply with the provisions of the Fontana Fire Protection District/ San Bernardino County Fire Department (SBCFD), the City of Fontana Municipal Code, and additional state and federal regulatory requirements.

The Hazardous Materials Division of the SBCFD is designated by the State Secretary for Environmental Protection as the Certified Unified Program Agency (CUPA) for the County of San Bernardino in order to focus the management of specific environmental programs at the local government level. The CUPA is charged with the responsibility of conducting compliance inspections for over 7000 regulated facilities in San Bernardino County. The CUPA program is designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout San Bernardino County (SBCFD, 2019).

As described previously, both federal and state regulations require all businesses that handle more than a specified amount of hazardous materials to submit a Risk Management Plan to the CUPA. The routine transport, use, and disposal of these materials would be subject to a wide range of laws and regulations intended to minimize potential health risks associated with their use or the accidental release of such substances; therefore, operational impacts of proposed uses on existing and proposed schools would be less than significant (PCR, 2015a, p 4.H-16).

Moreover, all of the proposed land use districts include development standards, landscape standards, parking and loading standards, and design guidelines aimed to buffer sensitive uses (including schools) from existing offsite and proposed onsite development (PCR, 2015a, p 4.H-16).

Overall, impacts on schools would be less than significant with mitigation incorporated.

- ***Approved Project Determination: Less Than Significant with Mitigation Incorporated***

Location on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment (Impact 4.H-3): Several properties located within or near the Specific Plan boundaries are included in various hazardous materials database listings obtained as part of the HMA process. While all but one of these properties are not considered potential environmental risks, one property was determined to pose a potential health risk. This property is an existing dry cleaner/laundry business within the onsite Falcon Ridge Town Center, which is listed in the state's Dry Cleaners database (as is required for all licensed dry-cleaning businesses in California). This facility operates under various permits, including permits from the South Coast Air Quality Management District (SCAQMD), which regulates hazardous air emissions from such facilities, and a permit issued by the CUPA that regulates the use, handling, and storage of hazardous materials (PCR, 2015a, p 4.H-17).

Mitigation provided below would require that business records available at the SBCFD's Hazardous Materials Division be reviewed for compliance with the requirements of the CUPA permit issued for the facility. With adherence to existing permit conditions and implementation of applicable mitigation, impacts related to listed hazardous materials sites would be less than significant.

- ***Approved Project Determination: Less Than Significant with Mitigation Incorporated***

Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Impact 4.H-4): The City's Emergency Operations Plan anticipates that all major streets within the project area would serve as evacuation routes. Construction activities associated with future development could temporarily impact street traffic adjacent to the proposed sites during the construction phase due to roadway improvements and potential extension of construction activities into the right-of-way. This could reduce the number of lanes or temporarily close certain street segments. Any such impacts would be limited to the construction period and would affect only adjacent streets or intersections. With implementation of the recommended mitigation, provided below, which would ensure that temporary street closures would not affect emergency access in the vicinity of future developments, short-term construction-related impacts would be less than significant (PCR, 2015a, pp 4.H-17-18).

The City of Fontana, including the entire proposed Specific Plan area, is subject to various City, county, and state emergency management plans, as noted previously, which provide procedures, communications protocols, and chains of command for emergency services and public agencies during large-scale disasters or other emergency events. While the Approved Project would involve the addition of residents, employees, and shoppers to the project area, implementation of the Approved Project would not have a notable impact on the function of established emergency management and response plans. All future development projects would be required to provide sufficient emergency access, as required by the City's Zoning Code and/or the proposed Specific Plan's Development Regulations, as applicable. Furthermore, given that future onsite development pursuant to the proposed Specific Plan would be subject to review and approval by the SBCFD, which is most directly responsible for emergency response in the project vicinity, the systems and facilities designed to protect public health and safety during emergencies would be adequate to effectively implement emergency management procedures within the project area. Coordination with the SBCFD would preclude the possibility of inadequate access for emergency vehicles at the project site. As no apparent conflicts with adopted emergency response or evacuation plans would result from project implementation, impacts would be less than significant in this regard. Therefore, operation of future development within the Specific Plan boundaries would not interfere with an adopted emergency response plan and/or the emergency evacuation plan and less than significant impacts would occur (PCR, 2015a, pp 4.H-17-18).

- ***Approved Project Determination: Less Than Significant with Mitigation Incorporated***

Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (Section 6.0 [F][5], page 6-11-6-12 and Initial Study [VIII][h]: This threshold was discussed in the DEIR Chapter 6, Other Mandatory CEQA Considerations, and the Initial Study. The FEIR determined that impacts would be less than significant. The Approved Project site is not located in an area that has a significant amount of vegetation and is characterized by relatively flat topography. Although sloped areas with extensive vegetation are located to the north of the project site in the San Gabriel and San Bernardino Mountains, these areas are located at a sufficient distance from the project area that they do not pose a substantial risk to people or structures on-site. Furthermore, future development on-site would be subject to all applicable standards and regulations related to fire protection and prevention such that wildland fire hazards would be less than significant. Further analysis of this issue in the EIR was not required (PCR, 2015a, pp. 6-11 to 6-12 and Appendix A, Initial Study, p. B-10).

Westgate Specific Plan FEIR Mitigation Measures:

No.	Mitigation Measure
H-1	The City shall require that new proposed facilities involved in the production, use, storage, transport or disposal of hazardous materials be located a safe distance from land uses that may be adversely impacted by such activities. Conversely, new sensitive facilities, such as schools, child-care centers, and senior centers, shall not to be located near existing sites that use, store, or generate hazardous materials. [GP EIR Mitigation Measure HM-1]
H-2	The City shall assure the continued response and capability of the SBCFD/Fontana Fire Protection District to handle hazardous materials incidents in the City and along the sections of freeways that extend across the City. [GP EIR Mitigation Measure HM-2]
H-3	The City shall require all businesses that handle hazardous materials above the reportable quantity to submit an inventory of the hazardous materials that they manage to the SBCFD – Hazardous Materials Division in coordination with the Fontana Fire Protection District. [GP EIR Mitigation Measure HM-4]
H-4	The City shall identify roadways along which hazardous materials are routinely transported. If essential facilities, such as schools, hospitals, child care centers or other facilities with special evacuation needs are located along these routes, identify emergency response plans that these facilities can implement in the event of an unauthorized release of hazardous materials in their area. [GP EIR Mitigation Measure HM-5]
H-5	Development of school sites within the project area shall include Phase I Environmental Site Assessment in accordance with ASTM Standard 1527-05 and the DTSC's school site evaluation program.
H-6	Due to the potential that concentrations of commercial pesticides likely applied on portions of the Specific Plan area may still be present in onsite soils, soil samples shall be collected and analyzed for the presence of organochlorine pesticides and Title 22 Metals. Sampling and analysis shall be conducted in accordance with appropriate California guidelines (e.g., Department of Toxic Substances Control, 2008, Interim Guidance for Sampling Agricultural Properties). Soils with elevated organochlorine pesticides or metals compared with these guidelines shall be removed and disposed offsite in accordance applicable federal, state, and local regulations.
H-7	Because aerially dispersed lead (ADL) may be present in the soil as a result of historical vehicle emissions during the era of leaded gasoline, an ADL survey shall be conducted within areas of exposed soil which will be disturbed during construction within 50 feet of the Interstate 15 Freeway and the Interstate 210 Freeway. Sampling and analysis shall be conducted in accordance with appropriate California guidelines (e.g., Department of Transportation, 2007, Caltrans Aerially Deposited Lead Guidance). Soils with elevated lead shall be removed and disposed offsite in accordance applicable federal, state, and local regulations. ADL borings shall be located at no more than 300-foot horizontal intervals along the shoulders and medians where earth will be disturbed. The borings shall be advanced up to 4 feet below ground surface or the maximum anticipated construction depth, whichever is shallower.
H-8	Construction contractors shall develop a soil management plan (SMP) prior to construction activities to address potentially impacted soils that may be uncovered during the construction phase of each future development project. SMPs shall include: potential chemicals of concern, a health and safety plan, identification of individuals responsible for the implementation of the SMP, dust and odor suppression control methods, procedure for notification and identification of unknown environmental features, site specific soil-management protocols, cleanup criteria, and soil reuse options. In accordance with the SMP, such soil generated during construction activities shall be characterized for disposal using new laboratory data representative of the soil being excavated and disposed.
H-9	Piles of dumped materials, including soil, brick and concrete pieces, wood, and other trash and construction debris, were observed on the southeast corner of Westgate Center study area along Sierra Lakes Parkway. Soil piles and construction debris shall be analyzed for volatile

No.	Mitigation Measure
	organic compounds, total petroleum hydrocarbons, and Title 22 Metals to characterize the disposal of the unknown debris on the study area. Sampling and analysis shall be conducted in accordance with appropriate California guidelines (e.g., Department of Toxic Substances Control, 2001, Information Advisory, Clean Imported Fill Material). A minimum of four samples shall be collected and analyzed under an assumed residential/commercial land use. Sample results shall be compared to residential land use regional screening levels specified by the Department of Toxic Substances Control, 2005, Use of California Human Health Screening Levels (CHHSLs) in Evaluation of Contaminated Properties, or latest available Regional Screening Levels provided by the United States Environmental Protection Agency, Region 9. Soils or debris with elevated concentrations shall be removed and disposed offsite in accordance applicable federal, state, and local regulations.
H-10	Due to the presence of a former railroad alignment within project boundaries, any construction in which the soil around the railroad is to be disturbed shall be conducted under the purview of the Fontana Fire Protection District to identify proper handling procedures. Once the soil around the railroad has been removed, a visual inspection of the areas beneath and around the removed area shall be performed. Any stained soils observed underneath the area shall be sampled. Sampling and analysis shall be conducted in accordance with appropriate California guidelines (e.g., Department of Toxic Substances Control, 2001, Information Advisory, Clean Imported Fill Material). Samples shall be collected and analyzed at one-foot intervals to a depth of four feet at a 300-foot horizontal distance. Samples shall be analyzed for total petroleum hydrocarbons, polychlorinated biphenyls, polycyclic aromatic hydrocarbons, and Title 22 Metals, in accordance with appropriate US EPA Methods specified in SW-846. Sample results shall be compared to residential land use regional screening levels specified by Department of Toxic Substances Control, 2005, Use of CHHSLs in Evaluation of Contaminated Properties, or latest available Regional Screening Levels provided by the United States Environmental Protection Agency, Region 9. Soils with elevated concentrations shall be removed and disposed offsite in accordance applicable federal, state, and local regulations.
H-11	Records available for the Falcon Ridge Cleaners & Shirt Laundry (15218 Summit Avenue) at the SBCFD Hazardous Materials Division shall be reviewed for compliance with this facility's Consolidated Unified Program Agency (CUPA) permit.
H-12	Prior to the issuance of grading permits, future developers shall prepare a Traffic Control Plan (TCP) for implementation during the construction phase. The TCP may include, but is not limited to, the following provisions: • At least one unobstructed lane shall be maintained in both directions on surrounding roadways. • If at any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. • If construction activities require the complete closure of a roadway segment, the developer shall provide appropriate signage indicating detours/ alternative routes.
H-13	Prior to construction, the City of Fontana Engineering Department shall consult with the City of Fontana Police Department to disclose temporary closures and alternative travel routes, in order to ensure adequate access for emergency vehicles when construction of future projects would result in temporary lane or roadway closures.

Source: PCR 2015a, pp. 4H-19 – 4H-22.

4.9.2 Summary of Approved Project versus Modified Project Impacts

The Modified project's potential impacts regarding hazards and hazardous materials have been evaluated in light of the present environmental regulatory setting in relation to the impacts identified in the Certified FEIR. No new hazardous materials sites in or next to the modified project site were

identified in a review of environmental databases compared to the Approved FEIR.[7] The modified project—roadway—is within the ranges of types and intensities of land use permitted on the modified project site by the Certified FEIR. Therefore, modified project impacts would be similar to those of the previous Approved Project.

4.9.3 Modified Project Analysis and Conclusions

With regard to hazards and hazardous materials the following checklist compares the impacts of the Previous Approved Project analyzed in the Westgate Specific Plan FEIR with those of the Modified Project described in this document. The comparative conclusions provided in the following table for the Modified Project are based on the discussions immediately thereafter.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school?			**X**	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			**X**	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety				**X**

[7] The one site identified during a search of several internet environmental databases, High School No. 9 at San Sevaine Road at Walnut Avenue, is a case that was closed many years before certification of the Certified EIR.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
hazard for people residing or working in the project area?				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
g) 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?			**X**	

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

Less than Significant Impact/No Changes or New Information

Potential hazardous materials such as fuel, paint products, lubricants, solvents, and cleaning products may be routinely transported, used on, or disposed of during the construction of the proposed project. Any transport, use, or disposal of hazardous materials during construction would be regulated by the Hazardous Materials Division of the San Bernardino County Fire Protection District and the California Occupational Safety and Health Administration. The Hazardous Materials division is designated by the State Secretary for Environmental Protection as the Certified Unified Program Agency (CUPA) for the County of San Bernardino. The Fontana Police Department Code Enforcement Division enforces weed and rubbish removal in coordination with other city and county departments.

The transport, storage, and use of hazardous materials would comply with the Resource Conservation and Recovery Act; Comprehensive Environmental Response, Compensation, and Liability Act; Occupational Safety and Health Administration; California hazardous waste control law codified in the California Health and Safety Code, Division 20, Chapter 6.5, Hazardous Waste Control, the California Division of Safety and Health; the South Coast Air Quality Management District; and the City of Fontana Fire Protection District requirements.

The Contractor would be required by existing regulations to prepare and submit to the Department of Public Works a Construction Safety Management Plan (CSMP), based on Occupational Safety and Health Administration (OSHA) standards. This plan would include provisions for proper training of construction crews on the use, storage, and disposal of hazardous materials or waste. Additionally,

the plan would include safety procedures for implementation in the unlikely event of unauthorized release of hazardous materials.

The project site's existing land uses along the Victoria Street project corridor includes mostly undeveloped land, government transportation agencies, and a water basin; the Cherry Avenue project corridor includes mostly undeveloped land, residential neighborhoods, and commercial uses as detailed in **Section 3.0**.

According to the ISA report, the project site was historically used as agricultural land from at least 1953 to 1980 and may present an environmental concern due to the potential use of pesticides and/or herbicides; and a former waste disposal site is located to the west and was operated as a solid waste disposal site as early as 1948. A Vapor Encroachment Condition (VEC) concerning methane gas could not be ruled out based on proximity to the Site and represents a Recognized Environmental Condition (REC) (Citadel, 2023a, p. 25). However, based on the results of the Phase II ESA and the anticipated future redevelopment plans, Citadel did not recommend that additional investigation or delineation activities be conducted, and no remediation measures are warranted. Like the ISA, the Phase II still recommended an SMP be prepared for use during site construction to manage soil and/or subsurface features encountered during excavation or grading activities (Citadel, 2023b, p. 6).

Subsequently, an SMP was prepared for the project and is included in **Appendix F3**. The SMP will be incorporated as Certified EIR mitigation measure **HAZ-8**. The SMP establishes policy and requirements for the grading, management and disposal of soils generated during development activities, such as demolition, excavation, construction, and other general earthwork activities that might disturb potentially contaminated soils at the project site. This SMP describes specific soil-handling controls required for complying with local, state, and federal oversight agencies; preventing unacceptable exposure to contaminated soil to workers and the general public; and preventing the improper disposal of contaminated soils. This SMP applies to any area on the project site where excavation or earthwork activities are being conducted (Citadel, 2024, p. 4). The SMP includes procedures for preliminary soils characterization, unknown subsurface structures, soil disturbance monitoring, exposure monitoring, and contaminated soil management. The soil disturbance monitoring section includes protocols for toxic air contaminant monitoring, nuisance monitoring, dust monitoring, soil sampling and laboratory analysis, The contaminated soil management section includes protocols for soil handling and storage, stockpiling, containerizing, Storm Water Pollution Prevention Plan (SWPPP) Best Management Practices (BMPs), decontamination measures, disposal, and transportation (see **Appendix F3**). With the implementation of Certified EIR mitigation measure **HAZ-8**, construction impacts regarding hazardous materials would be less than significant and no new impact would occur.

Operation

The operation of the proposed roadway and intersection improvements would not involve the use of hazardous materials. Maintenance of the improvements would involve the use of minor amounts of paint for roadway markings. The roadway paint would be administered in accordance with the regulations of the Occupational Safety and Health Administration, Division of Occupational Safety and Health, the Fontana Public Works Department and the Fontana Fire Protection District.

The project operations would generate no significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, providing regulatory

compliance is maintained. Therefore, the potential impacts would be less than significant. No new impact would occur.

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

Less than Significant Impact/No Changes or New Information

Construction

As mentioned above, the project site's soil did not exceed significant soil and soil vapor thresholds. However, due to the previous and current land uses of the project site and surrounding areas, the project would involve implementation of Certified EIR mitigation measure **HAZ-8** consisting of a soil management plan. With mitigation measure **HAZ-8**, the impacts during construction would be less than significant. Additionally, the construction of the proposed project would adhere to applicable federal, state, and local regulations regarding the safe handling and transportation of hazardous materials during construction. Therefore, the impacts would be less than significant during construction.

Operation

As demonstrated in **Section 4.9a)**, the project would not pose a significant hazard to the public or the environment through the release of hazardous materials during operation; therefore, project impacts would be less than significant. No new impact would occur.

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

Less than Significant Impact/No Changes or New Information

No schools are within 0.25 miles of the project site. The nearest school to the site is Hemlock Elementary School at 15080 Miller Avenue in the City of Fontana, approximately 0.75 miles to the southeast. No new impact would occur.

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

Less than Significant Impact/No Changes or New Information

Per Government Code § 65962.5, the California Department of Toxic Substances Control (DTSC) compiles and at least annually updates lists of the following:

- Hazardous waste and substances sites from the DTSC EnviroStor database.
- Leaking Underground Storage Tank (LUST) sites by county and fiscal year in the State Water Resources Control Board (SWRCB) GeoTracker database.

- Solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside waste management units.

- SWRCB Cease and Desist Orders (CDOs) and Cleanup and Abatement Orders (CAOs).

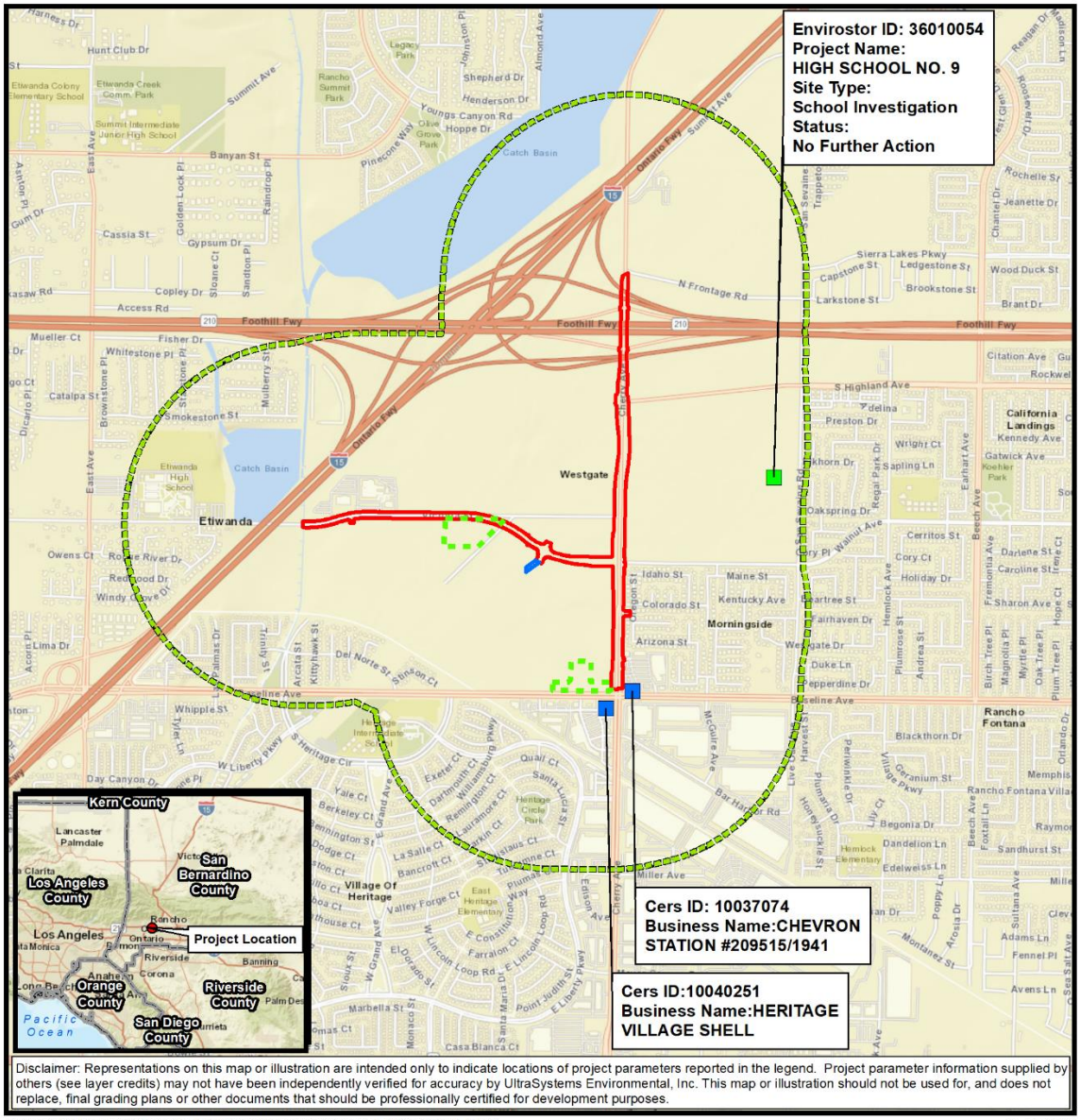
- Hazardous waste facilities subject to corrective action pursuant to § 25187.5 of the Health and Safety Code, identified by DTSC.

The ISA review of the Cortese Act database lists revealed that there are four Cortese-listed properties within approximately one mile of the proposed project site. The nearest Cortese-listed properties are a Chevron fuel station at 14536 Baseline Avenue (CERS8 ID 10037074) and a Shell fuel station at 7330 Cherry Avenue (CERS ID 10040251) at the southern end of the project site. These facilities require various permits for hazardous materials but do not represent a hazard to the project site or operation. Additionally listed are Etiwanda High School at 13500 Victoria Street (EnviroStor9 ID # 36010049) and High School #9 at San Sevaine and Walnut Street (EnviroStor ID # 36010054) which were previously listed due to concerns about heavy metals and pesticides from past agricultural use. Preliminary Endangerment Assessments of both sites concluded neither a release of hazardous material nor the presence of naturally occurring hazardous materials that would pose a threat to public health or the environment under unrestricted land use was indicated at the Sites (EnviroStor, 2004; EnviroStor, 2014). Refer to **Figure 4.9-1** for specific locations pertaining to the project site.

In summary, the records search indicates that there are no sites within or near the project site that represent a known source of contamination or an otherwise unusually hazardous condition. There would be no impact related to identification on the Cortese List or any other hazardous materials database, and no new impact would occur.

[8] (CERS) California Environmental Protection Agency's California Environmental Reporting System.
[9] (EnviroStor) Department of Toxic Substances Control's EnviroStor data management system.

Figure 4.9-1
LISTED HAZARDOUS MATERIALS SITES



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

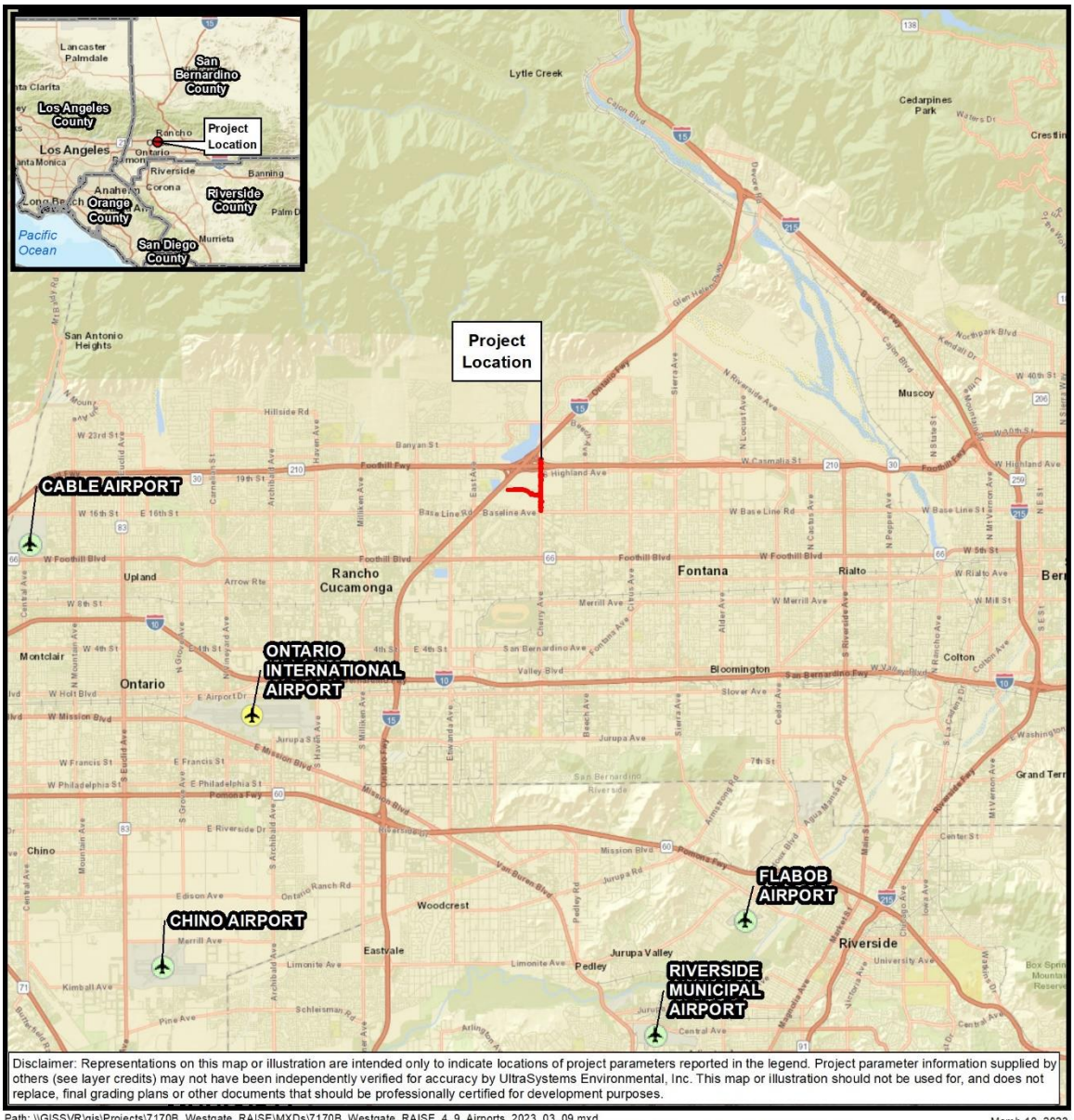
No Impact

The project site is not within the boundary of an Airport Influence Area (AIA), or within two miles of a public airport or public use airport. Ontario International Airport, approximately 6.5 miles southwest of the project site, is both the nearest public airport and the nearest public use airport to the project site (refer to **Figure 4.9-2**). Therefore, project implementation would not expose people to safety hazards due to proximity to a public airport, and no new impacts are anticipated.

Two private heliports are in the city of Fontana:

The Fontana Police Heliport at 17005 Upland Avenue approximately 3.6 miles southeast of the project site; and the Kaiser Hospital Heliport at 9961 Sierra Avenue approximately 5 miles southeast of the project site (Airnav.com, 2023). Helicopters flying over the project site would not be landing or taking off from either heliport and would be flying at altitudes over urban areas required by Federal Aviation Administration regulations; and thus, would not pose dangers to people onsite. No new impact would occur.

Figure 4.9-2
NEAREST AIRPORT INFLUENCE AREA



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

Less than Significant Impact/No Changes or New Information

Project construction could potentially impede the traffic flow on Victoria Street and Cherry Avenue and cause some delays on cross streets. Detailed project construction plans are not yet available; however, this analysis assumes that construction would be conducted on one-half of the width of the roadway at a time. One half-width of the roadway would be used for traffic while the other half-width of the widened roadway was constructed, and then the widened half-width would be used for traffic while the second half-width of the widened roadway was built. Compliance with city requirements for traffic management during construction on the public right of way would ensure adequate emergency access. Project construction would involve implementation of Certified EIR mitigation measures **HAZ-12** and **HAZ-13**. Measure **HAZ-12** requires preparation and implementation of a traffic control plan (TCP) for the project, and Measure **HAZ-13** requires the Fontana Police Department to identify temporary closures and alternate routes. No new impact would occur after implementation of measures **HAZ-12** and **HAZ-13**.

g) 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?

Less than Significant Impact/No Changes or New Information

The California Department of Forestry and Fire Protection (CALFIRE) developed Fire Hazard Severity Zones (FHSZ) for State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs); SRAs and LRAs are where state and local governments, respectively, are responsible for the costs of wildfire prevention and suppression. The modified project site is not in an SRA (CALFIRE FRAP, 2023). The site is in an LRA and is outside a Very High Fire Hazard Severity Zone. The nearest LRA VHFHSZ to the project site is approximately 0.5 mile to the northwest, as depicted in **Figures 4.9-3 and 4.9-4**.

Very High fire hazard designation refers to either:

a) wildland areas supporting fuels typified by well-developed surface fuels (e.g., mature chaparral) or forests where crown fire is likely. Additional site elements include steep and mixed topography and dry seasons with strong winds.

OR

b) developed/urban areas typically with high vegetation density (>70% cover) and associated high fuel continuity, allowing for frontal flame spread over much of the area to progress impeded by only isolated non-burnable fractions. Often where tree cover is abundant, these areas look very similar to adjacent wildland areas. Developed areas may have less vegetation cover and still be in this class when in the immediate vicinity (0.25 mile) of wildland areas zoned as Very High (see above).

Figure 4.9-3
FIRE HAZARD SEVERITY ZONES IN STATE RESPONSIBILITY AREA

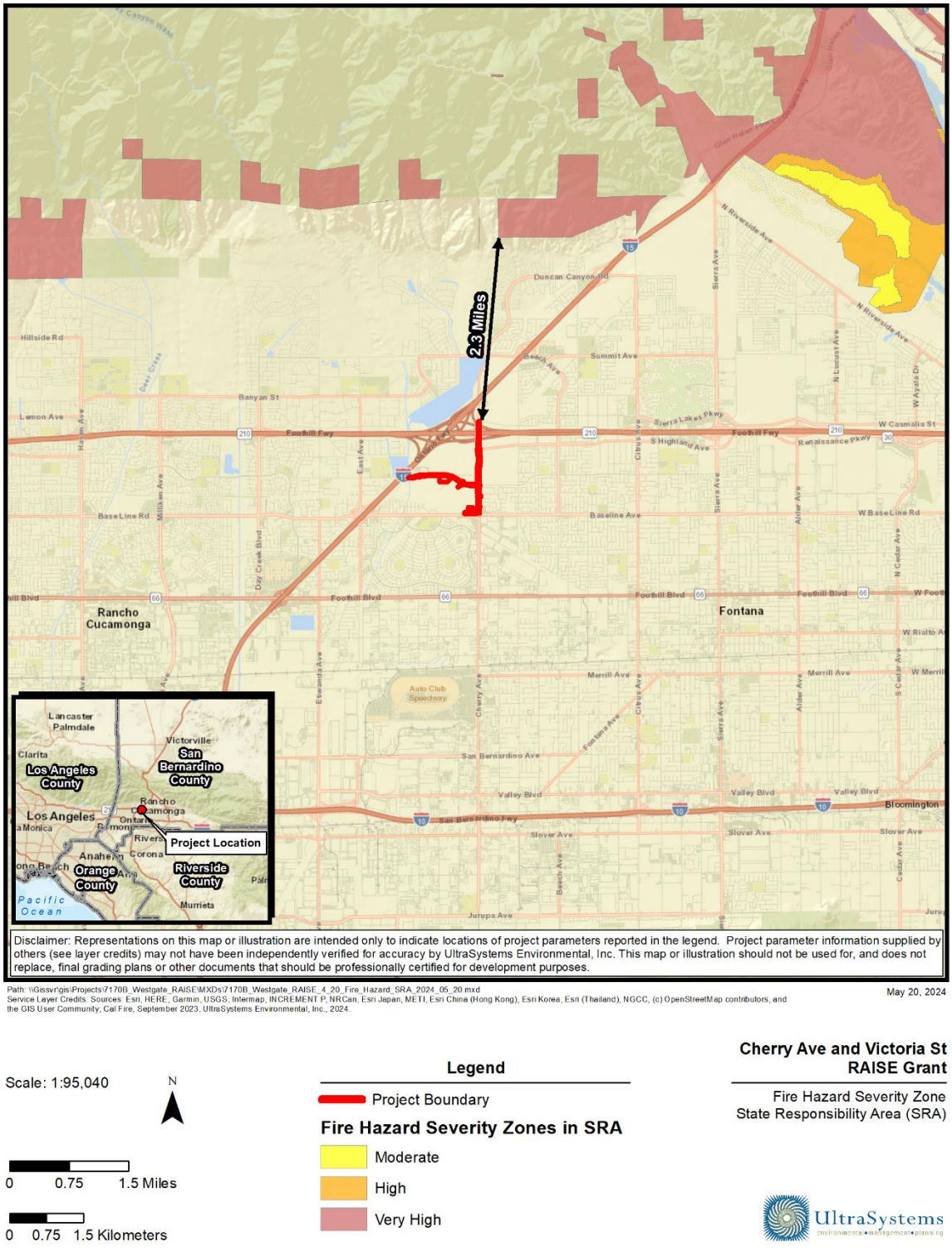
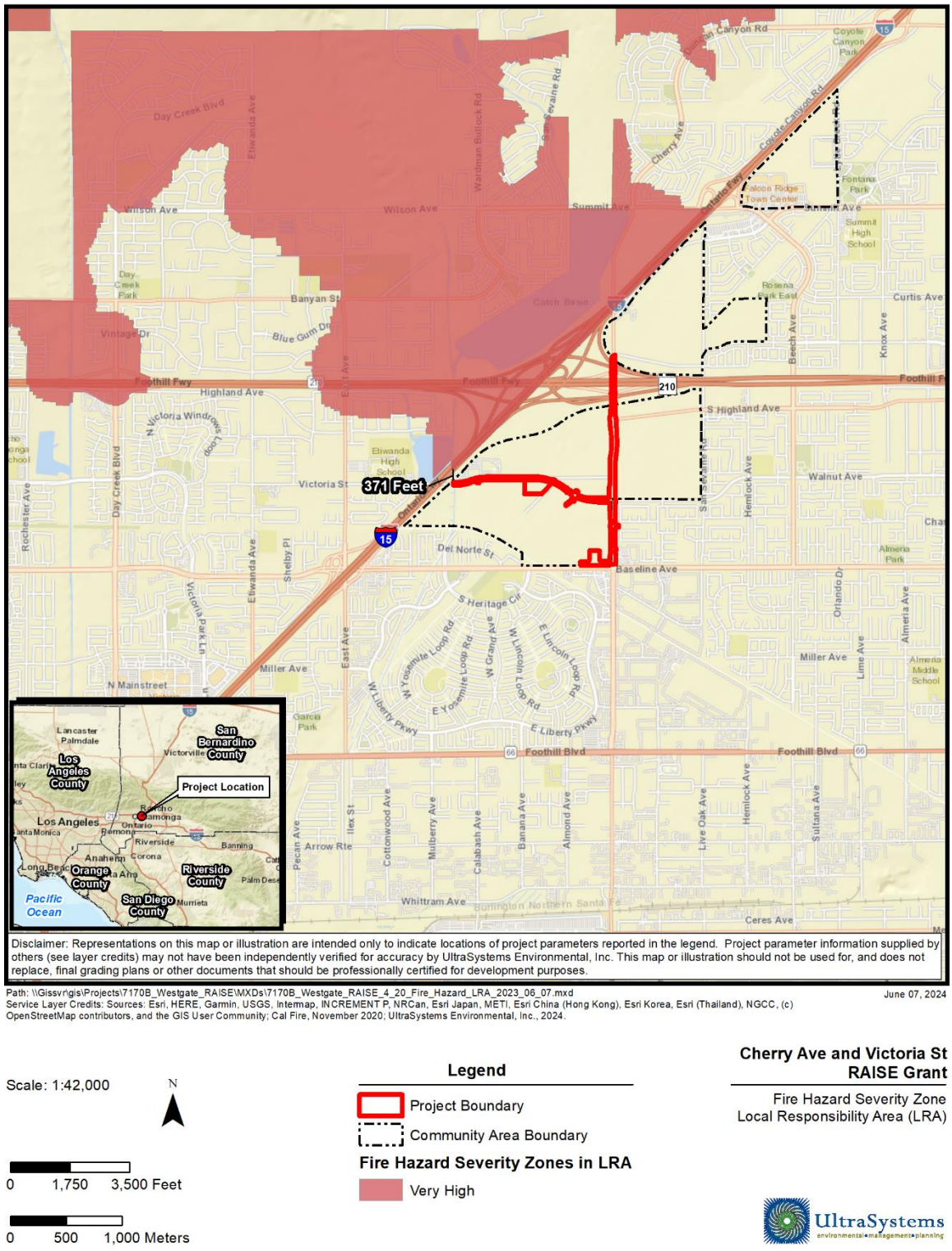


Figure 4.9-4
LOCAL RESPONSIBILITY AREA FOR FIRE HAZARD SEVERITY



The project site is not in a fire hazard severity zone (FHSZ). The nearest FHSZ is within the Local Responsibility Area (LRA) and is classified as a Very High Fire Hazard Severity Zone. This zone is approximately 280 feet west of the project site along the Interstate 15 (I-15) freeway, as shown in **Figure 4.9-3.** The nearest FHSZ in a State Responsibility Area (SRA) is 2.3 miles to the north of the project location as shown in **Figure 4.9-4.** The proposed roadway widening would not introduce substantial amounts of new wildfire fuel to the project site. Therefore, project implementation would not expose people or structures to substantial wildfire risks, and no impact would occur.

4.10 Hydrology and Water Quality

4.10.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Violate any water quality standards or waste discharge requirements (Impact 4.I-6): For the Approved Project, impacts related to water quality would occur during three different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) after completion of the Approved Project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

The Approved Project FEIR provides an extensive analysis of potential water quality impacts and best management practices (BMPs) that will be incorporated into the project design to minimize or avoid such impacts, including but not limited to low impact design (LID) features (PCR, 2015a, pp. 4.I-19 through 4.I-32). The Approved Project anticipates infiltration of the entire design capture volume (DCV) based on highly permeable soil conditions. The infiltration of the entire DCV ranks as the most effective BMP strategy for pollutant removal. It would also result in infiltration of the increased volume of stormwater between existing and proposed two-year storm events based on preliminary calculations, thus satisfying the Hydrologic Condition of Concern (HCOC) requirements (i.e., post-development stormwater flow volumes entering off-site drainage facilities would not exceed predevelopment volumes).

- ***Previous Approved Project Determination: Less Than Significant Impact.***

Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted) (Impact 4.I-5): The Approved Project will not use local groundwater wells for water supply. However, as noted in the Water Supply Assessments (WSAs) for the Approved Project (PCR, 2015a. Appendix K), potable water will be provided for proposed future uses by the Fontana Water Company (FWC) and the Cucamonga Valley Water District (CVWD), which utilize groundwater sources in Chino Basin, Cucamonga Basin, Rialto Basin, Lytle Basin, and the No-Man's Land Basin (an unnamed basin between the Chino Basin and the Rialto Basin), for a substantial portion of domestic water supplies within their respective service areas. Although these groundwater basins are used by these and other water purveyors in the area for a portion of their water supplies, each respective agency is limited to the amount of water that can be extracted from each basin without substantially reducing the productivity of water supply wells, otherwise referred to as the "safe yield" the limit of which are regulated through various agreements between agencies, adjudicated rights from court decisions, and other mechanisms that preclude overdraft of groundwater resources. Furthermore, given these established extraction limits, as well as limits on other sources of water, such as surface water from Lytle Creek, fluctuations in water demand in each respective service area of FWC and CVWD are met primarily through imported water supplies from the State Water Project (SWP) and Colorado River. Therefore, since future demand for water supply would be addressed through increased import water delivery and groundwater extractions are strictly limited to safe yield volumes, the project-related water demand would not have the potential to result in excessive groundwater withdrawals such that a decrease in the local groundwater table would occur. The

impacts associated with the depletion of groundwater supplies due to increased demand for groundwater resources are considered less than significant.

Under existing conditions, groundwater recharging occurs through pervious surfaces and highly permeable soils. Under the proposed conditions, LID BMPs and features will be required to infiltrate the 85th percentile storm event for the entire development area to ensure that groundwater recharge occurs after the implementation of the project. Infiltration BMPs are discussed below under Post-Construction Activities. The use of infiltrating LID BMPs and features will result in a less than significant impact on groundwater recharge (PCR, 2015a, pp. 4.I-35/36).

- ***Previous Approved Project Determination: Less Than Significant Impact.***

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 which would result in substantial erosion or siltation on- or off-site (Impact 4.I-7): For the Approved Project, under existing conditions, runoff from the project area generally flows southwest via sheet flow towards existing interim debris basins before entering into existing regional flood control facilities (e.g., Summit Avenue Storm Drain, Highland Avenue Storm Drain, Baseline Avenue Storm Drain, etc.). The soil erosion potential is generally classified as high, given the type of alluvial soil, and interim basins help reduce erosion and siltation off-site. Under the proposed conditions, runoff from development areas will be collected in a local storm drain network and conveyed to downstream regional flood control facilities. The drain pattern will be largely preserved, and the flow will continue to drain in a south-west direction. The increase in impervious surfaces will serve to reduce the potential for erosion and siltation downstream, and interim debris basins will no longer be needed. In the southern portion of the site, there are two existing earthen channels. However, one no longer serves as a flood conveyance channel, and the second has been channelized downstream (PCR, 2015a, p. 4.I-41).

In the proposed condition, the channels will be abandoned and filled for development and downstream improvements will be extended upstream of the project. Implementing the project will reduce the potential for erosion and siltation on site to reach downstream. Additionally, all project runoff drains into hardened regional flood control channels or reinforced box culverts, eliminating the potential for downstream erosion or siltation. Potential impacts related to erosion or siltation due to hydromodification are considered less than significant (PCR, 2015a, p. 4.I-41).

- ***Previous Approved Project Determination: Less Than Significant Impact.***

Substantially alter the existing drainage pattern of the site or area, including through the alternation of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site (Impact 4.I-1): The Approved Project will substantially increase the rate and volume of runoff compared to existing conditions. To safely convey runoff to downstream facilities and prevent flooding on and off site, both on- and off-site storm drain systems must be properly sized for expected rates and volumes. A preliminary analysis was performed, and storm drain facilities were sized for a 25-year storm event consistent with local drainage criteria. Detailed storm drain and hydrology analysis including hydraulic modeling will be performed as part of the final engineering documents to confirm pipe sizes, connections, and 100-year flood conveyance. Furthermore, a detailed hydrological analysis will be required to confirm that the regional downstream flood control facility has the capacity to accept projected runoff conditions, and if the capacity is limited, the Approved Project will have to control peak flows on site to downstream capacity. This scenario is not anticipated as the existing regional flood control facilities were sized based on the full build-out of the General Plan which includes the

Westgate property. Impacts related to on-site and off-site flooding are considered less than significant (PCR, 2015a. p 4.I-34).

- ***Previous Approved Project Determination: Less Than Significant Impact.***

Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff (Impact 4.I-2): All runoff water will be collected and discharged into existing regional flood control facilities that were sized upon full build-out of the General Plan which includes the Westgate property. Furthermore, the Approved Project was required to develop detailed storm drain and hydrology analyzes to confirm that regional flood control facilities can accommodate projected peak flow events. The implementation plan includes a series of LID BMPs and features that will use highly permeable native soil to infiltrate the first 85th percentile storm event and prevent the "first flush" pollutants from leaving the project site and entering downstream facilities.

- ***Previous Approved Project Determination: Less Than Significant Impact.***

Otherwise substantially degrade water quality (Impact 4.1-8): As discussed previously, under Impact 4.I-1, given the proposed construction-related site design, LID, and source control BMPs and the reliance on infiltration BMPs, water quality exceedances are not anticipated, and pollutants are not expected in project runoff that would adversely affect beneficial uses in downstream receiving waters.

- ***Previous Approved Project Determination: Less Than Significant Impact.***

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, or Place within a 100-year flood hazard area structures which would impede or redirect flood flows (Impact 4.I-3): The Westgate Specific Plan does not propose housing within a 100-year floodplain according to the FIRM map or flood hazard delineation maps. Furthermore, no proposed improvements associated with the project would be located within a 100-year floodplain that would impede or redirect flood flows.

- ***Previous Approved Project Determination: Less Than Significant Impact.***

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 (Impact 4.I-4): The Westgate Specific Plan is not subject to flooding as a result of a failure of a levee or dam as there are no major dams or levees upstream or within the project vicinity.

- ***Previous Approved Project Determination: Less Than Significant Impact.***

Cause inundation by seiche, tsunami, or mudflow (Section 6.0 [F][6], page 6-12): A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance, such as tectonic displacement of the sea floor associated with large and shallow earthquakes. Mudflows are downslope movements of saturated soils and/or rock with the consistency of wet cement.

The project area is not subject to tsunami hazards given the distance from the Pacific Ocean and the elevation of the project area. Therefore, the project would not be subject to flood hazards associated with seiches. Furthermore, despite the steep hills in the foothills north of the project area, the potential for mud flows to affect the proposed uses would be negligible given the distance of the mountains from the project and the amount of intervening development.

- ***Previous Approved Project Determination: No Impact.***

Westgate Specific Plan FEIR Mitigation Measures: None are required.

4.10.2 Summary of Approved Project versus Modified Project Impacts

Modified project impacts to hydrology and water quality have been evaluated considering the present environmental regulatory setting. Certified FEIR Section 8.0, Effects Not Significant, concluded that impacts on hydrology and water quality attributable to the Approved Project would be less than significant and that mitigation measures are not required. The absence of any mitigation measure requirements assumed that each subsequent implementing project would be required to comply with and/or adhere to established codes, ordinances, and other requirements respecting hydrology and water quality. The modified project site is located within the boundaries of the Westgate Specific Plan; the modified project is one of the subsequent implementing projects alluded to above and is therefore required to comply with the aforementioned codes, ordinances, or requirements. Therefore, the impacts on hydrology and water quality due to modified project development would be equal to or less than those of the Approved Project.

4.10.3 Modified Project Analysis and Conclusions

The following checklist responses compare the Approved Project analyzed under the adopted WSP FEIR with the project as described in this document and analyze the potential impacts resulting from the development of the modified project. This Section is based on the Water Quality Management Plan for: Cherry Avenue and Victoria Street Complete Streets Infrastructure project prepared by David Evans and Associates, Inc., completed on April; 10, 2024. A complete copy of the WQMP is included as **Appendix H1** to this Addendum.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			**X**	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;			**X**	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			**X**	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			**X**	
iv) impede or redirect flood flows?			**X**	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				**X**
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				**X**

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

Less than Significant Impact/No Changes or New Information

Impacts related to water quality standards or waste discharge would occur during two periods: 1) during the excavation and construction phase, when the potential for erosion, siltation, and sedimentation would be greatest; and 2) after completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff (e.g., pathogens, oil and grease, pesticides and herbicides, metals, and metalloids) would increase.

The modified project would be subject to the National Pollutant Discharge Elimination System (NPDES) requirements of the federal Clean Water Act during both construction and operation, as detailed in the Westgate Specific Plan. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres are required to obtain coverage under the Statewide Construction General Permit, SWRCB Order 2009-0009-DWQ.

Construction

Modified project construction activities subject to this permit include clearing, grading, and disturbance to the ground such as stockpiling or excavation, but do not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility (SWRCB, 2023). The permit requires that a Stormwater Pollution Prevention Program (SWPPP) be prepared; the SWPPP would mandate the implementation of site-specific BMPs that would minimize potential off-site water quality impacts. BMPs prescribed under a SWPPP are grouped in six categories: erosion controls, sediment controls, wind erosion controls, tracking controls, non-stormwater management controls, and waste management and controls.

Operation

The project WQMP (DEA, 2024), included in **Appendix G**, proposes BMPs in three categories: preventive Low-Impact Development Site Design Practices; structural source control BMPs; and non-structural source control BMPs.

Low-Impact Development (LID) uses site design and stormwater management to maintain the site's pre-development runoff rates and volumes. The goal of LID is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall (RCFCWCD, 2011). Source control BMPs reduce the potential for pollutants to enter runoff. Source control BMPs are grouped in two categories. Structural source control BMPs are project design components; while non-structural source control BMPs consist of education of owners and employees; activity restrictions; and operating practices such as periodic inspections.

Preventive Low-Impact Development [LID] Site Design Practices

The project WQMP prescribes the following preventive LID site design practices for the modified project:

Minimize impervious areas: Roadways are designed to City required minimums.

Maximize natural infiltration capacity: The project proposes site design for incidental infiltration through landscaping design receives runoff from the sidewalk/shared pedestrian/bike path by keeping landscape 3" low from top of curb for minor retention.

Preserve existing drainage patterns and time of concentration: the proposed drainage pattern for Cherry Avenue and Victoria Street is expected to generally remain the same as the drainage pattern in the existing condition. The time of concentration will be mostly the same since the proposed condition only widens and improves the street width.

Disconnect impervious areas: The project proposes site design for incidental infiltration through landscaping design receives runoff from the sidewalk/shared pedestrian/bike path by keeping landscape 3" low from top of curb for minor retention.

Re-vegetate disturbed areas: Landscaping to be planted in medians and parkways per landscaping plans.

Structural Source Control BMPs

Provide storm drain system stenciling and signage: Storm drain systems shall include stenciling and signage prohibiting dumping within the inlets.

Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control: The WQMP stated "Refer to landscape plans for adherence, per separate permit." (DEA, 2024, p. 4-4). However, landscape plans were not available at the time of this wiring.

Finish grade of landscaped areas at a minimum of 1-2 inches below top of curb, sidewalk, or pavement: Landscape areas shall be below top of curb or sidewalk by 3".

Nonstructural Source Control BMPs

Education of Property Owners, Tenants and Occupants on Stormwater BMPs: The project owner(s) will familiarize themselves with the contents of the WQMP and shall inform employees on necessary BMPs to protect water quality in site runoff. Education materials will be provided to tenants on housekeeping practice.

Landscape Management BMPs: City operators will identify ongoing landscape maintenance requirements consistent with applicable local ordinances that may include fertilizer or pesticides.

BMP Maintenance: The city shall implement a BMP maintenance program in accordance with the recommendation of this WQMP.

Title 22 CCR Compliance: Title 22 CCR Compliance is adhered using proposed BMPs to treat stormwater before draining to the public storm drain system and to downstream waterways.

Local Water Quality Ordinances: The project will comply with the City of Fontana Ordinance.

Litter/Debris Control Program: This project will implement regular litter control/waste management.

Catch Basin Inspection Program: Catch basins will be inspected and cleaned out periodically as required in the Operation and Maintenance Manual.

With the implementation of construction and operational BMPs, the potential impacts on water quality standards or waste discharge would be minimal. Therefore, modified project impacts would be less than significant, and no changes or new information would require the preparation of an EIR.

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

Less than Significant Impact/No Changes or New Information

The project site consists of two roadway segments and two water crossings; the roadway segments include narrow strips of land on each side. The westernmost portion of the Victoria Street segment adjacent to the California Highway Patrol and the Caltrans District 9 office has a paved sidewalk; Cherry Avenue contains a paved sidewalk southeast of Walnut Street, and north of the Highland Channel to approximately 300 feet north of SR-210. The majority of the project site is permeable; however, the project site is not used for intentional groundwater recharge.

Four flood control/infiltration basins are located within the immediate project area: Victoria Basin, 0.15-mile west of San Sevaine/Etiwanda Channel; San Sevaine Basins 1 through 5, located north of the I-15 – SR-210 Interchange; Rich Basin, located approximately 1.6 miles north of SR-210; and the East Etiwanda Creek Flood Control Basin, located approximately 1.25 miles northwest of the I-15 – SR-210 Interchange. Additionally, under existing conditions most of the land surrounding the project is undeveloped and permeable. Thus, project development would involve only a slight increase in impervious surfaces.

Under operational conditions, the project would not use water and project development would not involve connections to water mains for use during project operation. Any water use during construction—for instance, for dust control or concrete mixing—would be temporary. The project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Impacts would be less than significant, and no new impact would occur.

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

i) result in a substantial erosion or siltation on- or off-site;

or

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

or

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

or

iv) impede or redirect flood flows?

Less than Significant Impact/No Changes or New Information

Drainage

The project would cross two drainages that could potentially be impacted by the project (Google Earth Pro, 2023; SBCDPW, 2014). Construction of the project would alter existing drainage patterns of the site; however, alterations of drainage patterns would be minor and would be restricted to drainage patterns of the area of the proposed Victoria Street realignment. The Victoria Street realignment would cross relatively flat land (less than 2 percent slope), except for the San Sevaine Channel.

As discussed in **Section 4.10(a)**, the project would be required to obtain a Stormwater Construction General Permit and prepare a project-specific SWPPP. Additionally, the MS4 and the associated WQMP would require that the project design must incorporate water quality features to ensure that runoff generated on the project site is retained to the maximum feasible extent, and overflow is treated before it enters receiving waters (e.g., San Sevaine/Etiwanda Channel). Thus, construction- and post-construction BMPs would be installed to minimize or avoid erosion and siltation onsite and in receiving waters. Project compliance with regulatory requirements would reduce potential erosion/siltation impacts during the construction phase of the project to a less than significant level.

Except for the realignment of Victoria Street (approximately 0.4 mile), the project would involve widening of existing roads and the addition of sidewalks, curbs, and gutters. Stormwater generated by the project would be relatively minor and would continue to follow existing drainage patterns via new gutters, and enter existing storm drains on Victoria Street or Baseline Avenue, and discharge into San Sevaine/Etiwanda Channel. The project would not substantially increase the rate or amount of surface water and would not result in flooding on- or offsite. Impacts would be less than significant, and mitigation is not required.

The project would be located within the City of Fontana I-10 North section of the Master Storm Drain Plan (City of Fontana, 2006). The existing storm drain in the western segment of Victoria Street ranges from a 48-inch to 69-inch (at the confluence with San Sevaine/Etiwanda Channel) reinforced concrete box (RCB). Cherry Avenue, south of Walnut Street, contains a 57-inch RCB that drains into two 10-foot by 8-foot RCBs on Baseline Avenue, which discharges into San Sevaine/Etiwanda Channel (City of Fontana, 2006). The drainage area for the San Sevaine/Etiwanda Channel includes the City of Fontana, City of Rancho Cucamonga, and surrounding unincorporated areas of San Bernardino County. This channel was designed to convey the projected surface runoff resulting from a 100-year precipitation event upon full development of the area as envisioned by the general plans of the Cities and the County (City of Fontana and County of San Bernardino, 1989, p. 15).

Water Quality

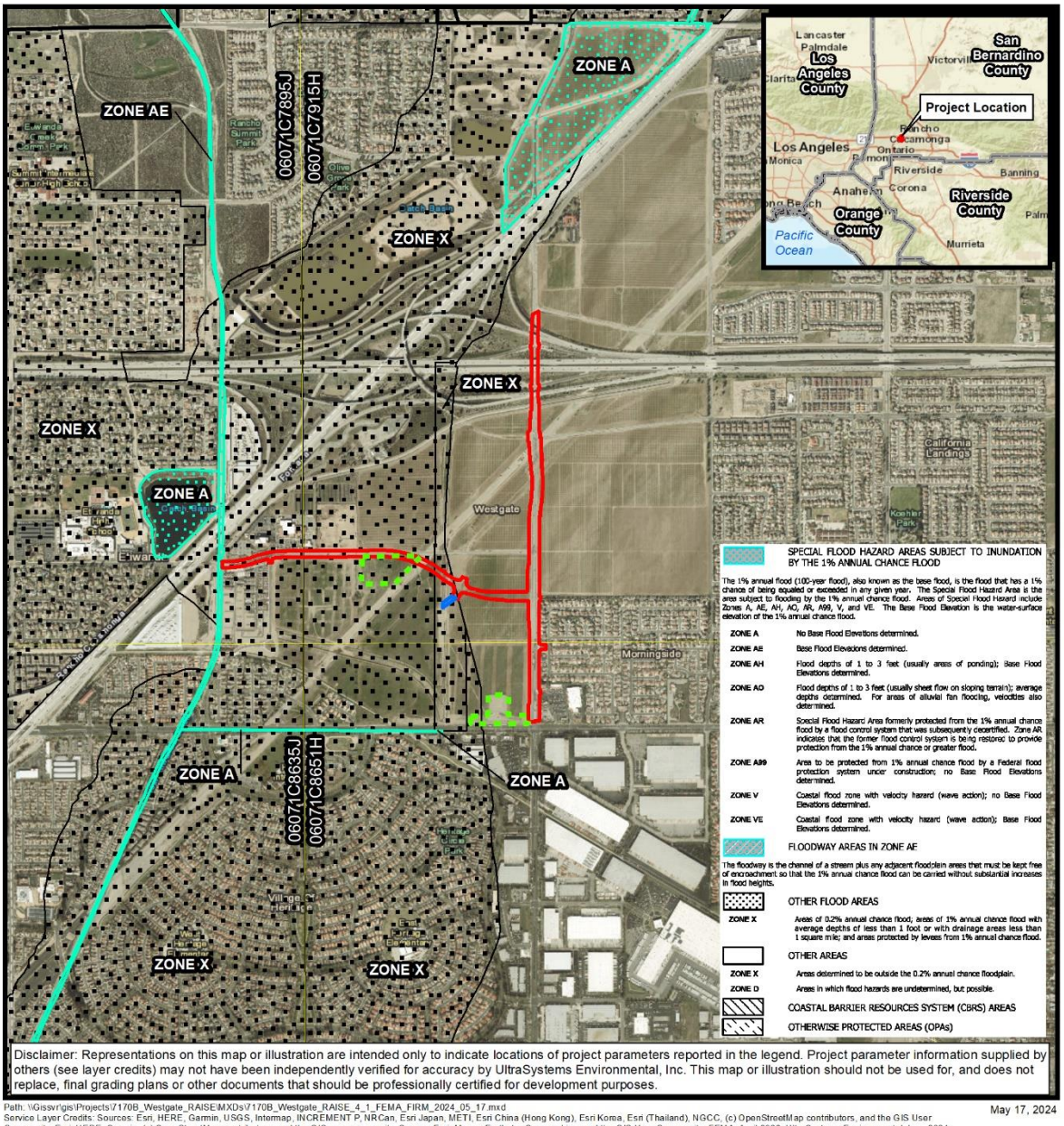
The project would result in minor increases of stormwater runoff; however, the existing storm drains that service the project site were designed to handle projected surface development at full development of the project area, and runoff water from the project would not exceed the capacity of existing or planned stormwater drainage systems. Construction and operational BMPs discussed in Section 4.10(a) would avoid or minimize polluted runoff generated on the project. Impacts would be less than significant.

Flood Hazards

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) indicate that the project would be in two flood zones: Zone X, Areas of 0.2 percent annual chance flood [500-year flood] protected by levees from 1 percent chance annual flood; and Zone X, Areas determined to be outside the 500-year flood hazard zone (see **Figure 4.10-1**).

Due to the nature of the project (i.e., widening and realigning existing roadways), the project would maintain existing drainage patterns and would not impede or redirect flood flows. Project development would not impede or redirect flood flows in a 100-year flood zone. No new impact would occur.

Figure 4.10-1
FEMA FIRM MAP



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

No Impact

As described in **Section 4.10-iv) above**, the proposed project site is above the 100-year flood hazard zones and it is not anticipated that the site would become inundated due to flood.

A tsunami is a sea wave (or series of waves) of local or distant origin that results from large-scale seafloor displacements associated with large earthquakes, major submarine slides, or exploding volcanic islands. The project site is located in the City of Fontana in San Bernardino County, an inland area approximately 45 miles from the Pacific Ocean. Therefore, it is not anticipated that the proposed project would become inundated due to a tsunami.

A seiche is an oscillating wave caused by wind, tidal forces, earthquakes, landslides and other phenomena in a closed or partially closed water body such as a river, lake, reservoir, pond, and other large inland water body. A review of aerial imagery (Google Earth Pro, 2023) revealed no water bodies large enough to support a seiche within a five-mile radius of the proposed project site. Therefore, it is not anticipated that the proposed project would be inundated by a seiche.

Per the California Department of Water Resources, Division of Safety of Dams (DWR), the project site is located within the low-risk flood hazard area (depths of less than one foot) of the San Sevaine Basin 5 (DWR, 2019, p. 1). The remainder of the project is not located within a dam inundation area. Because the inundation risk is low, with calculated flood depths of 0 to one foot (DWR, 2019, p. 1), the potential of flooding due to dam inundation would be less than significant.

Because of the project's inland location, relatively flat topography, and low risk of inundation by dam failure, the project site would not be at risk of tsunami or seiche, and the risk of risk of pollutant release through inundation would be low. Impacts would be less than significant, and no new impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact

The project's WQMP (DEA, 2024, see **Appendix G**) requires the incorporation of LID BMPs into project design. The project would be designed in compliance with all applicable City of Fontana regulations regarding stormwater runoff and with the MS4 Permit. Both the WQMP and the MS4 Permit require BMPs that minimize or avoid impacts to water quality parameters as set forth in the Water Quality Control Plan [Basin Plan] for the Santa Ana River Basin (RWQCB, 2019, as amended).

The project does not require the use of groundwater and, therefore, would not conflict with a sustainable groundwater management plan.

The project would not conflict with or obstruct implementation of the Basin Plan. No new impact would occur.

4.11 Land Use and Planning

4.11.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Physically Divide an Established Community (Section 6.0 [F][7], page 6-12 and Initial Study [X][a]: The Approved Project is not expected to divide an established community because while there are several developed residential, commercial, and public facility uses within the project vicinity, no established communities are located within the project area that could be physically divided by Specific Plan implementation (PCR, 2015a, p. 4.J-6 and Appendix A, Initial Study, p. B-13).

- ***Previous Approved Project Determination: No Impact***

Conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect (Impact 4.J-1): Implementation of the modified project would not 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 (PCR, 2015a, p. 4.J-8).

The analysis provided in Section J**,** Land Use and Planning, of the Westgate Specific Plan EIR, concluded that the Approved Project is in compliance with all relevant policies and specific actions of the City's General Plan and with the land use plans, policies and regulations of the City's Zoning and Development Code. Overall, future development associated with the Approved Project would be subject to review through the development application process and would be analyzed by the City to ensure that the development is consistent with the development regulations and requirements. The Approved Project would not result in any potentially significant impacts regarding land use consistency, and therefore no mitigation measures are required (PCR, 2015b, p. 4.J-21).

- ***Previous Approved Project Determination: Less Than Significant Impact***

Conflict with any applicable habitat conservation plan or natural community conservation plan (Section 6.0 [F][7], page 6-12 and Initial Study [X][c]: The impacts to this threshold question were discussed in Section 6.0 of the DEIR and in the Initial Study (included in Appendix A of the DEIR). In Chapter 6.0, it states that the approved project would have no potential to conflict with any Habitat Conservation Plan or Natural Community Conservation Plans, since no such plans have been prepared for the project area. As such, no impact would occur in this regard (PCR, 2015a, p. 6-12). The Initial Study text states the Previously Approved Project would have no impact and refers to Response No. IV.f, which also states the project would have no potential to conflict with any Habitat Conservation Plan or Natural Community Conservation Plans, since no such plans have been prepared for the project area. Therefore, no impact would occur in this regard and further evaluation of this issue in an EIR is not required (PCR, 2015a, Appendix A, p. 4.J-6 and Initial Study, p. B-13).

To further support this conclusion of no impact, the following text is from the DEIR (Impact 4.D-6, pp. 4.D-42 to 43): The northern portion of the study area is within the proposed North Fontana Multiple Species Habitat Conservation Plan (MSHCP) areas, which cover approximately 7.69 acres. As outlined in the North Fontana Interim MSHCP Policy, a tiered development mitigation fee is proposed for new development in North Fontana based on its potential for supporting sensitive species. However, the 7.69 acres of habitat within the proposed North Fontana MSHCP comprise Non-Native Grassland, which is consistent with the mapping provided in the North Fontana Interim

MSHCP Policy. Since Non-Native Grassland is not within the habitat tiers defined under the North Fontana Interim MSHCP Policy, no significant impacts would occur and no mitigation would be required (PCR, 2015a, p. 4.D-43).

- ***Previous Approved Project Determination: No Impact***

Westgate Specific Plan FEIR Mitigation Measures: None are required.

4.11.2 Summary of Approved Project versus Modified Project Impacts

The potential impacts of the modified project and potential impacts on land use have been evaluated in light of the current environmental regulatory setting. It would be similar to the Approved Project in that it would have a less than significant land use impact.

4.11.3 Modified Project Analysis and Conclusions

The following checklist responses compare the Approved Project analyzed under the adopted Westgate Specific Plan FEIR with the modified project as described in this document and analyze the potential impacts resulting from its implementation.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impact/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Physically divide an established community?				**X**
b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			**X**	

a) Would the project physically divide an established community?

No Impact

The project site includes existing segments of Victoria Street and Cherry Avenue as well as a proposed realigned segment of Victoria Street. The realigned segment of Victoria Street would be developed on vacant land, and thus would not divide an established community. Land uses abutting the project site include mostly undeveloped land, government transportation agencies, residential neighborhoods, and retail and restaurant uses (Google Earth Pro, 2023).

Implementation of the proposed roadway improvements would enhance access and safety for pedestrians and bicyclists and would not physically divide an established community. No new adverse impact would occur.

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

Less than Significant Impact/No Changes or New Information

The proposed modified project site would be strictly a roadway right-of-way (ROW) and would not have a General Plan land use designation or a zoning district once complete. Project approval and development would not establish new General Plan land use designations or zoning districts onsite compared to the Approved Project. The project site is located within the Westgate West community area of the Westgate Specific Plan. The Westgate West community area has goals of creating sidewalks and Class I and II bike lanes to interconnect the city (Forma Design, 2022, p. 3-19). The existing project site does not have fully connected sidewalks or bike lanes. The project would develop sidewalks and Class I and II bike lanes throughout the project site. Additionally, the project would widen the roads so that it would accommodate the population/transportation growth expected from specific plan build-out. The project would adhere to all applicable design regulations of the specific plan. Therefore, the project development would not conflict with any land use policy, and no impact would occur.

4.12 Mineral Resources

4.12.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Mineral Resources (Section 6.0 [F][8], page 6-12 and Initial Study [XI][a and b]): The Westgate Specific Plan FEIR stated that no known local mineral resources and no known State-designated mineral resource areas have been identified within the Approved Project site. Therefore, the approved project would have no impact regarding mineral resources (PCR, 2015a, p. 6-12 and Appendix A, Initial Study, pp. B-13 to B-14).

- ***Approved Project Determination: No Impact.***

Westgate Specific Plan FEIR Mitigation Measures: None Required.

4.12.2 Summary of Approved Project versus Modified Project Impacts

Modified project development would not cause any impacts on mineral resources (see the analysis below in **Section 4.11.3**), as was determined for the Approved Project.

4.12.3 Modified Project Analysis and Conclusions

The following checklist responses compare the Previous Approved Project analyzed under the adopted Westgate Specific Plan FEIR with the modified project as described in this document.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**

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

and

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

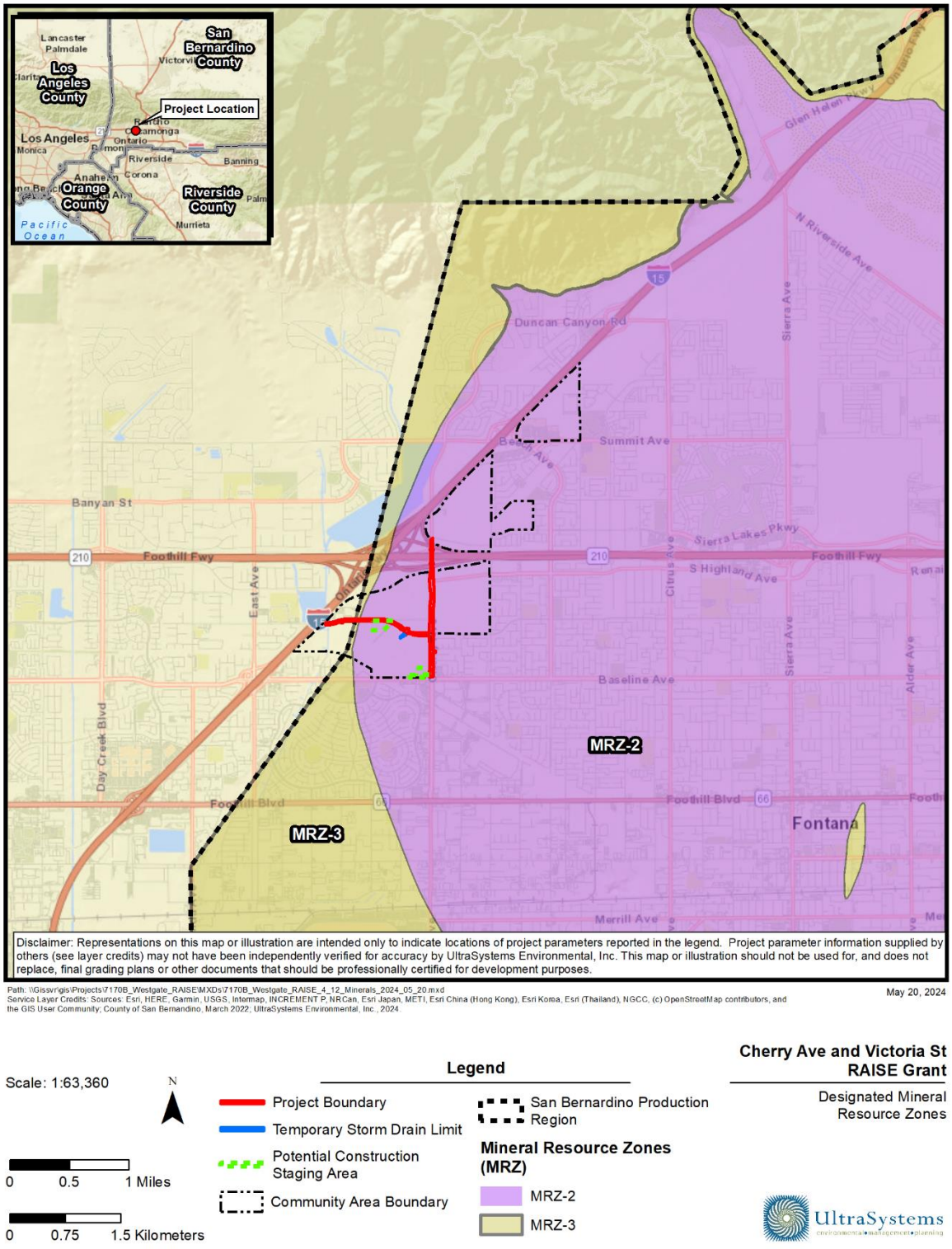
No Impact

As shown on **Figure 4.12-1**, the project site is mapped in Mineral Resource Zone 2 (MRZ-2) by the California Geological Survey (CGS), meaning that geologic data indicate that significant Portland cement concrete (PCC)-grade aggregate resources are present or are likely to be present. (CGS, 2008a;).

The project site is also primarily mapped in Mineral Resource Sector A-7 (CGS, 2008b). A mineral resource sector is an area currently permitted for mining and where land uses are compatible with mining. Mineral reserves are aggregate that has been determined to be acceptable for commercial use, are in properties owned or leased by aggregate producing companies, and for which permits have been issued allowing mining and processing of the material. Mineral resources include reserves and all of the potentially usable aggregate materials that may be mined in the future, but for which no permit allowing mining has been issued, or for which marketability has not yet been established (Miller, R.V. and Busch, L.L, 2008c, p. 5). However, a portion of the Sector A-7 has been lost to land uses incompatible with mining (Miller, R.V. and Busch, L.L, 2008b, Table 3 p14).

Although the project site is in an area with identified mineral resources, it is primarily used as an arterial road and is therefore not available for mining. It is in the Westgate Specific Plan area, and the site has already been approved for development as use as roadway right-of-way. The land surrounding the site has already been approved to be developed for residential and commercial uses. Therefore, the project site and its vicinity are not used for or compatible with mining and the proposed project would have no impact on the accessibility of known mineral resources. No new impact would occur.

Figure 4.12-1
MINERAL RESOURCES



4.13 Noise

4.13.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Violation of Noise Standards (Impact 4.K-1): Implementation of the Approved Project could significantly impact adjacent noise-sensitive receptors in the project area. Implementation of the prescribed mitigation measures [see below] would ensure that potentially significant noise impacts to onsite sensitive uses are reduced to a less than significant level. However, noise impacts on sensitive receivers from offsite traffic noise would be significant and unavoidable (PCR, 2015, p. 4.K-18).

The significance threshold for this impact was:

> Would the project result in 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?

For this threshold, the Westgate Specific Plan FEIR analyzed offsite roadway noise. Daily traffic volumes estimated elsewhere in the FEIR were used in conjunction with a traffic noise model to estimate community noise equivalent level (CNEL) values along 29 roadway segments throughout the Westgate Specific Plan area. Five scenarios were modeled: existing traffic; future (2018) traffic without Approved Project Phase I traffic; buildout year (2038) traffic without Approved Project buildout traffic; future traffic with Approved Project Phase I traffic; and buildout year with Approved Project buildout traffic. For all these scenarios, the increment in CNEL due to the project was estimated.

In Phase 1, Approved Project-related traffic would increase offsite residential exposures along certain segments by up to 5.3 dBA CNEL. At buildout, Approved Project-related traffic would increase offsite residential exposures by 3.2 to 4.4 dBA CNEL (PCR, 2015, p. 4.K-24). Because the City of Fontana does not have a statutory threshold for the significance of traffic noise impacts, the FEIR uses a conservative threshold of 3 dBA CNEL, which is an increase perceivable by humans (PCR, 2015, p. 4.K-17).

- ***Approved Project Determination: Significant and Unavoidable Impact.***

Groundborne Noise and Vibration (Impact 4.K-2): Construction and operation of future land uses under the proposed Specific Plan would produce groundborne noise and vibration. However, vibration velocities would not exceed allowable levels at the nearest vibration sensitive uses. Thus, construction-related and operational vibration impacts would be less than significant.

The significance threshold for this impact was:

> Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

To evaluate the significance of groundborne vibration and noise from the Approved Project, the FEIR estimated vibration velocities in five residential neighborhoods within 50 feet of construction activities for the Approved Project site. The significance levels used were 0.5 inch per second for damage to residential structures and 0.04 inch per second for human annoyance. The estimated

vibration exposure for the nearest residences was 0.031 inch per second, which is below both criteria (PCR, 2015, p. 4.K-27). Thus, vibration impacts during construction would be less than significant.

For the Approved Project's operational phase, vibration sources would include typical residential and commercial-grade stationary mechanical and electrical equipment such as air handling units, condenser units, exhaust fans, and electrical emergency power generators, which would produce vibration. Ground-borne vibration generated by each of the abovementioned activities would be similar to the vibration generated by existing sources (i.e., traffic on adjacent roadways) in the project area. The potential vibration impacts from all proposed project sources at the closest structure locations would be less than the significance threshold 0.04 inches per second peak particle velocity (PPV) for perceptibility. Therefore, vibration impacts associated with operation of the project would be below the significance threshold and impacts would be less than significant (PCR, 2015, p. 4.K-27).

- ***Approved Project Determination: Less Than Significant Impact.***

Permanent Noise Level Increases (Impact 4.K-3): Project implementation would have a minimal effect on the existing noise environment adjacent to the project area. Thus, long-term noise impacts would be less than significant.

The significance threshold for this impact was:

> Would the project have a substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project?

Future residents of the Westgate Specific Plan area would generate and would be exposed to onsite noise sources typical of residential neighborhoods. The same types of noise generation and exposure would occur in offsite residential areas near the Approved Project site (PCR, 2015, p. 4.K-27).

- ***Approved Project Determination: Less Than Significant Impact.***

Temporary Noise Level Increases (Impact 4.K-4): Construction activities associated with project implementation would be conducted within the allowable hours specified in the City's Municipal Code. Compliance with the requirements of the City's Municipal Code would ensure that construction noise impacts are less than significant.

The significance threshold for this impact was:

> Would the project have a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The FEIR presents a generalized analysis of construction noise impacts, listing typical types of construction equipment, their reference noise levels at 50 feet, and their estimated usage factors.[10] Using "worst-case" assumptions, such as the concentration of construction equipment at the site boundary, near sensitive receptors, results in estimated exposures of about 85 to 88 dBA hourly L_{eq}.[11] These levels are considerably higher than the measured short-term ambient noise levels in

[10] Usage factors are fractions of the time that given types of equipment are actually generating noise. In the FEIR analysis, they range from 10% to 50%.

[11] L_{eq}, the equivalent noise level, is an average of sound level over a defined time period, such as one hour. The L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure.

surrounding residential areas (PCR, 2015, p. 4.K-12). However, construction activities would be required to comply with the City's allowable hours of 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays and would be temporary in nature. Since temporary construction noise is exempt from the City's noise ordinance requirements,[12] construction-related noise would result in a less than significant noise impact (PCR, 2015, p. 4.K-30).

- ***Approved Project Determination: Less Than Significant Impact.***

Westgate Specific Plan FEIR Mitigation Measures:[13]

No.	Mitigation Measure
K-1	Prior to approval of design review permits for sensitive uses, such as residential uses, libraries, daycare facilities, neighborhood parks and playgrounds, planned for areas forecasted to exceed an exterior noise level of 65 CNEL (based on Table 4.K-13 of this Draft EIR), the following shall occur.
	a) An acoustical analysis shall be performed for residential structures to ensure that interior noise levels due to exterior sources would be at or below 45 [dBA] CNEL. For these residential use areas, it may be necessary for the windows to be able to remain closed to ensure that interior noise levels meet the interior design standard of 45 [dBA] CNEL. Consequently the design for these units may need to include mechanical ventilation or air conditioning systems to provide a habitable interior environment with the windows closed based on the results of the interior acoustical analysis.
	b) To reduce exterior noise levels to 65 [dBA] CNEL or lower at outdoor sensitive uses (i.e., residential courtyards, parks, and passive recreation areas), a combination of sound barrier walls, earthen berms, and landscaping shall be designed and implemented by a qualified acoustical consultant. Alternatively, outdoor uses shall be located behind buildings (not facing traffic corridors) in a manner that shields outdoor sensitive uses from roadway noise and reduces the exterior noise level to 65 [dBA] CNEL or below.
	c) Prior to occupancy of residential uses in Planning Areas 2, 6, and 8, the project applicant shall construct a 20-foot-high sound wall or equivalent physical barrier at the residential property line along the east side of the I-15 Freeway in order to reduce mobile-source noise to acceptable levels. The specific type and design of the physical barrier to be employed at this location shall be determined by the results of the design-specific acoustical analysis noted above.
	d) Prior to occupancy of proposed residential uses in Planning Areas 24 and 26, the project applicant shall construct a 15-foot-high sound wall or equivalent physical barrier at the residential property line along the north side of the Route 210 Freeway in order to reduce mobile-source noise to acceptable levels. The specific type and design of the physical barrier to be employed at this location shall be determined by the results of the design-specific acoustical analysis noted above.

4.13.2 Summary of Approved Project versus Modified Project Impacts

The modified project's potential noise impacts have been evaluated considering the present environmental regulatory setting. The modified project—improvements to segments of Cherry Avenue and Victoria Street—would be similar to improvements to the two respective roadway segments proposed in the Westgate Specific Plan. The modified project site is a very small portion of the 964-acre Approved Project site. Therefore, impacts of modified project development would be

[12] City of Fontana Municipal Code, §18-63(a)(7).
[13] PCR, 2015, pp. ES 53-55.

similar to those of the previous Approved Project and no additional significant impacts beyond those identified for the previous Approved Project would occur.

4.13.3 Modified Project Analysis and Conclusions

The following checklist responses compare the previous Approved Project analyzed under the adopted Westgate Specific Plan FEIR with the modified project as described in this document, and analyzes the potential impacts resulting from the development of the Modified Project.

Would the project result in:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			**X**	
b) Generation of excessive groundborne vibration or groundborne noise levels?			**X**	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			**X**	

4.13.3.1 Existing Noise

The 2015-2035 General Plan Noise and Safety Element (City of Fontana, 2018a, p. 11-12) defines "noise-sensitive" uses in areas in excess of 65 dBA CNEL (Community Noise Equivalent Level) as residential uses, hospitals, rest homes, long-term care facilities, and mental care facilities. Sensitive receivers[14] in areas in excess of 65 Leq (Equivalent Continuous Sound Level) are defined as schools, libraries, places of worship, and passive recreation uses. Sensitive receivers in the project area include a California Highway Patrol communications center, a sports complex, a church, and single-family homes that lie along Cherry Avenue and Victoria Street. **Figure 4.13-1** shows the sensitive receivers within the project area, and **Table 4.13-1** summarizes information about them.

[14] The targets of adverse noise impacts are called "sensitive receivers" in this document, while those of adverse air quality impacts are termed "sensitive receptors."

Figure 4.13-1
SENSITIVE RECEIVERS

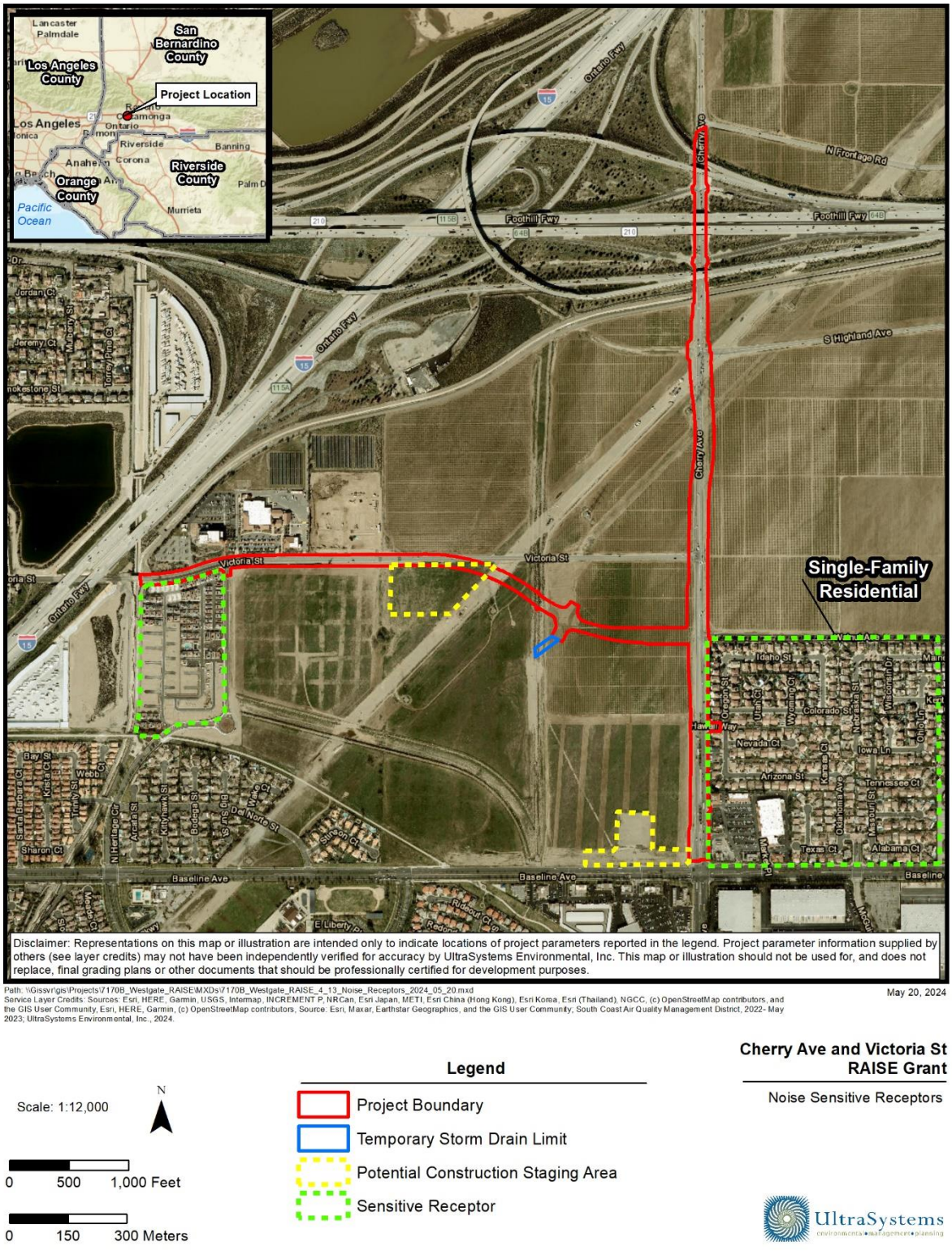


Table 4.13-1
SENSITIVE RECEIVERS IN PROJECT AREA

Description	Location	Distance From Site Boundary (feet)	Nearest Ambient Sampling Point[a]
California Highway Patrol	13892 Victoria Street	99	1
Caltrans District 8 Transportation Management Center	13970 Victoria Street	215	1
McDermott Sports Complex	7846 Heritage Circle	3,120	2
Friendship Community Church	14800 Baseline Avenue	1,904	3
Single-family home	13906 Gazania Lane	86	4
Single-family home	7100 Webb Court	1,379	5
Single-family home[b]	7024 Oregon Street	32	6
Single-family home[b]	14592 Arizona Street	63	7

[a]See Figure 4.13-2 for locations of ambient noise sampling points.
[b]Homes partially shielded by masonry wall.

On November 4, 2022, short-term ambient noise levels were measured at seven locations in the general area of the project, which are shown in **Figure 4.13-2** (See **Appendix H1**). Sound levels at each point were measured once. As shown in **Table 4.13-2** average short-term ambient noise levels (L_{eq}) ranged from 48.2 to 72.0 dBA L_{eq}. The highest average noise levels (65.0 dBA or above) were along Cherry Avenue, a heavily traveled thoroughfare. All other monitored noise levels were within the range considered typical for the nearby land uses.

Table 4.13-2
SHORT-TERM AMBIENT NOISE MEASUREMENT RESULTS

Point	Data Set	Sampling Time	Address	Sound Level (dBA)			Notes
				L_{eq}	L_{max}	L_{90}	
1	S035	1213-1228	13892 Victoria Street	69.0	81.2	63.2	Near freeway
2	S029	0939-0954	7846 Heritage Circle	65.7	83.3	51.9	In front of Heritage Intermediate School
3	S031	1033-1048	14800 Baseline Avenue	68.5	84.9	54.1	Friendship Community Church
4	S034	1151-1206	13906 Gazania Lane	63.2	77.2	58.3	In front of the multi-family complex
5	S030	1006-1021	7100 Webb Court	48.2	54.2	46.5	Single Family Neighborhood
6	S033	1123-1138	7024 Oregon Street	71.6	80.4	60.1	Single-Family neighborhood

7	S032	1057-1112	14592 Arizona Street	72.0	84.7	58.5	Single-Family neighborhood

UltraSystems, 2023

In addition, 24-hour ambient noise measurements were made by Noise Monitoring Services (Kim, 2023) for five days at a single site, which was on the east side of Cherry Avenue, south of Hawaii Way (See **Figure 4.13-2**). Results are shown in **Table 4.13-3**. A report on the 24-hour sampling is in **Appendix H2.** CNEL values varied little on the weekdays and dropped slightly on the Saturday.

Table 4.13-3
24-HOUR NOISE AMBIENT NOISE SAMPLING RESULTS

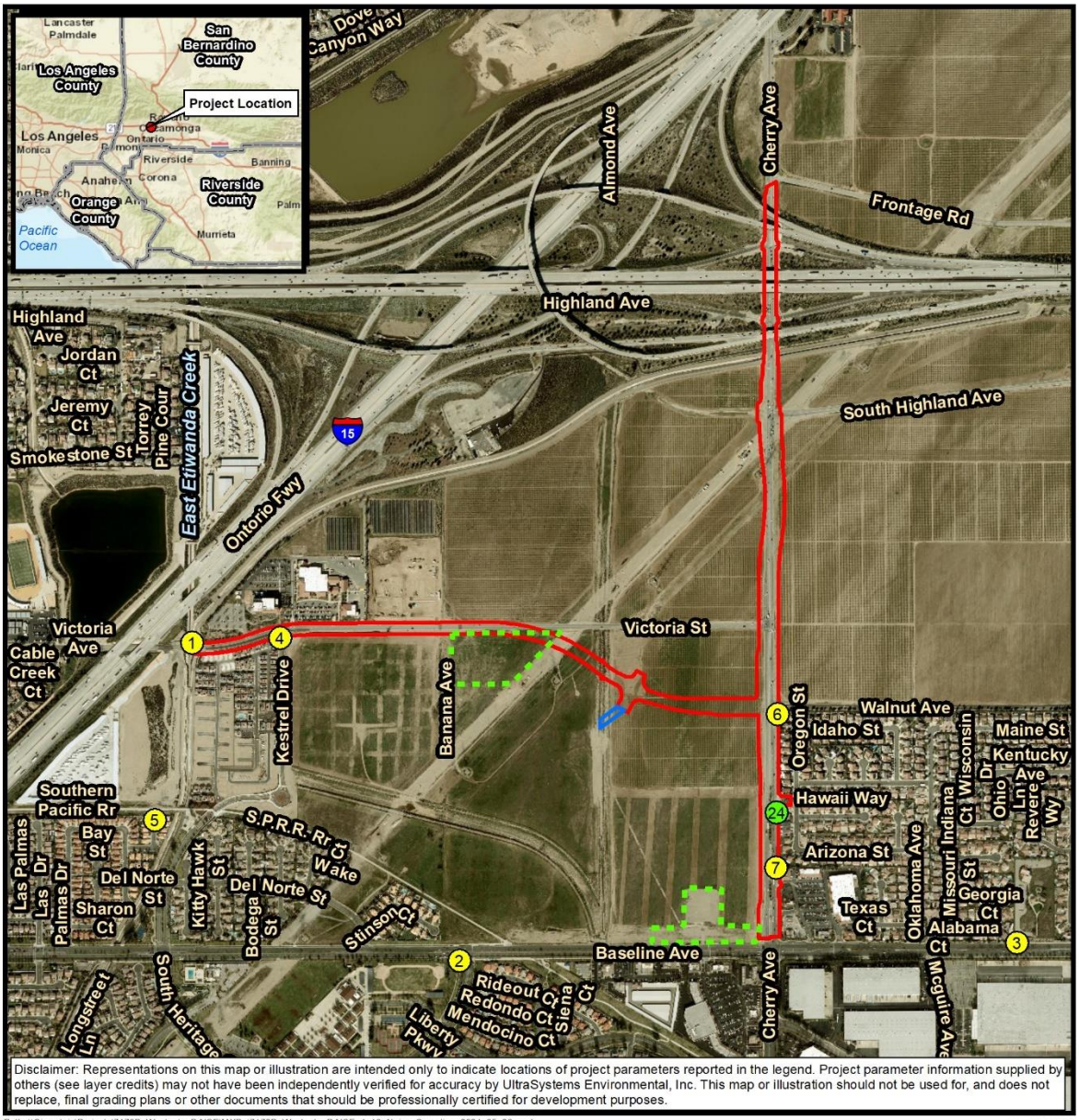
Date	24-Hour dBA CNEL	Peak a.m. Hour	Peak a.m. Average dBA L_{eq}	Peak p.m. Hour	Peak p.m. Average dBA L_{eq}
Thursday, August 31, 2023	80.6	0815-0915	78.0	1715-1815	78.6
Friday, September 1, 2023	80.8	0816-0916	77.8	1515-1615	78.5
Saturday, September 2, 2023	79.5	0945-1045	76.6	1800-1900	77.9
Tuesday, September 5, 2023	80.4	1044-1144	77.5	1700-1800	78.8
Wednesday, September 6, 2023	80.5	0800-0900	76.7	1700-1800	78.5

Source: Measurements by Kim (2023); data analysis by UltraSystems (2023).

4.13.3.1 Regulatory Setting

There have been no changes to federal, state or municipal noise laws or regulations applicable to the modified project since adoption of the Approved Project FEIR.

Figure 4.13-2
AMBIENT NOISE SAMPLING LOCATIONS



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\Gissvr\gis\Projects\7170B_Westgate_RAISE\MXDs\7170B_Westgate_RAISE_4_13_Noise_Sampling_2024_05_20.mxd
May 20, 2024
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community UltraSystems Environmental, Inc., 2024.

Scale: 1:13,200

N

0 550 1,100 Feet

0 150 300 Meters

Legend

- Project Boundary
- Temporary Storm Drain Limit
- Potential Construction Staging Area
- 1 Short-Term Noise Sampling Location
- 24 24-Hour Sampling Location

Cherry Ave and Victoria St RAISE Grant

Ambient Noise Measurement Locations

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4.13.3.2 Evaluation of Impacts

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

Less than Significant Impact/No Changes or New Information

Construction activities, especially heavy equipment operation related to grading and paving, would create noise effects on and adjacent to the construction site. Operational noise would be attributable to project-induced traffic, which would cause an incremental increase in noise levels within and near the project vicinity.

This section also evaluates potential groundborne vibration that would be generated from the construction or operation of the proposed project.

Short-Term Construction Noise

The construction of the proposed project may generate temporary increases in ambient noise levels that exceed the thresholds of significance for this analysis. Noise impacts from construction activities are a function of the noise generated by the operation of construction equipment and on-road delivery and worker commuter vehicles, the location of equipment, and the timing and duration of the noise-generating activities.

The types and numbers of pieces of equipment anticipated in each phase of construction and development were estimated using the Sacramento Metropolitan AQMD's Road Construction Emissions Model, Version 9.0.1 (SMAQMD, 2018) and CalEEMod, Version 2022.1.1.12 (CAPCOA, 2023) (See **Section 4.3.7**). **Table 4.13-4** lists the equipment expected to be used. For each equipment type, the table shows an average noise emission level (in dB at 50 feet, unless otherwise specified) and a "usage factor," which is an estimated percentage of operating time that the equipment would be producing noise at the stated level.[15] Equipment use was matched to phases of the construction schedule.

Table 4.13-4
CONSTRUCTION EQUIPMENT NOISE CHARACTERISTICS

Construction Phase	Equipment Type	No. of Pieces	Maximum Sound Level @ 50 feet (dBA)	Usage Factor
Demolition	Concrete/Industrial Saws	1	90	0.2
	Rubber-Tired Dozers	1	85	0.4
	Tractors/Loaders/Backhoes	3	84	0.4
Site Preparation	Graders	1	85	0.4
	Scrapers	1	84	0.4
	Tractor/Loader/Backhoes	1	84	0.4

15 Equipment noise emissions and usage factors are from Knauer, H. et al., 2006. *FHWA Highway Construction Noise Handbook*. U.S. Department of Transportation, Research and Innovative Technology, Administration, Cambridge, Massachusetts, FHWA-HEP-06-015 (August 2006), except where otherwise noted.

Construction Phase	Equipment Type	No. of Pieces	Maximum Sound Level @ 50 feet (dBA)	Usage Factor
	Graders	1	85	0.4
	Rubber-Tired Dozers	1	85	0.4
	Tractors/Loaders/Backhoes	2	84	0.4
Grading	Graders	1	85	0.4
	Rubber-Tired Dozers	1	85	0.4
	Tractors/Loaders/Backhoes	2	84	0.4
Building Construction	Cranes	1	81	0.08
	Forklifts	2	67	0.3
	Generator Sets	1	81	0.5
	Tractors/Loaders/Backhoes	1	84	0.4
	Welders	3	74	0.45
Paving	Pavers	1	77	0.5
	Paving Equipment	1	77	0.4
	Rollers	2	80	0.2
	Cement and Mortar Mixers	1	85	0.4
Architectural Coatings	Air Compressor (portable)	2	81	0.4

Using calculation methods published by the Federal Transit Administration (FTA, 2006), UltraSystems estimated the average hourly exposures at the four sensitive receiver locations (refer to **Figure 4.13-1**) that would be closest to construction activities. The distances used for the calculation were from the approximate centers of construction activities on the roadways to the outdoor activity areas of the nearest sensitive receivers. Results are shown in **Table 4.13-5**. Note that the estimates for sensitive receivers 6 and 7 assume a maximum 5 dBA and 6.5 dBA of attenuation, respectively, due to an existing six-foot-high concrete block wall.

As shown in **Table 4.13-5,** the noisiest construction phase would be demolition, which would have a maximum hourly L_{eq} of 86.1 dB south of the project site. In all construction phases except coatings application, unmitigated short-term exposures at sensitive receiver 4 would exceed the significance criterion of 80 dBA L_{eq}. **Table 4.13-5** shows the estimated short-term increase in noise exposure at four sensitive receivers. Estimated CNEL values on construction days are shown in **Table 4.13-6**. Table **4.13-6** shows that there would be a short-term increase in noise exposure due to construction of 6.0 dBA at sensitive receiver 6 and 3.8 dBA at sensitive receiver 7. Table **4.13-7** shows that there would be a long-term increase in noise exposure due to construction of 1.0 dBA CNEL at sensitive receiver 6 and 0.7 dBA CNEL at sensitive receiver 7. However, as stated in the previously approved project FEIR, since temporary construction noise is exempt from the City's noise ordinance requirements, construction-related noise would result in a less than significant noise impact (PCR, 2015, p. 4.K-30). No new impact would occur.

Table 4.13-5
ESTIMATED UNMITIGATED CONSTRUCTION NOISE EXPOSURES AT NEAREST SENSITIVE RECEIVERS

Site	Sensitive Receiver	Distance (feet)	1-Hour L_{eq} (dBA)					
			Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating
1	California Highway Patrol	158	78.2	76.1	76.8	74.1	76.0	71.8
4	Single-Family House on Gazania Lane	59	86.1	83.7	84.5	81.1	83.5	76.5
6[a]	Single-Family House on Oregon Street	102	77.7	76.0	76.5	74.5	75.9	72.9
7[a]	Single Family House on Arizona Street	123	75.8	74.5	74.9	73.5	74.4	72.6

Source: Calculated by UltraSystems.
[a]Exposures assume an estimated 5 dB of attenuation due to existing walls.

Table 4.13-6
ESTIMATED INCREASES IN SHORT-TERM NOISE EXPOSURE DUE TO CONSTRUCTION

Receiver	Ambient dBA L_{eq}	Construction dBA L_{eq}	New Total dBA L_{eq}	Increase dBA L_{eq}
6	71.7	76.4	77.7	6.0
7	72.0	73.4	75.8	3.8

Table 4.13-7
ESTIMATED INCREASES IN LONG-TERM NOISE EXPOSURE DUE TO CONSTRUCTION

Receiver	Minimum Weekday Ambient dBA CNEL	Ambient Plus Construction dBA CNEL	Increase dBA CNEL
6	80.4	81.4	1.0
7	80.4	81.1	0.7

Operational Noise

Onsite

Operational noise sources from the proposed project would include traffic from nearby roads and vehicles along the improved roadways. The roadways themselves would not generate traffic, so the project's operational noise impacts would be less than significant.

b) Would the project expose persons to or generate excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact/No Changes or New Information

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction Vibration

Construction activities for the project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

The FTA (2006) has published standard vibration levels for construction equipment operations, at a distance of 25 feet. The construction-related vibration levels for onsite construction equipment were calculated at a distance of 53 feet from the middle of the nearest sensitive receiver at 13906 Gazania Street to the nearest projected use of onsite construction equipment, which would be on the median of Victoria Street. For loaded trucks, the distance used was 47 feet from the middle of the nearest sensitive receiver to the middle of the nearest traffic lane. Results are shown in **Table 4.13-8**.

Table 4.13-8
VIBRATION LEVELS OF TYPICAL CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (in/sec)	Vibration Decibels at 25 feet (VdB)	PPV at 53 feet (in/sec)	Vibration Decibels at 53 feet (VdB)	PPV at 47 feet (in/sec) [a]	Vibration Decibels at 47 feet (VdB)[a]
Loaded trucks	0.076	86	N/A	N/A	0.038	77.8
Jackhammer	0.035	79	0.015	69.2	N/A	N/A
Small bulldozer	0.003	58	0.0013	48.2	N/A	N/A
Large bulldozer[b]	0.089	87	0.039	77..2	N/A	N/A

***Source**: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.*
N/A=Not applicable
[a] The vibration from loaded trucks are calculated at a different distance (47 feet) than the other construction equipment (instead of 53 feet) thus some cells in this table are not applicable.
[b] Large bulldozers are not likely to be used at this location.

As shown in **Table 4.13-8**, the peak particle velocity (PPV) of construction equipment at the nearest sensitive receiver (53 feet) is at most 0.039 inch per second, which is less than the FTA damage threshold of 0.12 inch per second PPV for fragile historic buildings. The maximum vibration decibels are 77.2 VdB, which are below the FTA threshold for human annoyance of 80 VdB. Unmitigated vibration impacts would therefore be less than significant.

Operational Vibration

The project involves street widening and improvement and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large manufacturing and industrial projects. Groundborne vibrations at the project site and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, and the project would not result in a substantive increase of these heavy-duty vehicles on the public roadways. Therefore, vibration impacts associated with operation of the project would be less than significant.

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

Less than Significant Impact/No Changes or New Information

Two private heliports are in the city of Fontana: the Fontana Police Heliport at 17005 Upland Avenue approximately 3.6 miles southeast of the project site; and the Kaiser Hospital Heliport at 9961 Sierra Avenue approximately 5 miles southeast of the project site (Airnav.com, 2023). Helicopters flying over the project site would not be landing or taking off from either heliport and would be flying at altitudes over urban areas required by Federal Aviation Administration regulations; and thus, would not expose people onsite to excessive noise levels. The nearest public use airport to the project site is Ontario International Airport (ONT) about 6.5 miles to the southwest. The project site is outside of noise contours surrounding ONT (ONT-IAC, 2018); thus, project development would not expose

people onsite to excessive noise from aircraft approaching or departing ONT. No new impact would occur.

4.14 Population and Housing

4.14.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Induce Substantial Population Growth (Impact 4.L-1): The Approved Project would increase the population and housing in the city by approximately 21,478 people and 5,410 homes. Approved Project buildout is estimated to generate 3,485 jobs consisting of 2,330 jobs by office uses, 145 by retail uses, 651 by light industrial uses, and 359 from schools. It is expected that population and housing in the city would increase by 66,100 people and 18,100 homes by 2035; and that employment in the city would increase by 21,400 jobs by 2035 (PCR, 2015a, p. 4.L-8). Therefore, Approved Project development would not exceed the forecasted population, housing, or employment growth for the city and impacts would be less than significant.

- ***Approved Westgate Specific Plan Determination: Less Than Significant Impact.***

Displace Existing People or Housing (Section 6.0 [F][10], page 6-13 and Initial Study [XIII][b and c]): There are no existing housing or residents on the project site. Therefore, Approved Project development would not displace existing housing or people (PCR, 2015a, p. 6-13 and Appendix A, Initial Study, p. B-15).

- ***Approved Westgate Specific Plan Determination: No Impact.***

Westgate Specific Plan FEIR Mitigation Measures: None Required.

4.14.2 Summary of Approved Project versus Modified Project Impacts

The modified project's potential impacts on population and housing have been evaluated in light of the present environmental regulatory setting. The modified project, improvements to two roadway segments, would not develop housing or employment-generating land uses. No new impact would occur.

4.14.3 Modified Project Analysis and Conclusions

The following checklist responses compare the Approved Project analyzed with the modified project as described in this document, and analyze the potential impacts resulting from the modified project.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) 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)?			**X**	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				**X**
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				**X**

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

Less than Significant Impact/No Changes or New Information

The modified project consists of roadway improvements along segments of Victoria Street and Cherry Avenue and does not propose the construction of any residential uses or employment-generating land uses. The project would create temporary employment opportunities during construction; however, it is anticipated that construction employment would be absorbed from the regional labor force and would not attract workers to move into the region. The proposed roadway improvements are in accord with improvements planned in both the City of Fontana General Plan, the Westgate Specific Plan, and City of Fontana complete streets policies. Therefore, project implementation would not induce unplanned growth and no new impact would occur.

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

No Impact

The modified project site consists of roadway rights-of-way and vacant land. No part of the project site is developed with or designated for residential use. No new impact would occur.

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

No Impact

No new impact would occur, as substantiated above in Section 4.14.b.

4.15 Public Services

4.15.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Fire Protection (Impact 4.M-1):

Fire Protection Services and Facilities: The Fontana Fire Protection District (FFPD) provides fire protection and emergency medical services to the city of Fontana, and to areas of the unincorporated San Bernardino County within the city of Fontana Sphere of Influence, under contract between the City of Fontana and the San Bernardino County Fire Department. Future development occurring under the Approved Project may create impacts on fire and emergency medical services. Fire stations 79, 78, and the relocated/upgraded Fire Station 73 would enhance the ability of FFPD/SBCFD to provide fire protection and emergency medical services within the Approved Project boundaries in the long-term. The approved project would not require the provision of new or physically altered fire protection facilities, and therefore project-related impacts to fire protection facilities would be less than significant (PCR, 2015a, pp. 4.M-13-4.M-14).

All development projects in accordance with the Approved Project would be required to pay the City's Development Fee for fire facilities ($164.00 per residential dwelling unit, $0.25 per square foot of commercial development, and $0.10 per square foot of industrial development). These fees would be utilized to fund additional services and improvements that may be determined to be required to provide adequate fire protection to the Approved Project (PCR, 2015a, p. 4.M-14).

Upon the implementation of the Approved Project FEIR Mitigation Measures M-1 through M-3 and the payment of applicable developer fees for fire facilities, impacts would be less than significant (PCR, 2015a, p. 4.M-14).

Fire Flow: Additional FFPD review of project engineering plans would be necessary to ensure that adequate fire flows are achieved. With FFPD plan review to ensure that adequate water pressure would be provided, impacts related to fire flow would be less than significant (PCR, 2015a, pp. 4.M-14-4.M-15).

- ***Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated.***

Westgate Specific Plan FEIR Mitigation Measures:

No.	Mitigation Measure
M-1	The City shall maintain an average fire response time of 4 to 5 minutes. [GP EIR MM FS-1].
M-2	The City shall continue to maintain an ISO fire rating of Class 3. [GP EIR MM FS-2].
M-3	The City shall ensure that new fire stations are built in areas of new development so that response times are not eroded. [GP EIR MM FS-3].

Source: PCR, 2015a, pp. 4.M-27 – 4.M-28.

Police Protection (Impact 4.M-2):

The Fontana Police Department (FPD) provides law enforcement service to the city. Public safety improvements, such as street lighting, roadway improvements, and enhanced site design requirements would be implemented as part of the proposed Specific Plan, and it is unlikely that any individual future project or even the buildout of the entire Approved Project would result in the need to construct new police facilities. The City currently collects Development Fees on behalf of the Police Department in the amounts of $526.52 per single-family dwelling unit, $710.80 per multi-family dwelling unit, $0.526 per square foot of commercial development, and $0.131 per square foot of industrial development. These fees would be utilized to fund additional police services and improvements that may be determined to be required to provide adequate police protection for the Approved Project. Upon the implementation of the recommended mitigation measures and payment of developer fees, impacts related to police protection would be less than significant (PCR, 2015a, p. 4.M-16).

- ***Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated***

Westgate Specific Plan FEIR Mitigation Measures:

No.	Mitigation Measure
M-4	The City shall continue to work towards a ratio of 1.4 sworn officers per 1,000 residents. [GP EIR MM P-1].
M-5	The Fontana Police Department shall continue to expand its Area Commander Program to more effectively serve specific areas of the City. [GP EIR MM P-2].
M-6	The Fontana Police Department shall expand its Contact Stations to more effectively serve outlying areas. [GPEIR MM P-3].
M-7	The Fontana Police Department shall continue its School Resource Officer Program on all current and future middle school campuses. [GP EIR MM P-4].
M-8	The Fontana Police Department shall continue its extensive volunteer crime prevention programs, including Citizen Volunteers, Explorers, Citizens on Patrol, Neighborhood Watch, Police Reserves, and Community Emergency. [GP EIR MM P-5].
M-9	The Fontana Police Department shall continue its bilingual incentive program to more effectively serve the Latino community more. [GP EIR MM P-6].
M-10	The City shall maintain an average police and fire response time of 4 to 5 minutes. [GP EIR MM P-7].
M-11	The City shall continue to promote the establishment of Neighborhood Watch programs in residential neighborhoods, aimed at encouraging neighborhoods to form associations to patrol or watch for any suspicious activity. [GP EIR MM P-8]
M-12	The City shall incorporate appropriate staffing levels in the annual budget process keyed to City growth in population and employment. [GP EIR MM P-9]

Source: PCR, 2015a, pp. 4.M-28.

Schools (Impact 4.M-3): The Approved Project site is within the Etiwanda School District and the Chaffey Joint Union High School District. The Approved Project would generate population growth and associated demands for schools.

School facilities are either available, planned, or under construction within the Approved Project area and would have sufficient capacity to handle additional numbers of students generated by

development in the Approved Project Area. More specifically, the Westgate Specific Plan includes the development of three school sites within the project boundaries, including two elementary schools and one high school.

To reduce the potential effects of future development on the City's ability to provide public education services, all future development projects within the Approved Project area would be required to pay school impact fees in effect at the time of development (SB 50, 2019). SB 50 permits school districts to levy a fee, charge, dedication, or other requirements against any development project within its boundaries, to fund the construction or reconstruction of school facilities. SB 50 also sets the maximum level of fees a developer may be required to pay. Pursuant to the Government Code Section 65995, the payment of these fees by a developer serves to mitigate all potential impacts on school facilities that may result from the implementation of a project. Accordingly, the Approved Project's impact on public school facilities would be less than significant with the implementation of Westgate Specific Plan FEIR Mitigation Measures M-13 through M-18 (PCR, 2015a, pp. 4.M-16 - 4.M-17-4.M).

- ***Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated***

Westgate Specific Plan FEIR Mitigation Measures:

No.	Mitigation Measure
M-13	Planning and development in the City shall continue to be integrated with the needs of school districts for new facilities. [GP EIR MM S-1].
M-14	The City shall continue to support local school districts in their efforts to obtain additional funding sources, including special assessment districts and supplementary state and federal funding. [GP EIR MM S-2].
M-15	The City shall establish and maintain effective joint-use agreements with school districts serving the community to achieve optimum, cost effective use of school facilities. [GP EIR MM S-3].
M-16	The City shall continue to withhold building permits until verification that applicable school fees have been collected by the appropriate school district. [GP EIR MM S-4]
M-17	The City shall collaborate with school districts in designing adjacent school/recreation facilities to achieve maximum usability and cost-effectiveness for both the City and the school districts. [GP EIR MM S-5].
M-18	The City shall collaborate with school districts in expanding educational opportunities and programs that benefit from City facilities. [GP EIR MM S-6].

Source: (PCR, 2015a, p. 4.M-28 – 4.M-29)

Parks and Recreation (Impact 4.M-4): The Approved Project area is served on a local level by the City's Community Services and Recreation Department and on a regional level by the County's Regional Parks Department. Although no City parks are currently located within project boundaries, the Approved Project includes an extensive network of public and private parks, open spaces, trails, and various pedestrian and bicycle facilities. Specifically, the Westgate Specific Plan includes ten planning areas, totaling 47.8 acres, designated for public parks (OS/P1), and 14 planning areas, totaling 9.15 acres designated for private parks (OS/P2). In addition to these onsite recreational facilities, residents would also have limited use of school-related recreational facilities and sports leagues through existing joint-use agreements with ESD and CJUHSD, and potential future agreements for onsite school facilities.

The City currently collects Development Fees to fund new and expanded public facilities, including parks and recreational facilities, in the amount of $796.26 per single-family residential unit, $358.32 per multi-family residential unit, and $0.398 per square foot of commercial and industrial development. These fees would be utilized to fund additional services and improvements that may be determined to be required to provide adequate parks and recreational facilities to serve the Specific Plan area. Although such fees may be utilized to fund the construction or expansion of additional parks and recreational facilities to serve future development, the nature and location of such facilities is not known at this time, and as such evaluation of the environmental impacts associated with the construction and operation of these facilities is not currently possible. However, as is the case for future development within the Specific Plan area, individual projects (including parks and recreational facilities) would be subject to future environmental review, as determined necessary and appropriate by the City, in order to evaluate the specific impacts at a level of detail not possible in this Draft EIR. Additionally, mitigation measures M-19 through M-25 would be implemented, as appropriate, to ensure that impacts are minimized. As such, with implementation of applicable mitigation measures and payment of required Development Fees to support City public facilities, impacts related to parks and recreation would be less than significant (PCR, 2015a, pp. 4.M-16 - 4.M-17).

- ***Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated***

Westgate Specific Plan FEIR Mitigation Measures:

No.	Mitigation Measure
M-19	A wide variety of parks and recreation facilities, including regional, community, neighborhood and sub-neighborhood parks, shall be provided throughout the City. [GPEIR MM PR-1].
M-20	The design of all parks shall meet the particular needs of the specialized populations they serve, such as seniors, young adults, families, and children. [GPEIR MM PR-2].
M-21	Barrier-free access to all parks shall be provided. [GPEIR MM PR-3].
M-22	The park standards for the City shall be two acres per thousand residents for community parks and three acres per thousand for neighborhood parks. [GPEIR MM PR-4].
M-23	Each park within the City shall provide a variety of activity options for users, including active and passive uses. [GPEIR MM PR-5].
M-24	The City shall reevaluate the design of each of its parks as part of the periodic update of its Parks, Recreation, and Trails Master Plan. [GPEIR MM PR-6].
M-25	Each park within the City shall be evaluated for safety on a periodic basis. [GPEIR MM PR-7].

Source: (PCR, 2015a, p. M.4-29)

Other Public Services - Libraries (Impact 4.M-5):

Two San Bernardino County Library facilities in the site vicinity serve the project area: Summit Branch Library, located on the campus of Summit High School, adjacent to the project site boundaries at 15551 Summit Avenue; and Fontana Lewis Library and Technology Center, located approximately 3.5 miles southeast of the project site at 8437 Sierra Avenue.

Library facilities impact fees are collected by the city from new construction projects and would be imposed on any new project within the Approved Project area. In addition, as development occurs in the Approved Project area, the City-collected library fees would fund new improvements to either expand existing library services in the vicinity or construct new facilities as required. Thus, upon

payment of the required fees, any impact would be less than significant (PCR, 2015a, pp. 4.M-6 – 4.M-7).

- ***Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated***

Westgate Specific Plan FEIR Mitigation Measures:

No.	Mitigation Measure
M-26	The City shall continue to coordinate its library services with surrounding school districts. [GP EIR MM LS-2]
M-27	The City shall evaluate methods of expanding library services through staffing strategies, technical advancements and facilities design. [GP EIR MM LS-3]

Source: (PCR, 2015a, p. M.4-29)

4.15.2 Summary of Approved Project versus Modified Project Impacts

Fire Protection and Police Protection Services

Demands for fire protection and police protection are generated by the population and the total building area in the respective agencies' service areas. The modified project proposes roadway improvements and would not add population or structures to the project site. Therefore, regarding fire and police protection services, impacts 4.M-1 and 4.M-2 through M-3 due to modified project development would be similar to those of the Approved Project and no new impacts would occur.

Schools, Parks, and Libraries

Demands for schools are generated by the numbers of households in the schools' service areas and demands for parks and libraries are generated by the population in the facilities' service areas. The modified project proposes roadway improvements and does not propose development of housing. Therefore, modified project development would not generate demands for schools, parks, or libraries, and no impacts beyond those identified in the Certified EIR would occur.

4.15.3 Modified Project Analysis and Conclusion

The following checklist responses compare the Approved Project analyzed under the adopted Westgate Specific Plan FEIR with the Modified project as described in this document and analyzes the potential impacts resulting from modified project development.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			**X**	
Police protection?			**X**	
Schools?				**X**
Parks?				**X**
Other public facilities?			**X**	

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

Fire protection?

Less than Significant Impact/No Changes or New Information

Construction

Construction of the proposed project would require temporary lane closures, which could possibly impact fire protection routes and service times. However, Certified EIR mitigation measure **MM TRANS-1** would implement a Construction Management Plan to ensure adequate traffic circulation and emergency access along the project corridors. Therefore, with implementation of Certified EIR **MM TRANS-1**, project impacts on fire protection during the construction phase would be less than significant.

Operation

Implementation of the proposed improvements to existing streets would not require additional fire protection. Additionally, as detailed in **Section 3.0**, *Project Description*, the proposed project would reduce traffic congestion in the project area, which would help preserve emergency response times as the Westgate West Specific Plan is developed. Therefore, project impacts during the operational phase would be less than significant.

Police protection?

Less than Significant Impact/No Changes or New Information

Construction

Construction of the proposed project would require temporary lane closures, which could possibly impact police protection routes and service times. However, mitigation measure **MM TRANS-1** would implement a Construction Management Plan to ensure adequate traffic circulation and emergency access along the project corridors. Therefore, with implementation of **MM TRANS-1**, no new significant impact would occur.

Operation

As mentioned above, the project would conduct street improvements to existing street corridors. Demands for police services are generated by both the population and the total building area in the police agency's service area. Modified project implementation would not add population or structures to the project site, and thus would not require additional police protection. Additionally, as detailed in **Section 3.0**, *Project Description*, the proposed project would improve traffic congestion in the project area, which would help preserve emergency response times as the Westgate West Specific Plan is developed. Therefore, no new significant impact would occur.

Schools?

No Impact

Demands for school facilities are generated by the number of households in the facilities' service areas. The project does not propose any new residential uses, and therefore would not generate students. Project development would not require construction of new or expanded schools, and therefore, no new impacts would occur.

Parks?

No Impact

Demands for parks are generated by the population within the parks' service areas. The modified project does not propose development of housing. Therefore, modified project development would not generate demand for parks. No new impact would occur.

Other public facilities?

Less than Significant Impact/No Changes or New Information

Demands for libraries are generated by the population within the libraries' service areas. The modified project does not propose development of housing, and, therefore, would not generate demand for libraries. No new impact would occur.

4.16 Recreation

4.16.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Parks and Recreation (Impact 4.M-4): Approved Project buildout is estimated to add 28,908 persons to the Approved Project site. The City of Fontana's parkland standard is five acres of parkland per 1,000 people. Therefore, Approved Project development would generate a demand for approximately 144.54 acres of parkland. The Approved Project proposed 47.8 acres of public parks and 9.15 acres of private parks, for a total of 56.95 acres of parks. Therefore, the Approved Project would generate unmet demand for 87.59 acres of parks. Projects developed in accordance with the Approved Project would pay development fees to the City of Fontana. In addition. mitigation measures from the City's 2003 General Plan EIR would be implemented as appropriate to ensure impacts are minimized. This impact is considered less than significant with mitigation incorporated (PCR, 2015a, pp. 4.M-16 - 4.M-17).

- ***Approved Project Determination: Less than Significant Impact with Mitigation Incorporated.***

Westgate Specific Plan FEIR Mitigation Measures:

No.	Mitigation Measure
M-19	A wide variety of parks and recreation facilities, including regional, community, neighborhood and sub-neighborhood parks, shall be provided throughout the City. [GPEIR MM PR-1].
M-20	The design of all parks shall meet the particular needs of the specialized populations they serve, such as seniors, young adults, families, and children. [GPEIR MM PR-2].
M-21	Barrier-free access to all parks shall be provided. [GPEIR MM PR-3].
M-22	The park standards for the City shall be two acres per thousand residents for community parks and three acres per thousand for neighborhood parks. [GPEIR MM PR-4].
M-23	Each park within the City shall provide a variety of activity options for users, including active and passive uses. [GPEIR MM PR-5].
M-24	The City shall reevaluate the design of each of its parks as part of the periodic update of its Parks, Recreation, and Trails Master Plan. [GPEIR MM PR-6].
M-25	Each park within the City shall be evaluated for safety on a periodic basis. [GPEIR MM PR-7].
Source: (PCR, 2015a, p. M.4-29)	

4.16.2 Summary of Approved Project versus Modified Project Impacts

The modified project proposes improvements to two existing roadways. Demands for parks are generated by the population in the parks' service areas. The modified project does not propose development of housing and thus would not generate demand for parks. No new impact would occur.

4.16.3 Modified Project Analysis and Conclusions

The following checklist responses compare the previous Approved Project analyzed under the adopted Westgate Specific Plan FEIR with the modified project as described in this document, and analyzes the potential impacts resulting from the development of the project.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			**X**	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			**X**	

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

Less than Significant Impact/No Changes or New Information

The modified project consists of roadway improvements. Demands for parks are generated by the population in the parks' service areas. The modified project does not propose development of housing and thus would not generate demand for parks. No new impact would occur.

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

Less than Significant Impact/No Changes or New Information

The modified project does not propose recreational facilities. No additional impact would occur.

4.17 Transportation and Traffic

4.17.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit (Impact 4.N-1): Implementation of the Approved Project under Existing Plus Project, Phase 1 (Year 2018), and Buildout (Year 2035) conditions would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. With implementation of mitigation measures and/or payment of fair-share contributions for necessary traffic system improvements, this impact was considered less than significant (PCR, 2015a, p. 4.N-16; PCR, 2015b, p. 3-29).

Construction Impacts

Construction of each specific development phase within the various Westgate Specific Planning Areas would commence with a site clearing stage. The next stage would involve on- and off-site infrastructure improvements, utility connections, site clearance, grading and site preparation, followed by construction of structures (PCR, 2015a, p. 4.N-16).

Construction trips associated with trucks and employees traveling to and from the site in the morning and afternoon would result in some minor traffic delays on local streets in the area; potential traffic interference caused by construction vehicles would create a temporary impact to vehicles using the street system in the immediate area in the morning and afternoon hours. It is anticipated that a majority of the construction-related traffic would use both I-15 and SR-210 to access the site. Vehicle trips would result from haul and/or material delivery truck trips as well as from construction workers traveling to and from the site. While this would generally increase traffic on streets and highways in the project area on a temporary basis during construction activities, construction-related traffic would be considerably less than the operational traffic. Traffic impacts to the adjacent roadway network associated with project construction activities would be minimal and short-term. Therefore, aside from the nuisance traffic that would occur as a result of construction-related traffic (e.g., construction material delivery, construction workers commuting to/from site, etc.), impacts resulting from construction traffic would be less than significant (PCR, 2015a, pp. 4.N-16 – 4.N-17).

Project Operational Trip Generation/Distribution and Impacts

Phase 1 of the Approved Project development was projected to generate a total of approximately 25,745 daily vehicle trips. At Approved Project buildout, a total of approximately 84,579 daily vehicle trips would be generated (PCR, 2015a, p. 4.N-17).

To quantify the land uses within the Approved Project site, the Westgate Specific Plan Area was divided into four traffic analysis zones; A-Falcon Ridge, B-Westgate Central, C-Westgate East, D-Westgate West. The trip distributions of the project traffic were based on the select zone evening

peak period trip distribution from the San Bernardino Transportation Analysis Model (PCR, 2015a, pp. 4.N-16 – 4.N-17).

Existing Plus Project Phase I: For Existing Plus Project Phase 1 traffic conditions (without improvements/mitigation), study area intersections were projected to operate at unacceptable Levels of Service during the peak hours (PCR, 2015a, pp. 4.N-19 – 4.N-20).

Under Existing Plus Project Phase 1 traffic conditions (with improvements/mitigation), the study area intersections are projected to operate within acceptable Levels of Service during the peak hours and would not cause any significant impacts, with implementation of improvements included as mitigation below (PCR, 2015a, p. 4.N-20; PCR, 2015b, p. 3-30).

Existing Plus Project Buildout: For Existing Plus Project Buildout traffic conditions (without improvements/mitigation), study area intersections were projected to operate at unacceptable Levels of Service during the peak hours.

Under The Existing Plus Project Buildout traffic conditions (with improvements/mitigation), the study area intersections are projected to operate within acceptable Levels of Service during the peak hours. The Approved Project would not cause any significant impacts, with implementation of improvements included as mitigation below (PCR, 2015a, p. 4.N-22; PCR, 2015b, p. 3-30).

Year 2018 With the Project Phase I. Without improvements/mitigation, for Year 2018 With Project Phase 1 traffic conditions, the study area intersections are projected to operate at unacceptable Levels of Service during the peak hours (PCR, 2015a, p. 4.N-24).

For Year 2018 With Project Phase 1 traffic conditions (with improvements/mitigation), the study area intersections were projected to operate within acceptable Levels of Service during the peak hours and would not cause any significant impacts, with improvements included as mitigation below (PCR, 2015a, p. 4.N-25; PCR, 2015b, pp. 3-30 to 3-31).

Year 2035 with Project Buildout: Without improvements/mitigation, under Year 2035 With Project Buildout traffic conditions, the study area intersections are projected to operate at unacceptable Levels of Service during the peak hours (PCR, 2015a, p. 4.N-26).

Under Year 2035 With Project Buildout (with improvements/mitigation), the study area intersections are projected to operate within acceptable Levels of Service during the peak hours. Therefore, the Approved Project would not cause any significant impacts, with implementation of improvements included as mitigation below (PCR, 2015a, p. 4.N-28; PCR, 2015b, p. 3-31).

- ***Approved Project Determination: Less than Significant Impact with Mitigation Incorporated.***

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 and highways (Impact 4.N-2): Implementation of the Approved Project would not 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 and highways. With implementation of applicable mitigation measures and/or

payment of fair-share contributions to necessary traffic system improvements, this impact is considered less than significant with mitigation (PCR, 2015a, p. 4.N-28).

For the Year 2035 With Project Buildout, several thoroughfares within or abutting the Approved Project site are CMP roadways including Baseline Avenue, Highland Avenue, Cherry Avenue, Citrus Avenue, and the I-15 and SR-210 freeways (and associated on- and off-ramps). However, since the City of Fontana has a standard program (Circulation Development Fees) to fund regional improvements, SANBAG considers the City exempt from CMP traffic impact analysis. Nonetheless, as indicated above, all project-related impacts to study area intersections and roadway segments, including these CMP facilities, would be reduced to less than significant with implementation of applicable mitigation measures provided below. In addition, future development of high-density residential uses within Planning Area 24, if it were to occur, would be required to contribute funds to the City as part of the Circulation Development Fee program, which would be applied to necessary regional improvements, and thus no development-specific CMP traffic analysis is required by SANBAG. Therefore, CMP-related traffic impacts would be less than significant (PCR, 2015a, p. 4.N-28; PCR, 2015b, pp. 3-31 to 3-32).

- ***Approved Project Determination: Less than Significant Impact with Mitigation Incorporated.***

Increase hazards due to a design feature or incompatible uses (Impact 4.N-3): The Approved Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). This impact is considered less than significant (PCR, 2015a, p. 4.N-29).

Potential future development associated with the Approved Project may require considerable construction and demolition. It may be necessary to completely restrict public access during brief periods of construction to ensure public safety. Appropriate signage would be provided as motorists/pedestrians approach the site to indicate access options. Construction vehicle traffic may create temporary congestion and safety hazards for local residents, on-site employees, motorists, and pedestrians. Potential safety hazards and traffic congestion would be reduced to less than significant levels through implementation of the standard construction safety measures, including use of flag men, signage and appropriate construction area fencing (PCR, 2015a, p. 4.N-2**9**).

With regard to long-term project operation, the site circulation plans prepared for future onsite development projects would be subject to review and approval by the City of Fontana and Fontana Fire Protection District (FFPD)/San Bernardino County Fire Department (SBCFD), which would ensure that roadway and intersection designs meet appropriate requirements for site distance and implement appropriate control mechanisms. With review and approval of future development plans by the City of Fontana and FFPD/SBCFD, operational vehicular hazard impacts would be less than significant (PCR, 2015a, p. 4.N-2**9**).

- ***Approved Project Determination: Less than Significant Impact with Mitigation Incorporated.***

Inadequate Parking Capacity (Impact 4.N-4): The Approved Project would not result in inadequate parking capacity. With implementation of applicable mitigation measures, this impact is considered less than significant (PCR, 2015a, p. 4.N-29).

The Approved Project includes parking requirements for future development on-site, which generally relies on the parking standards contained in the FMC with various exceptions noted in the Specific Plan text. Off-street parking would be provided for future on-site development in adequate quantity to meet the combined demands of proposed uses. However, mitigation is provided below that would serve to ensure that adequate parking is provided for all future on-site development projects, and thus no significant parking impacts would occur (PCR, 2015a, p. 4.N-2**9**).

- ***Approved Project Determination: Less than Significant Impact with Mitigation Incorporated.***

Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities (Impact 4.N-5): The Approved Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. This impact is considered less than significant (PCR, 2015a, p. 4.N-30).

Public transit facilities, such as bus turnouts, shelters, and signage, would be provided for all future development projects within the Specific Plan boundaries, to the satisfaction of affected public transit agencies. The development of future projects pursuant to the Specific Plan will increase demands on affected transit services and facilities, and such demands would be incrementally greater if residential uses were developed within Planning Area 24 given the potential for up to 1,000 additional housing units. However, vehicles, routes, and facilities are anticipated to be expanded to meet the growing needs of the community, funded by revenues from increased ridership (PCR, 2015a, p. 4.N-30).

The Approved Specific Plan includes extensive pedestrian and bicycle-related facilities, including Class I and Class II bike lanes, paseos, and a pedestrian bridge, which would serve to minimize safety hazards to pedestrians and bicyclists while maximizing non-vehicular transportation opportunities throughout the project area (PCR, 2015a, p. 4.N-30).

Since the Approved Project includes extensive improvements that support alternative transportation, and these improvements are subject to review and approval by the City of Fontana, County of San Bernardino, Omnitrans, and/or other affected agencies, the Approved Specific Plan would not conflict with adopted policies, plans, or programs supporting public transit, bicycle, or pedestrian facilities. Therefore, impacts related to alternative transportation would be less than significant (PCR, 2015a, p. 4.N-30).

- ***Approved Project Determination: Less than Significant Impact.***

Westgate Specific Plan FEIR Mitigation Measures:

The Approved Project EIR mitigation measures address on-site improvements, off-site improvements and the phasing of all necessary study area transportation improvements. Although most of these proposed improvements would be located within the City of Fontana, some of them are located outside of the City's jurisdiction in the Cities of Rialto and Rancho Cucamonga, in unincorporated San Bernardino County, or are State highway facilities under the jurisdiction of Caltrans. While such mitigation measures located outside the City of Fontana's jurisdiction would address project-related and cumulative traffic system impacts, the City of Fontana cannot compel other affected jurisdictions to implement these improvements. However, the project applicant would be required to pay "fair share" contributions to address the proposed project's proportion of traffic

impacts at each facility, as summarized in Table 21 of the project's Traffic Impact Analysis (TIA) Report (PCR, 2015a, p. 4.N-41, Appendix J; Kunzman Associates, Inc., 2013, Table 21, p. 133).

Intersection Improvements

The intersection improvements required to mitigate all Approved Project impacts are summarized in the Approved Project DEIR in Table 4.N-3, *Summary of Intersection Improvements*, on page 4.N-42 through 4.N-46 (PCR, 2015a, pp. 4.N-42 through 4.N-46).

On-Site Roadway Segment Improvements

On-site roadway segment improvements and improvements adjacent to the site will be required in conjunction with the proposed development to ensure adequate circulation within the project itself (PCR, 2015a, p. 4.N-41). These on-site improvements are presented in the DEIR (PCR, 2015a) as mitigation measures N-1 through N-10 on pages 4.N-41 and 4.N-47 and listed in the table below.

Intersection Improvements

Intersection improvements are presented in the DEIR (PCR, 2015a) as mitigation measure N-11 on page 4.N-47 and listed in the table below.

Traffic-Related Hazards Mitigation

Traffic-related hazards mitigation measures are presented in the DEIR (PCR, 2015a) as mitigation measures N-12 and N-13 on page 4.N-48 and are listed in the table below.

Parking Capacity Mitigation

Parking capacity mitigation is presented in the DEIR (PCR, 2015a) as mitigation measure N-14 on page 4.N-48 and is listed in the table below.

No.	Mitigation Measure
On-Site Roadway Segment Improvements	
N-1	Construct Heritage Circle from Victoria Street to Baseline Avenue at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development.
N-2	Construct Cherry Avenue from the I-15 Freeway to Walnut Avenue/Victoria Street at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development. Construct Cherry Avenue from Walnut Avenue/Victoria Street to Baseline Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.
N-2a	Within five (5) years from the Certificate of Occupancy of any future warehouse in PA 41, the Developer will, subject to eligible fee credits for the construction of master infrastructure improvements, complete construction of Cherry Avenue from the I-15 Freeway to Walnut Avenue/Victoria Street at its ultimate cross-section width, including the median, landscaping and parkway improvements as well as the completion of construction of Cherry Avenue from Walnut Avenue/Victoria Street to Baseline Avenue at its ultimate half-section section width, including the remaining portion of the median, landscaping and parkway improvements.
N-3	Construct Summit Avenue from San Sevaine Road to Sierra Lakes Parkway at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development. Construct Summit Avenue from its western project boundary to Lytle Creek Road at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

No.	Mitigation Measure
N-4	Construct San Sevaine Road from Summit Avenue to the northern boundary of Planning Area 21 and from Sierra Lakes Parkway to Walnut Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development. Construct San Sevaine Road from the northern boundary of Planning Area 21 to Sierra Lakes Parkway at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development.
N-5	Construct Lytle Creek Road from its northern project boundary to Summit Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.
N-6	Construct Sierra Lakes Parkway from Cherry Avenue to San Sevaine Road at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development. Construct Sierra Lakes Parkway from San Sevaine Road to its eastern project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.
N-7	Construct Highland Avenue from Victoria Street to San Sevaine Road at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development.
N-8	Construct Victoria Street from the I-15 Freeway to Cherry Avenue at is ultimate cross-section width including landscaping and parkway improvements in conjunction with development.
N-9	Construct Walnut Avenue from Cherry Avenue to San Sevaine Road at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.
N-10	Construct Baseline Avenue from its western project boundary to Cherry Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.
Intersection Improvements	
N-11	Necessary intersection improvement recommendations and proposed phasing of each improvement, which are summarized above in Table 4.N-3 shall be implemented as necessary to address potential project-related traffic impacts. As is the case for any roadway design, the City of Fontana shall periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory. The phasing of improvements is summarized in Table 4.N-3. The project shall provide on-site roadways to connect to the existing infrastructure in conjunction with development and consistent with the alignment plan.
Traffic-Related Hazards	
N-12	Sight distance at each project access shall be reviewed with respect to the California Department of Transportation/City of Fontana standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.
N-13	On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project.
Parking Capacity	
N-14	Each future development within the Specific Plan boundaries shall provide sufficient parking spaces to meet City of Fontana parking code requirements in order to service on-site parking demand.

Source: PCR, 2015a, pp. 4.N-41 to 4.N-48

4.17.2 Summary of Approved Project versus Modified Project Impacts

Impacts associated with implementation of the modified project would not require additional mitigation beyond those already identified for the Approved Project in the Westgate Specific Plan DEIR.

4.17.3 Modified Project Analysis and Conclusions

The following checklist responses compare the previous Approved Project analyzed under the certified FEIR with the modified project and analyzes the potential impacts resulting from modified project development.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			**X**	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			**X**	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	
d) Result in inadequate emergency access?			**X**	

The information in this section is based on the *Traffic Operations Analysis Report (TOAR) for the Cherry Avenue Improvement Project (RAISE Grant)*, dated May 17, 2024, prepared by David Evans and Associates, Inc. A complete copy of this technical report is included as **Appendix I**.

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

Less than Significant Impact/No Changes or New Information

The following County and City plans, ordinances and policies would apply to the project.

San Bernardino Congestion Management Program (CMP)

The City of Fontana has a standard program (Development Impact Fees) to fund regional improvements; therefore, SANBAG considers the City exempt from CMP traffic impact analysis. Thus, no CMP analysis is required for the modified project and no impact is anticipated (PCR, 2015, p. 4.N-10).

City of Fontana 2015-2035 General Plan Update

The City of Fontana's 2015-2035 General Plan Update no longer contains a LOS policy identifying a traffic/vehicular standard letter grade. The General Plan update's goals focus on providing a balanced transportation system for all modes of transportation and actions supporting the implementation of Complete Streets including the following action: Use multimodal Level of Service as a measurement in the rating of the performance of streets. Balance provisions for transit, bicycle, and pedestrians with vehicle level of service (DEA, 2024, pp. 7-8). The modified project is a complete streets project including new sidewalks, Class II bike lanes, and Class I multiuse paths. Therefore, the modified project would not conflict with the General Plan update's goals.

City of Fontana Active Transportation Plan (ATP)

The modified project includes improvements in pedestrian and bicycle infrastructure consisting of adding more than two miles of new Class I multiuse path on both sides of Cherry Avenue and on one side of Victoria Street, and constructing over two miles of Class II bike lanes on Cherry Avenue and Victoria Street for the full length of the extent of improvements, and approximately two miles of Class I multiuse paths will be implemented parallel to Cherry Avenue and Victoria Street. The modified project's proposed pedestrian and bicycle facilities are generally represented in the ATP but were not selected as a prioritized project in the ATP. The modified project proposes a more robust combination of facilities on Cherry Avenue and Victoria Street than is included in the ATP. For example, The ATP's recommended Class II bike lanes on Cherry Avenue within the project limits are replaced with a Class I multiuse path on both sides of the street except where street has existing improvements. Where existing improvements exist, the modified project proposes a buffered Class II bike lane to maintain connectivity. The modified project's proposed paths and lanes would provide connections to the following existing and future bicycle and multiuse facilities proposed in the current ATP:

- Future Class II bike lanes extending north on Cherry Avenue from the modified project site to north of I-15 with connections west to the City of Rancho Cucamonga and east to the City of Rialto
- Future Class II bike lanes extending east on South Highland Avenue from modified project site
- Future Class II bike lanes extending east on Walnut Street from modified project site
- Existing San Sevaine Trail extending south from Victoria Street
- Future San Sevaine Trail extending northeast and east from Victoria Street, crossing Cherry Avenue, and extending east of Cherry Avenue from the modified project site
- Future multiuse path extending northeast from the Pacific Electric Trail along the power line easement, crossing Victoria Street, and ending on the east side of the intersection of Cherry Avenue and South Highland Avenue where a future extension continues within the easement
- Existing Class II bike lanes extending south on Cherry Avenue from modified project site
- Existing Class II bike lanes extending east and west on Baseline Avenue crossing Cherry Avenue

Therefore, the project is in accordance with the ATP and would have no adverse impact.

City of Fontana Development Impact Fee (DIF) Program

The City's DIF program was adopted pursuant to Government Code § 66000 et seq. Fontana's Development Services Department oversees the use of the DIF fees, which fund projects in the City's capital improvement program (Stantec, 2018, p. 5.13-14). The modified project is not part of the DIF program, and therefore, the modified project would not conflict with the DIF program.

Construction

Construction trips associated with trucks and employees traveling to and from the site in the morning and afternoon would result in some minor traffic delays on local streets in the project area; potential traffic interference caused by construction vehicles would create a temporary/short-term impact to vehicles using the street system in the immediate area in the morning and afternoon hours. It is anticipated that most construction-related traffic would use I-15 and/or SR-210 to access the site. Vehicle trips would result from haul and/or material delivery truck trips as well as construction worker commute trips. However, construction would be temporary, and the project would implement a construction traffic control plan subject to review and approval by the City of Fontana Engineering Department, which would reduce the potential for disruptions to existing circulation facilities during the project construction phase. Additionally, the project would adhere to the city's construction hours, limited to 7:00 a.m. to 6:00 p.m. on weekdays and from 8:00 a.m. to 5:00 p.m. on Saturdays (with no construction on Sundays and holidays). Therefore, with implementation of the traffic control plan, modified project construction would not conflict with any applicable transportation plan, ordinance, or policy.

Operation

Intersection operation in several scenarios (both with and without modified project implementation) were analyzed in the Traffic Operations Analysis Report (TOAR) for the Cherry Avenue Improvement Project (RAISE Grant) completed by David Evans & Associates on May 17, 2024; a complete copy of this Report is included as **Appendix I1** to this Addendum.

The Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) states "Caltrans endeavors to maintain a target level of service (LOS) at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS". In the TOAR, the two study intersections under Caltrans jurisdiction were evaluated in each of the five analysis scenarios for delay and level of service and compared against the higher end of the Caltrans range (LOS D) whereas a LOS E or worse is considered a deficiency (DEA, 2024, p. 7).

The city's *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment* (October 21, 2020) identifies LOS C as the minimum standard for intersection performance. The guidelines include a footnote that states: These standards are subject to change; please review the General Plan to ensure the most recent standards are utilized. However, the current 2015-2035 General Plan update does not include letter grade level of service thresholds or standards. Therefore, this TOAR uses the LOS C standard as identified in the city's guidelines (DEA, 2024, p. 8).

Intersections Analyzed

The TOAR analyzed peak-hour operations of six existing intersections and one future intersection, listed below in **Table 4.17-1**.

Table 4.17-1
INTERSECTIONS ANALYZED

Jurisdiction and Intersection	Traffic Control	
	Existing	Project Opening Year 2025
Caltrans		
Cherry Avenue at 210 Freeway Westbound On/Off Ramps	TS	TS
Cherry Avenue at 210 Freeway Eastbound On/Off Ramps	TS	TS
City of Fontana		
Cherry Avenue at S. Highland Avenue	TS	TS
Cherry Avenue at Victoria Street (Realigned with Walnut Street in with-project condition)	TS	TS
Cherry Avenue at Walnut Street/ Victoria Street	SSS	TS
Cherry Avenue at Baseline Avenue	TS	TS
Victoria Street at Street "B" (Future Roundabout)	Doesn't exist	RAB

Source: DEA, 2024
Acronyms and Abbreviations: LOS = level of service; TS = traffic signal; SSS = side-street stop; RAB = roundabout

Analysis Scenarios

Intersection operations was analyzed in five scenarios:

- Existing conditions (2023)
- Opening Year 2025 Baseline Conditions
- Opening Year 2025 Baseline + Project Conditions
- Cumulative Year 2045 Baseline Conditions
- Cumulative Year 2045 Baseline + Project Conditions

Methods of forecasting traffic volumes in the future (2025 and 2045) conditions are described in the TOAR (see **Appendix I**).

Intersection operations were analyzed using the Highway Capacity Manual 6th Edition; details of the analysis method for four intersection types (signalized, all-way-stop, two-way-stop, and roundabout) are presented in the TOAR (see **Appendix I**). Intersection operation was analyzed in terms of level of service (LOS), a qualitative six-point scale (A through F) based on control delay in average seconds per vehicle, where LOS A indicates free-flowing traffic and LOS F indicates severe congestion. The minimum acceptable LOS for Caltrans intersections used in the TOAR is LOS D, and the minimum for City of Fontana intersections is LOS C.

Traffic volume data were obtained by field measurements on August 31, 2023.

Analysis Results

Results of the operations analysis are presented below in tables **4.17-2** through **4.17-6,** one table for each of the five scenarios analyzed. The two Caltrans intersections are forecast to operate at acceptable LOS D or better in all five scenarios, except for the intersection of Cherry Avenue and 210 Freeway Westbound On/Off Ramps in cumulative year 2045 baseline conditions during the AM peak

hour. Anywhere from two to four City of Fontana intersections are forecast to operate at unacceptable LOS in each of the five scenarios.

Table 4.17-2
INTERSECTION OPERATIONS, EXISTING CONDITIONS

Jurisdiction and Intersection	Traffic Control	Level of Service	
		AM Peak Hour	PM Peak Hour
Caltrans			
Cherry Avenue at 210 Freeway Westbound On/Off Ramps	TS	D	C
Cherry Avenue at 210 Freeway Eastbound On/Off Ramps	TS	C	D
City of Fontana			
Cherry Avenue at S. Highland Avenue	TS	C	C
Cherry Avenue at Victoria Street (Realigned with Walnut Street in with-project condition)	TS	C	B
Cherry Avenue at Walnut Street/Victoria Street	SSS/TS	D	F
Cherry Avenue at Baseline Avenue	TS	D	F

Source: DEA, 2024
Acronyms and Abbreviations: LOS = level of service; TS = traffic signal; SSS = side-street stop; RAB = roundabout
SSS/TS = traffic controls in existing and with-project conditions

Table 4.17-3
INTERSECTION OPERATIONS, OPENING YEAR 2025 BASELINE CONDITIONS

Jurisdiction and Intersection	Traffic Control	Level of Service	
		AM Peak Hour	PM Peak Hour
Caltrans			
Cherry Avenue at 210 Freeway Westbound On/Off Ramps	TS	D	D
Cherry Avenue at 210 Freeway Eastbound On/Off Ramps	TS	C	D
City of Fontana			
Cherry Avenue at S. Highland Avenue	TS	C	C
Cherry Avenue at Victoria Street (Realigned with Walnut Street in with-project condition)	TS	C	B
Cherry Avenue at Walnut Street/Victoria Street	TS	D	F
Cherry Avenue at Baseline Avenue	TS	F	F

Source: DEA, 2024
Acronyms and Abbreviations: LOS = level of service; TS = traffic signal; SSS = side-street stop; RAB = roundabout
SSS/TS = traffic controls in existing and with-project conditions

Table 4.17-4
INTERSECTION OPERATIONS, OPENING YEAR 2025 BASELINE PLUS PROJECT CONDITIONS

Jurisdiction and Intersection	Traffic Control	Level of Service	
		AM Peak Hour	PM Peak Hour
Caltrans			
Cherry Avenue at 210 Freeway Westbound On/Off Ramps	TS	D	C
Cherry Avenue at 210 Freeway Eastbound On/Off Ramps	TS	C	C

City of Fontana			
Cherry Avenue at S. Highland Avenue	TS	C	C
Cherry Avenue at Victoria Street (Realigned with Walnut Street in with-project condition)	TS	See Cherry Avenue at Walnut Street/Victoria Street	
Cherry Avenue at Walnut Street/Victoria Street	SSS/TS	D[1]	C
Cherry Avenue at Baseline Avenue	TS	F[1]	F[1]
Victoria Street at Street "B"	RAB	A	A

Source: DEA, 2024
Acronyms and Abbreviations: LOS = level of service; TS = traffic signal; SSS = side-street stop; RAB = roundabout
SSS/TS = traffic controls in existing and with-project conditions
[1] While the noted LOS exceeds the affected jurisdiction's maximum acceptable LOS. The impact would be less than significant for the following reasons: 1, the LOS would already be unacceptable in corresponding without-project conditions, and would not be exacerbated in with-project conditions; 2, the modified project improvements implement improvements planned in the General Plan and proposed as part of the Approved Project, with implementation of all mitigation measures in the General Plan and Approved Project EIRs; and, 3, the modified project applicant would pay fair share of funding toward needed transportation improvements.

Table 4.17-5
INTERSECTION OPERATIONS, CUMULATIVE YEAR 2045 BASELINE CONDITIONS

Jurisdiction and Intersection	Traffic Control	Level of Service	
		AM Peak Hour	PM Peak Hour
Caltrans			
Cherry Avenue at 210 Freeway Westbound On/Off Ramps	TS	E	C
Cherry Avenue at 210 Freeway Eastbound On/Off Ramps	TS	C	D
City of Fontana			
Cherry Avenue at S. Highland Avenue	TS	D[1]	E[1]
Cherry Avenue at Victoria Street (Realigned with Walnut Street in with-project condition)	TS	E[1]	B
Cherry Avenue at Walnut Street/Victoria Street	SSS/TS	F[1]	F[1]
Cherry Avenue at Baseline Avenue	TS	F[1]	F[1]

Source: DEA, 2024
Acronyms and Abbreviations: LOS = level of service; TS = traffic signal; SSS = side-street stop; RAB = roundabout
SSS/TS = traffic controls in existing and with-project conditions
[1] While the noted LOS exceeds the affected jurisdiction's maximum acceptable LOS. The impact would be less than significant for the following reasons: 1, the LOS would already be unacceptable in corresponding without-project conditions, and would not be exacerbated in with-project conditions; 2, the modified project improvements implement improvements planned in the General Plan and proposed as part of the Approved Project, with implementation of all mitigation measures in the General Plan and Approved Project EIRs; and, 3, the modified project applicant would pay fair share of funding toward needed transportation improvements.

Table 4.17-6
INTERSECTION OPERATIONS, CUMULATIVE YEAR 2045 BASELINE PLUS PROJECT CONDITIONS

Jurisdiction and Intersection	Traffic Control	Level of Service	
		AM Peak Hour	PM Peak Hour
Caltrans			
Cherry Avenue at 210 Freeway Westbound On/Off Ramps	TS	D	D
Cherry Avenue at 210 Freeway Eastbound On/Off Ramps	TS	D	D
City of Fontana			
Cherry Avenue at S. Highland Avenue	TS	C	D
Cherry Avenue at Victoria Street (Realigned with Walnut Street in with-project condition)	TS	See Cherry Avenue at Walnut Street/Victoria Street	
Cherry Avenue at Walnut Street/Victoria Street	SSS/TS	D	D
Cherry Avenue at Baseline Avenue	TS	F[1]	F[1]
Victoria Street at Street "B"	RAB	B	A

Source: DEA, 2024
Acronyms and Abbreviations: LOS = level of service; TS = traffic signal; SSS = side-street stop; RAB = roundabout
SSS/TS = traffic controls in existing and with-project conditions
[1] While the noted LOS exceeds the affected jurisdiction's maximum acceptable LOS. The impact would be less than significant for the following reasons: 1, the LOS would already be unacceptable in corresponding without-project conditions, and would not be exacerbated in with-project conditions; 2, the modified project improvements implement improvements planned in the General Plan and proposed as part of the Approved Project, with implementation of all mitigation measures in the General Plan and Approved Project EIRs; and, 3, the modified project applicant would pay fair share of funding toward needed transportation improvements.

The modified project implements Certified EIR mitigation measures N-2 (Cherry Avenue improvements), N-8 (Victoria Street improvements), and components of N-11 (intersection improvements). The Certified EIR sets forth 13 mitigation measures requiring improvements to roadways and intersections; the measures are included in the analysis of the modified project in **Section 4.17.1** above. In addition, other intersection improvements were recommended such as dual turning lanes and "right turn overlap" phasing at signalized intersections. Any roadway improvements in the City of Fontana that are consistent with those identified in the General Plan Circulation Element are not considered a significant impact, so long as the project contributes its fair share funding for improvements (PCR, 2015a, pp. 4.N-13-14). As was identified in the Certified EIR, impacts are expected to be less than significant after implementation of all the mitigation measures required in the Certified EIR. Therefore, the Certified EIR findings of less than significant impact with mitigation incorporated would apply to the modified project as well (DEA, 2024, pp. 10-19).[16] The modified project implements roadway improvements planned in the Circulation Element and proposed as part of the Approved Project and the project applicant would pay fair share funding toward the cost of the improvements. No new significant impact would occur and no subsequent EIR is needed.

[16] The Certified EIR findings of less than significant impact with mitigation incorporated applied to each of the four with-project scenarios analyzed in the EIR; that is, Existing Plus Project Phase I, Existing Plus Project Buildout, Year 2018 With the Project Phase I, and Year 2035 with Project.

Traffic Signal Warrant Analysis

A traffic signal warrant analysis conducted for the intersections of Cherry Avenue/Walnut Street and Cherry Avenue/Walnut Street/Victoria Street with the modified project implemented determined that the intersection of Cherry Avenue/Walnut Street does not meet signal warrants in existing and baseline scenarios but does meet signal warrants with implementation of the modified project with realignment of Victoria Street to create a new four-leg intersection (DEA, 2024, p. 22).

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

Less than Significant Impact/No Changes or New Information

The City of Fontana is exempt from congestion management program traffic impact analysis, as described above in **Section 4.17.1**.

Westgate Specific Plan Amendment 1, approved through an EIR certified in 2017, included mitigation measures that prescribed improvements to the affected segments of Cherry Avenue and Victoria Street, including widening Cherry Avenue to six through lanes, Class II bicycle lanes, sidewalks, curbs and gutters, traffic signals, and turn lanes. The modified project implements improvements presented in some of the mitigation measures (N-2, N-8, and N-11) on the two roadway segments with some relatively minor changes including combining Class I (off-road) bicycle paths and sidewalks into multiuse trails; and addition of turn lanes for turns onto proposed local roadways within the WSP area.

The WSP EIR analyzed impacts to traffic based on LOS. Therefore, impacts based on VMT were not used to determine impacts of the modified project. Impacts to transportation and traffic based on LOS are described in the TOAR included in **Appendix I** and discussed above under threshold a).

The purpose of the project is to increase the safety and operations of Cherry Avenue and Victoria Street, upgrade outdated roadway sections, and provide active transportation improvements consistent with the City of Fontana's General Plan and Active Transportation Plan. The project has established its compliance with the Westgate Specific Plan and the Circulation Element of the City General Plan; therefore, the project is consistent with CEQA Guidelines §15064.3(b), and the impact of the project would still be less than significant after implementation of all of the 13 mitigation measures from the Certified EIR (listed in **Section 4.17.1** above). No new impact would occur.

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

Less than Significant Impact/No Changes or New Information

Construction

Implementation of the proposed roadway improvements would not increase but potentially would decrease hazards due to its planned Complete Streets design features. All access points to the project and sight distance setbacks would be in accordance with the design requirements of the City of Fontana.

During the construction phase, the project could temporarily impact street traffic on local roads to the project site due to construction activities on the public right-of-way (ROW). The construction of the project could reduce the number of lanes or temporarily close a portion of local roads. Project construction would involve implementation of Certified EIR mitigation measures **HAZ-12** and **HAZ-13**. Measure **HAZ-12** requires preparation and implementation of a traffic control plan (TCP) for the project, and Measure **HAZ-13** requires the Fontana Police Department to identify temporary closures and alternate routes. No new impact would occur after implementation of measures **HAZ-12** and **HAZ-13**.

Operation

Operation of the proposed complete streets project components—such as on-street bicycle lanes, off-street multiuse paths, sidewalks, signalized pedestrian and bicycle crossings—built to meet the City of Fontana and State of California design standards, are considered safe facilities for use by all users and reduce pedestrian and bicycle hazards within the project site by replacing currently unimproved roads and intersections. No new impact would occur.

d) Would the project result in inadequate emergency access?

Less than Significant Impact/No Changes or New Information

Construction

Construction of the modified project could involve the temporary closure of a portion of a segment or an entire segment of a roadway. Such partial or complete closures of roadway segments could cause traffic hazards. Project construction would involve implementation of Certified EIR mitigation measures **HAZ-12** and **HAZ-13**. No new impact would occur after implementation of measures **HAZ-12** and **HAZ-13.**

Operation

The proposed roadway improvements would improve emergency access to nearby properties. No new impact would occur.

4.18 Utilities and Service Systems

4.18.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

Water Supply Infrastructure (Impact 4.O.1-1): The Westgate Specific Plan Infrastructure Study (Appendix L of the WSP Draft EIR) was prepared for the Approved Project to provide a general estimate of the water distribution infrastructure necessary to serve land uses to be constructed pursuant to the proposed Westgate Specific Plan. The intent of the domestic water analysis contained in the Westgate Specific Plan Infrastructure Study was to determine the preliminary sizing and alignments for the domestic water infrastructure required to support the future development of the Approved Project (PCR, 2015a, p. 4.0.1-29).

As noted in the infrastructure study, it is assumed that the delivery of domestic water can be provided by the Cucamonga Valley Water District (CVWD) and Fontana Water Company (FWC) infrastructure currently in place near the project site. Domestic water pipeline sizes shown in Figure 4.O.1-1, Water Master Plan on page 4.O.1-27 of the approved WSP Draft EIR (PCR, 2015a) were determined using engineering judgment and are roughly based on the extension of existing line sizes to serve the Approved Project area. Existing water lines are abundant in the areas surrounding the Approved Project, allowing new water lines for future development to have multiple points of connection to the existing facilities. Pipeline sizes were compared against system demands placed on each pipeline to validate the sizing recommendations. In general, as shown in the aforementioned Figure 4.O.1-1, Water Master Plan, new water lines will extend from those currently in existence, matching existing line sizes, and completing the loops where necessary. As the city receives future development proposals for the Approved Project site, each project will be reviewed to ensure that adequate water conveyance infrastructure exists to serve each development. Therefore, the impacts related to water distribution capacity would be less than significant (PCR, 2015a, p. 4.O.1-29).

- ***Previous Approved Project Determination: Less Than Significant Impact.***

Storm Drain Capacity - create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff (Impact 4.I-2): The Approved Project EIR did not address storm water infrastructure capacity in Section 4.O, *Utilities and Service Systems*, but it was addressed in Section 4.I, *Hydrology and Water Quality*, under Impact Statement 4.I-2 (PCR, 2015a, p. 4.I-34). The WSP includes one planned set of storm drains in Falcon Ridge that would discharge into San Sevaine Basin 5 opposite the I-15 from the Approved Project site. A second set of planned storm drains in the Westgate Central area discharges into the Highland Channel, which discharges into the Etiwanda Creek Channel. Westgate East and the east half of Westgate West would be served by storm drains that would extend south and discharge into an existing storm drain in Baseline Avenue. Finally, the west half of Westgate West would include a set of storm drains that would discharge into Etiwanda Creek Channel (PCR, 2015a, p. 3-59).

Implementation of the Approved Project would not create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. This impact is considered less than significant (PCR, 2015a, p. 4.I-34).

Water Supply (Impact 4.O.1-2): Sufficient water supplies are available to service the project from existing entitlements and resources, and no new or expanded entitlements are needed. This impact

is considered less than significant (PCR, 2015a, p. 4.O.1-29). The WSP is located within the service areas of two water purveyors; the service area east of Cherry Avenue is the Fontana Water Company, and the service area west of Cherry Avenue is the Cucamonga Valley Water District (CVWD). The proposed project is located west of Cherry Avenue and is subsequently located within the CVWD service area (PCR, 2015a, p. 4.O.1-1).

The EIR summarizes that as demonstrated by the respective Water Study Assessments prepared by CVWD and FWC (Appendix K of the WSP Draft EIR) and presented in Section 4.O of the WSP Draft EIR, adequate water supply would be available to serve the Approved Project through buildout in 2035. As such, impacts related to water supply adequacy are considered less than significant and no mitigation measures are required (PCR, 2015a, p. 4.O.1-37).

However, even though the Approved Project would not result in significant impacts related to water supply and no mitigation measures would be required, the mitigation measures included in the City of Fontana 2003 General Plan EIR (GP EIR) are applicable to the Approved Project and would be implemented, as appropriate, to ensure that impacts to water supply remain less than significant. These mitigation measures are listed below as O-1 through O-5 below. (PCR, 2015a, p. 4.O.1-40)

- ***Previous Approved Project Determination: Less Than Significant Impact.***

Wastewater Conveyance and Treatment Capacity (Impact 4.O.1-1): Approved Project development would not (1) exceed the wastewater treatment requirements of the applicable Regional Water Quality Control Board; (2) require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects; or (3) result in a determination by the wastewater treatment provider, which serves or may serve the project, that it does not have adequate capacity to meet the projected demand of the project in addition to the provider's existing commitments.

Approved Project construction would generate a negligible amount of wastewater. Portable toilets are expected to be provided by a private company and waste will be disposed off-site. The generation of wastewater from construction activities is not expected to exceed the existing or planned IEUA wastewater treatment capacity. Therefore, the impact of construction on the local wastewater conveyance and treatment system would be less than significant (PCR, 2015a, p. 4.O.2-9).

Approved Project operation would increase wastewater generation. Each developer of a project built in accordance with the WSP would be required to pay standard IEUA sewer connection fees, which are utilized to fund wastewater treatment and regional wastewater conveyance improvements associated with the new development. Additionally, each project would be reviewed to ensure that adequate wastewater conveyance facilities exist to serve each development site. These reviews would address site-specific changes in wastewater generation associated with each development project to identify the necessary improvements to the wastewater infrastructure for each planning area. Therefore, impacts would be less than significant upon implementation of Westgate Specific Plan FEIR Mitigation Measures O-6 through O-9 (PCR, 2015a, p. 4.O.1-10).

- ***Previous Approved Project Determination: Less Than Significant Impact with Mitigation Incorporated.***

Solid Waste - Landfill Disposal Capacity (Impact 4.O.3-1): Implementation of the Approved Project would not exceed the capacity of the landfill serving the project area. This impact is considered less than significant (PCR, 2015a, p. 4.O.3-7). The City currently contracts with Burrtec

Waste Industries (Burrtec) to provide the city with refuse and recycling disposal services that comply with federal, state, and local laws and regulations. The Approved Project is consistent with respective regulatory measures (PCR, 2015a, p. 4.O.3-2).

Construction of future development projects as part of the Approved Project would generate construction and demolition (C&D) waste including soil, wood, asphalt, concrete, paper, glass, plastic, metals, and cardboard that would be disposed of at the Mid-Valley Sanitary Landfill, operated by the County of San Bernardino, which currently accepts most solid waste from the City of Fontana, and is located at 2390 North Alder Avenue, in Rialto. This facility is permitted to accept up to 7,500 tons per day (TPD) of waste and is projected to have sufficient capacity to accept this amount of waste daily until April 2033 (PCR, 2015a, p. 4.O.3-7). Based on the incremental, long-term buildout of the Approved Project, and the associated volume of C&D waste requiring disposal for each new project within the Approved Project site, the volume of construction-related waste requiring disposal is not expected to be substantial. Therefore, the Approved Project would be served by a landfill with sufficient permitted capacity to accommodate the Approved Project's solid waste disposal needs during construction and impacts are anticipated to be less than significant. Mitigation Measures O-10 and O-11 are proposed to provide assurance that construction-related solid waste impacts remain less than significant to the extent feasible (PCR, 2015a, p. 4.O.3-7).

Approved Project operations would generate 43,467 pounds per day of solid waste, or a total of approximately 7,932 tons per year. The project's daily generation of solid waste represents approximately 0.29-percent of the maximum permitted daily capacity or 1.07-percent of the average daily tonnage for the Mid-Valley landfill (PCR, 2015b, p. 3-37). This amount of solid waste is well within the permitted capacity of 7,500 tpd for the Mid-Valley Landfill, which is projected to accept this maximum daily volume of waste through 2033. The waste diversion for the Approved Project is expected to be consistent with other similar developments within the City and divert a minimum of 50 percent of trash from landfills based on compliance with standard City practices and regulations. The available capacity of existing and/or planned future landfills would not be exceeded, and therefore the impacts on the generation of solid waste from project operations would be less than significant. Mitigation measures O-12 through O-15, although not required, are proposed to ensure that operational-related solid waste impacts remain less than significant to the extent feasible (PCR, 2015a, p. 4.O.3-8).

The approved WSP would require future projects within the Approved Project site to be consistent with existing refuse management programs within the City of Fontana and to divert a minimum of 50 percent of solid waste from landfills and to material recovery facilities, in accordance with AB 939, and with standard City practices and regulations.

In addition, the Approved Project would also be consistent with the applicable goals and policies of the Fontana General Plan (City of Fontana, 2003) regarding solid waste and recycling, as discussed in the Approved Project Draft EIR (PCR, 2015a, p. 4.O.3-9).

Chapter 3, Basis for Cumulative Analysis of the WSP Draft EIR identifies four related projects that are anticipated to be developed within the vicinity of the project site. It is conservatively assumed that each of these projects would contribute solid waste to the landfill serving the project site. The development of these related projects would generate solid waste during their respective construction periods and on an ongoing basis during their operation. Construction of the proposed project in conjunction with related projects would generate waste and cumulatively increase the need for waste disposal at the Mid Valley landfill. As stated above, the Mid Valley Landfill will have adequate capacity until 2033. As such, future shortages of disposal capacity in unclassified landfills

are not expected. Additionally, related projects would be subject to an environmental review on a case-by-case basis and are therefore expected to recycle waste to the maximum extent feasible. Based on the above, it is concluded that the cumulative impacts of solid waste on unclassified landfills due to project construction are less than significant and the project's contribution to these impacts would not be cumulatively considerable.

As the Approved Project would comply with all state, regional, and local plans, policies, and regulations related to solid waste, its impact on consistency with relevant regulations would be less than significant.

- ***Previous Approved Project Determination: Less Than Significant Impact.***

Westgate Specific Plan FEIR Mitigation Measures:

No.	Mitigation Measure
Water Supply	
O-1	The City shall work closely with water supply agencies to ensure the continued supply of water. [GP EIR MM W-1].
O-2	The City shall act to conserve water in whatever cost-effective ways are reasonably available. [GP EIR MM W-2].
O-3	The City shall manage urban runoff to minimize water supply contamination. [GP EIR MM W-3].
O-4	The City shall collaborate with water management authorities to devise and implement creative and cost-effective water management strategies. [GP EIR MM W- 4].
O-5	The City shall provide educational material to its residents and businesses regarding the critical necessity for careful use of water and management of water systems. [GP EIR MM W-5].
Wastewater Conveyance and Treatment Capacity	
O-6	The City shall maintain its current Master Plan of Sewers as the basis for development of a sewer system to serve the community. [GP EIR MM WW-1].
O-7	The City shall design and operate its local and trunk sewer system in close collaboration with the IEUA. [GP EIR MM WW-2].
O-8	The City shall establish and maintain an aggressive water recycling program. [GP EIR MM WW-3].
O-9	The City shall devote sufficient financial support for wastewater system maintenance so that current levels of service, health, and safety are sustained or improved. [GP EIR MM WW-4].
Solid Waste	
O-10	Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract indicating that the construction contractor shall only contract for waste disposal services with a company that recycles demolition and construction-related wastes. The contract specifying recycled waste service shall be presented to the Development Services Department prior to approval of certificate of occupancy.
O-11	In order to facilitate on-site separation and recycling of construction related wastes, the construction contractor shall provide temporary waste separation bins on-site during demolition and construction activities.
O-12	The City shall continue to maintain a contractual arrangement that achieves maximum recycling rates at a reasonable price. [GP EIR MM SW-1].
O-13	Where joint programs offer improvement efficiency or reduced cost, the City shall collaborate with other entities in recycling efforts. [GP EIR MM SW-2].
O-14	The City shall continue to provide services to residents and business citizens that facilitate community cleanup, curbside collections, and diversion of oil and other hazardous waste materials. [GPEIR MM SW-3].

No.	Mitigation Measure
O-15	The City should maintain an aggressive public information program to stimulate waste reduction by its residents and business citizens. [GP EIR MM SW-4].

Source: PCR, 2015a, pp. p 4.O.1-41, 4.O.2-14 – 4.O.2-15, 4.O.3-10.

4.18.2 Summary of Approved Project versus Modified Project Impacts

The potential impacts of the modified project and potential impacts on utilities and service systems have been evaluated in light of the current environmental regulatory setting. Modified project construction and operation would not use most of the types of utilities analyzed in this section. Modified project construction would generate some construction and demolition debris and would use some water. Modified project operation would use some electricity for operation of traffic signals at two intersections. Thus, modified project development would not increase utilities demands compared to the Approved Project. Impacts would be less than significant and no new impact would occur.

4.18.3 Modified Project Analysis and Conclusions

The following checklist responses compare the Approved Project analyzed under the Certified FEIR with the modified project as described in this document and analyze the potential impacts resulting from its implementation.

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			**X**	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate			**X**	

Would the project:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/ No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
capacity to serve the project's projected demand in addition to the provider's existing commitments?				
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

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

Less than Significant Impact/No Changes or New Information

Water Supply

The modified project site is served by two water purveyors, Cucamonga Valley Water District (CVWD) west of Cherry Avenue and the San Gabriel Valley Water Company Fontana Division, referred to by its previous name of Fontana Water Company (FWC), east of Cherry Avenue.

The Certified EIR determined that CVWD and FWC have sufficient water supplies for Approved Project water demands through 2035. The Certified EIR also stated the mitigation measures O-1 through O-5 are applicable to the Approved Project (PCR, 2015a, p. 4.O.1-29).

Project operation would involve use of water for landscape irrigation, while the construction of the project would involve the temporary use of limited amounts of water. However, the project would include the installation of utility connections including water mains along both project corridors. Therefore, the project would have a less than significant impact. No new impact would occur.

Wastewater Treatment

Neither project operation nor project construction would generate wastewater. While project construction would involve use of portable toilets that would be emptied into sewers, it is expected that construction workers would already be living in the project region; thus, wastewater from project construction would not be a net increase in wastewater generation in the region. Project operation would not involve use of facilities connected to sewers. No impact would occur and there is no change or new information requiring the preparation of an EIR.

Stormwater Drainage

The project site is within the City of Fontana I-10 North section of the Master Storm Drain Plan (City of Fontana, 2006). The existing storm drain in the western segment of Victoria Street ranges from a 48-inch to 69-inch (at the confluence with San Sevaine/Etiwanda Channel) reinforced concrete box (RCB). Cherry Avenue, south of Walnut Street, contains a 57-inch RCB that drains into two 10-foot by 8-foot RCBs on Baseline Avenue, which discharges into San Sevaine/Etiwanda Channel (City of Fontana, 2006). The drainage area for the San Sevaine/Etiwanda Channel includes the City of Fontana, City of Rancho Cucamonga, and surrounding unincorporated areas of San Bernardino County. This channel was designed to convey the projected surface runoff resulting from a 100-year precipitation event upon full development of the area as envisioned by the general plans of the Cities and the County (City of Fontana and County of San Bernardino, 1989, p. 15).

The proposed roadway widenings and realignment of a segment of Victoria Street would generate a relatively minor amount of stormwater. Stormwater would continue to follow existing drainage patterns via new gutters, and enter existing storm drains on Victoria Street or Baseline Avenue, and discharge into San Sevaine/Etiwanda Channel. The project would not substantially increase the rate or amount of surface water and would not result in flooding on- or offsite. Impacts would be less than significant; no new impact would occur.

Electric Power

Project construction would not involve connections to electric distribution lines. The project construction contractor would use portable generators to provide any minor amount of electricity that might be needed.

Project operation would require minor amounts of electricity for two proposed traffic signals.

Electric power for the Approved Project will be provided by Southern California Edison (SCE). The modified project site is vacant but within a developed urban area with well-established electricity distribution infrastructure. A utility corridor including SCE and Southern California Gas (SCG) traverses the Approved Project site paralleling the I-15 freeway near the west boundary of the modified project site (SCE, 2023).

SCE typically uses existing utility corridors in its efforts to minimize environmental impact. Furthermore, the company has implemented energy efficiency programs aimed at reducing energy consumption while ensuring reliable service (SCE, 2023). Modified project development does not require the construction of new or expanded electric power facilities beyond what has already been approved.

Therefore, the impact of the project on electricity facilities and supplies would be less than significant, and there is no change or new information requiring the preparation of an EIR.

Natural Gas

Neither project construction nor project operation would use natural gas, and no impact would occur.

Telecommunications Facilities:

The project would install utility connections along both project corridors, including the telecommunication infrastructure. The project area is covered by all major wireless services, which would be available to project users who subscribe to those services. The proposed project would not interfere with the operation of any of these provider facilities. Therefore, the project would have a less than significant impact and no new impact would occur.

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

No Impact

The FWC and CVWD forecast that they will have adequate water supplies to meet the water demands of the modified project, as demonstrated above. Therefore, no impact would occur, and no changes or new information require the preparation of an EIR.

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

No Impact

Neither project operation nor project construction would generate wastewater (see the discussion of construction wastewater generation above in Section 4.18.a). Therefore, no impact would occur, and no changes or new information require the preparation of an EIR.

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

Less than Significant Impact/No Changes or New Information

Project construction would generate some construction and demolition debris. West Valley Materials Recovery Facility, at 13373 Napa Street in the city of Fontana, accepts construction and demolition waste; the facility has permitted throughput of 300 tons per day (CalRecycle, 2024).

The Mid-Valley Landfill (MVL) currently accepts most of the City of Fontana's solid waste with a maximum permitted disposal of 7,500 tons per day (tpd), remaining capacity of 61,219,377 tons, and an estimated closing date of 2045 (CalRecycle, 2023a). The remaining capacity of Mid-Valley Landfill was not referenced in the 2015 Certified Westgate Specific Plan FEIR, so the 2023 remaining capacity is used.

Sufficient capacity is available in the processing and disposal facilities for construction and demolition debris in the region.

No solid waste would be generated during the operation of the project, which consists of roadway improvements. Therefore, the impacts of the project on existing solid waste disposal facilities would be less than significant and no new impact would occur.

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

Less than Significant Impact/No Changes or New Information

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2022 California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Modified project construction would include recycling and/or salvage of construction and demolition waste in conformance with Section 5.408.

Other laws and regulations governing solid waste disposition involve including storage facilities for recyclable materials in project designs and operations; the proportion of solid waste to be diverted from landfills during project operation; and storage and recycling of organic wastes. None of those laws and regulations apply to the proposed roadway improvements. No new impact would occur and there are no changes or new information requiring the preparation of an EIR.

4.19 Wildfire

When the EIR for the Approved Project was prepared in 2015, the CEQA Guidelines Appendix G, *Environmental Checklist*, did not contain a wildfire section. Wildfire risks arising from implementation of the Approved Project were addressed in Section 4.H, *Hazards and Hazardous Materials*. A wildfire section was added to Appendix G during the CEQA Guidelines Update completed in December 2018. Wildfire risks due to Modified Project development are therefore analyzed in this Section.

4.19.1 Summary of Previous Approved Project (Certified Westgate Specific Plan FEIR) Analysis and Conclusions

A discussion of an adopted emergency response plan or emergency evacuation plan is included in the DEIR in Section 4.H. *Hazards and Hazardous Materials* [PCR, 2015a]. This information is also included in **Section 4.8**, *Hazards and Hazardous Materials*, of this document, and below as well.

The DEIR did not include a separate section for wildfire, nor did it include information about Fire Hazard Severity Zones. However, the document does analyze the Specific Plan's potential for impacts regarding fire protection services and fire flow in the public services section of the DEIR (Section 4.0 *Environmental Impact Analysis M. Public Services, Fire Protection* [PCR, 2015a]*).* This information is also included in **Section 4.14**, *Public Services*, of this document.

The DEIR Section 6.0 Other Mandatory CEQA Considerations, Section F. Effects Found Not to be Significant, 5. Hazards and Hazardous Materials, states that the project site is not located in an area that has a significant amount of vegetation and is characterized by relatively flat topography. Although sloped areas with extensive vegetation are located to the north of the project site in the San Gabriel and San Bernardino Mountains, these areas are located at a sufficient distance from the project area that they do not pose a substantial risk to people or structures on-site. Furthermore, future development on-site would be subject to all applicable standards and regulations related to fire protection and prevention such that wildland fire hazards would be less than significant.

The Certified EIR stated that all major streets in the Approved Project site would serve as evacuation routes. The EIR concluded that construction of projects in accordance with the Approved Project could temporarily close roadways or lanes in or abutting the Approved Project site. The EIR stated that all future projects would be required to provide sufficient emergency access; and would be subject to review and approval by the San Bernardino County Fire Department for fire access roads conforming with City of Fontana Fire Code requirements. Mitigation measures H-12 and H-13 (regarding emergency access) and M-1 through M-3 (regarding fire protection) would be implemented, reducing fire hazards.

- ***Approved Project Determination: Less Than Significant with Mitigation Incorporated.***

Westgate Specific Plan FEIR Mitigation Measures:

No.	Mitigation Measure
M-1	The City shall maintain an average fire response time of 4 to 5 minutes. [GP EIR MM FS-1]
M-2	The City shall continue to maintain an ISO fire rating of Class 3. [GP EIR MM FS-2]
M-3	The City shall ensure that new fire stations are built in areas of new development so that response times are not eroded. [GP EIR MM FS-3]

No.	Mitigation Measure
H-12	Prior to the issuance of grading permits, future developers shall prepare a Traffic Control Plan (TCP) for implementation during the construction phase. The TCP may include, but is not limited to, the following provisions: • At least one unobstructed lane shall be maintained in both directions on surrounding roadways. • At any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. • If construction activities require the complete closure of a roadway segment, the developer shall provide appropriate signate indicating detours/alternative routes.
H-13	Prior to construction, the City of Fontana Engineering Department shall consult with the City of Fontana Police Department to disclose temporary closures and alternative travel routes, in order to assure adequate access for emergency vehicles when construction of future projects would result in temporary lane or roadway closures.

Source: PCR, 2015a, pp. 4H-21, 4H-22, 4M-27, and 4M-28.

4.19.2 Summary of Approved Project versus Modified Project Impacts

The proposed project's potential impacts regarding wildfire have been evaluated considering the present environmental regulatory setting. The modified project would be similar to the previous project in that it is located within the Specific Plan area and wildfire hazards have already been evaluated for the Approved Project site. Therefore, modified project impacts would be similar to those of the approved project and no additional significant impacts beyond those identified for the approved project would occur.

4.19.3 Modified Project Analysis and Conclusions

The following checklist responses compare the previous approved project analyzed under the adopted FEIR with the modified project as described in this document, and analyze the potential impacts resulting from the development.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Addendum to EIR				
	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Ability to Reduce Significant Effects in Previous EIR	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X	

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Addendum to EIR				
	Substantial Change in Project Requiring Major EIR Revisions	Substantial Change in Circumstances Requiring Major EIR Revisions	New Information Showing Ability to Reduce Significant Effects in Previous EIR	Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				**X**	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				**X**	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				**X**	

State Responsibility Areas or Lands Classified as Very High Fire Hazard Severity Zones

The California Department of Forestry and Fire Protection (CAL FIRE) is legally mandated to periodically map Fire Hazard Severity Zones in State Responsibility Areas (SRAs) (Public Resources Code 4201-4204) as well as recommend Very High Fire Hazard Severity Zones in Local Responsibility Areas (LRAs) (Government Code 51175-51189).[17] CAL FIRE established the Fire and Resource Assessment Program (FRAP) to develop a statewide, consistent logic and science-based model for

[17] In SRA the State is responsible for the cost of wildfire prevention and suppression; in LRA cities and counties are responsible for such costs.

Fire Hazard Zoning for adoption of new building standards. CAL FIRE's mapped Fire Hazard Severity Zones for SRAs and Very High Fire Hazard Severity Zones (VHFHSZ) in LRAs are shown on **Figures 4.19-1,** *Fire Hazard Severity Zone - State Responsibility Area (SRA)*, and **4.19-2,** *Fire Hazard Severity Zone - Local Responsibility Area (LRA).* As shown on these maps, the project site is not located within an SRA or within a VHFHSZ in LRA. However, a VHFHSZ-SRA is located 2.3 miles north of the project site and a VHFHSZ-LRA located approximately 0.1-mile northwest from the project site (CAL FIRE, 2023).

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

Less Than Significant Impact/No Changes or New Information

As detailed above, the proposed project site is not located within an SRA Fire Hazard Severity Zone or within a VHFHSZ in an LRA. However, as shown on **Figure 4.19-1**, the project site is located approximately 2.3 miles south from an SRA Fire Hazard Severity Zone and approximately 371 feet southeast from a VHFHSZ LRA (**Figure 4.19-2**). The City of Fontana has established evacuation plans through the establishment of the City's Emergency Management Program and Emergency Operations Plan (EOP). Additionally, Fire Station #80 is planned to be constructed at Cherry Avenue and S. Highland Avenue approximately the same time as this project (Lee, 2024a).

Furthermore, the city has accommodated for continued growth and development in VHFHSZs and the proposed project would not affect efficacy of established fire safety plans. The City of Fontana Local Hazard Mitigation Plan (LHMP) discusses establishing criteria for land development to decrease risk of wildfire in Section 6.3, *Mitigation Goals and Projects* of the LHMP (City of Fontana, 2017). Since the project is near but not located in an SRA or LRA and development near LRAs and VHFHSZs has been accounted for in the City's safety plans, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

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

Less Than Significant Impact/No Changes or New Information

As detailed above, the project site is not within areas classified as VHFHSZs, however the project site is near a VHFHSZ in LRA. No slopes which could exacerbate wildfire risks are on the project site. Therefore, the project would not expose project occupants (residents, workers, customers, or visitors) to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

Figure 4.19-1
FIRE HAZARD SEVERITY ZONE - STATE RESPONSIBILITY AREA (SRA)

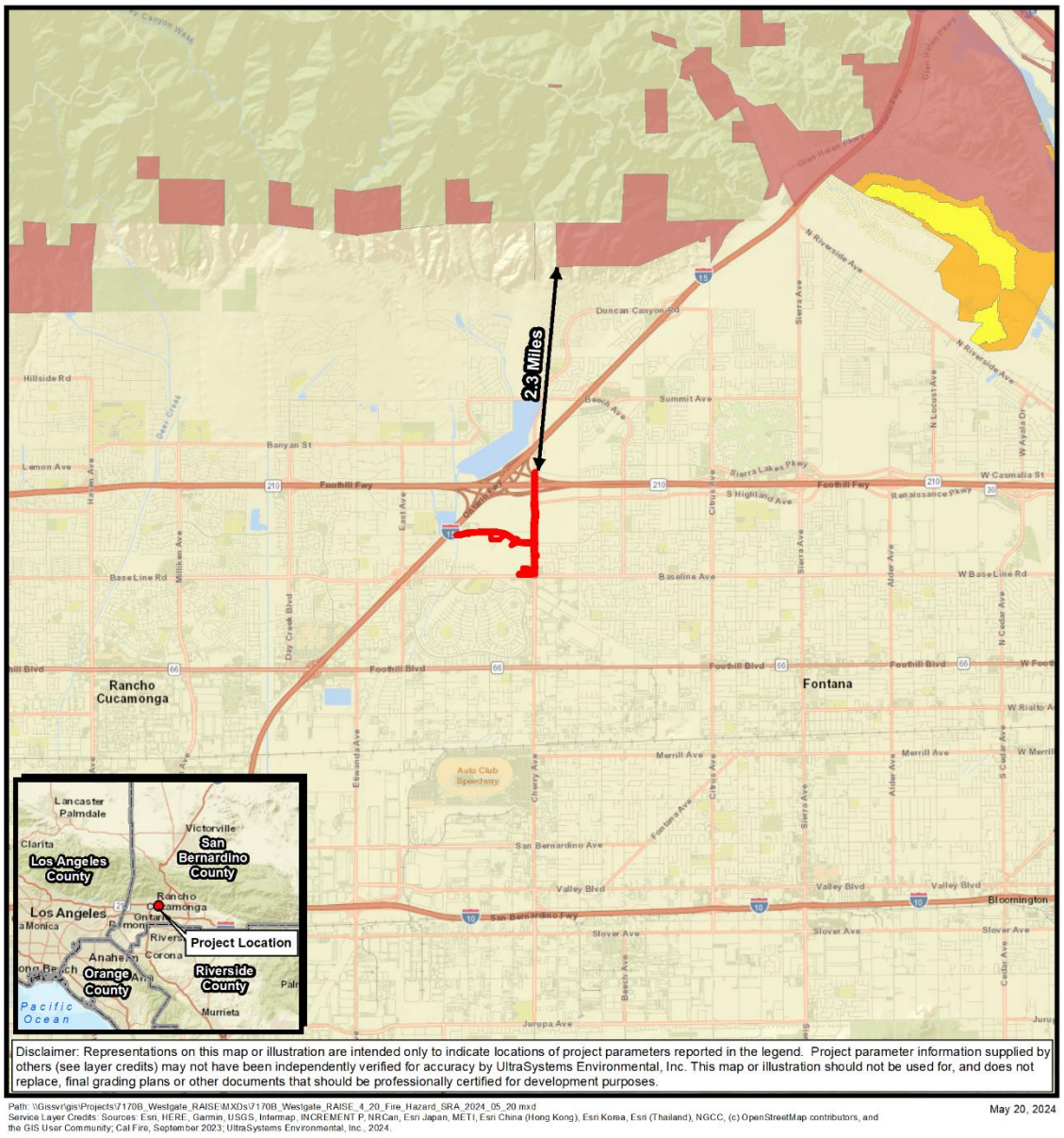
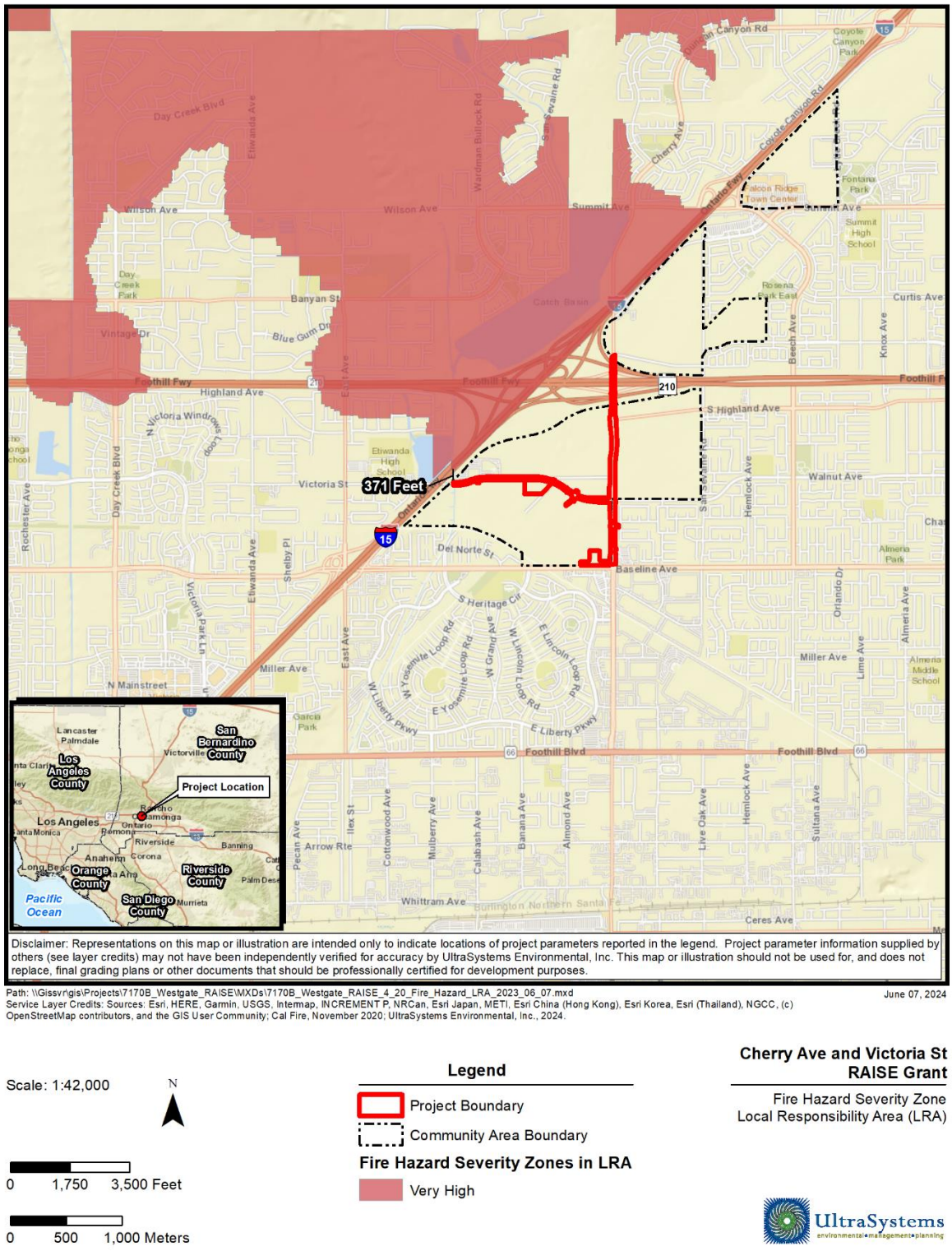


Figure 4.19-2
FIRE HAZARD SEVERITY ZONE - LOCAL RESPONSIBILITY AREA (LRA)



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\Gissvr\gis\Projects\7170B_Westgate_RAISE\MXDs\7170B_Westgate_RAISE_4_20_Fire_Hazard_LRA_2023_06_07.mxd
June 07, 2024
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community; Cal Fire, November 2020; UltraSystems Environmental, Inc., 2024.

Scale: 1:42,000

N

0 1,750 3,500 Feet

0 500 1,000 Meters

Legend

Project Boundary

Community Area Boundary

Fire Hazard Severity Zones in LRA

Very High

Cherry Ave and Victoria St RAISE Grant

Fire Hazard Severity Zone
Local Responsibility Area (LRA)

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

Less Than Significant Impact/No Changes or New Information

The project site is not mapped in VHFHSZs; however, a VHFHSZ in LRA is about 500 feet northwest of the west end of the project site opposite the I-15 freeway (CAL-FIRE, 2023). However, the project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. The project would include installation and operation of streetlights; streetlights would not exacerbate wildfire risk. The project site is in an urban setting; no wildland vegetation is on or next to the project site. Construction and operation of the proposed roadway improvements would not exacerbate wildfire risks. Therefore, the modified project would have a less than significant impact.

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

Less Than Significant Impact/No Changes or New Information

The project site is not mapped in VHFHSZs; however, a VHFHSZ in LRA is about 500 feet northwest of the project site (CAL-FIRE, 2023). The project site is relatively flat and is not located in an area with significant slopes. Thus, project development would not exacerbate existing hazards consequent to wildfire such as downslope or downstream flooding or landslides. Impacts would be less than significant.

4.20 Mandatory Findings of Significance

Does the project have:	New Information Showing New or Increased Effects Compared to the Certified Westgate Specific Plan FEIR	New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR	Less than Significant Impacts/No Changes or New Information Requiring the Preparation of an MND or EIR	No Impact
a) 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?			**X**	
b) 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)?		**X**		
c) Environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			**X**	

The Westgate Specific Plan EIR concluded the following:

Degradation of the Environment

Section 15065(a) of the CEQA Guidelines states that a project may have a significant impact on the environment if it has the potential to "substantially degrade the quality of the environment." The Certified EIR details all potential environmental effects associated with development at a program level of analysis, including direct, indirect, and cumulative impacts on the following environmental issue areas (PCR, 2015, p. i).

- Aesthetics/Visual Resources
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems
- Wildfire

The Certified EIR discuses all potential environmental impacts, the level of significance prior to mitigation, project requirements that are required by law, feasible mitigation measures, and the level of significance after the incorporation of mitigation measures.

Long-Term Impacts

Section 15065(a)(2) of the CEQA Guidelines states that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. **Section 6.0A**, Significant Unavoidable Impacts, of the Westgate Specific Plan EIR addresses the short-term and irretrievable commitment of natural resources and concludes that the future consumption of resources in relation to future development would not be considered wasteful or unjustifiable. **Section 6.0**, Significant Unavoidable Impacts, of the Westgate Specific Plan EIR PEIR identifies the following significant and unavoidable impacts that could occur and that could result in a long-term impact on the environment: agriculture and forestry; air quality; cultural resources; noise; and transportation/traffic (PCR, 2015, p. 6-1). **Section 6.0D**, Growth Inducing Impacts, of the Westgate Specific Plan EIR identifies long-term environmental impacts caused by the approved project. The Westgate Specific Plan project would not spur additional growth in Fontana other than that already anticipated in the SCAG growth forecasts and would not eliminate impediments to growth. Therefore, the Westgate Specific Plan project would not foster growth inducing impacts that would result in both direct and indirect growth inducement (PCR January 2015, p. 6-4).

Cumulative Impacts

Section 15065(a)(3) of the CEQA Guidelines states that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future

projects. Cumulative impacts are addressed for each of the environmental topics listed above and are provided in **Sections 4.0A-4.0O** of the Westgate Specific Plan EIR.

Impacts to Species

Section 15065(a)(1) of the CEQA Guidelines states that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species. **Section 4.0D**, Biological Resources, of the Westgate Specific Plan EIR addresses potential impacts on species.

Impacts on Historical Resources

Section 15065(a)(1) of the CEQA Guidelines states that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major periods of California history or prehistory. **Section 4.0E**, Cultural Resources, of the Westgate Specific Plan EIR addresses impacts related to California history and prehistory, historic resources, archaeological resources and paleontological resources.

Impacts on Human Beings

As required by § 15065(a)(4) of the CEQA Guidelines, a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. While changes to the environment that could indirectly affect human beings are possible for all designated CEQA issue areas, those areas that could directly affect human beings include: air quality; greenhouse gases, hazards and hazardous materials; noise; public services, utilities and infrastructure; and traffic and circulation, each of which are addressed in the appropriate sections of the Westgate Specific Plan EIR.

4.20.1 Project Impact Analysis

a) Does the project 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?

Less than Significant Impact/No Changes or New Information

The modified project site consists of roadways; roadway rights-of-way; and vineyards. The vineyards onsite contain disturbed soils of low-quality habitat value for sensitive plant species. However, special-status wildlife species, including burrowing owl, were determined to be present on the project site. Western San Bernardino County historically had a high density of burrowing owl; however, due to habitat fragmentation and increased development in the project vicinity, loss of burrowing owl habitat threatens to reduce number of burrowing owls from western San Bernardino County and, specifically, the City of Fontana, and, as a result, reduce the known range of this species. Implementation of the modified project would have an incrementally substantial adverse effect,

either directly or through habitat modification, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the CDFW or USFWS.

Old San Sevaine Channel, which crosses the project site at Victoria Street, is a Water of the State. Modified project implementation would cause impacts on 0.28 acre of Old San Sevaine Channel. Impacts on San Sevaine Channel would be less than significant after obtaining and complying with regulatory permits for such impacts. Obtaining and complying with regulatory permits is required as Certified EIR mitigation measure D-4. No new impact would occur.

The modified project site functions as a hunting, foraging, and local movement corridor. The proposed roadway improvements would not hinder movement of urban-adapted animal species.

Therefore, modified project impacts to biological resources would not result in new impacts to biological resources. Refer to **Section 4.4** for details regarding impacts to biological resources.

The Certified EIR determined that Approved Project impacts on historical resources would be significant and unavoidable. No historical resources were identified in the modified project site during the cultural resources investigation of the modified project site. Certified EIR mitigation measure E-1 would still be carried out respecting the vineyard. No new impacts to historic resources would occur.

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

New Information Showing Ability to Reduce, but Not Eliminate Effects Compared to the Certified Westgate Specific Plan FEIR

With the exception of impacts to special-status wildlife species (as discussed in Section 4.4.3), the modified project would have no impacts beyond those analyzed in the previous EIR. The biological resources assessment conducted in support of the Certified EIR involved a general biological survey, vegetation mapping, and habitat assessments for burrowing owl and San Bernardino kangaroo rat but omitted focused surveys for sensitive species. The Certified EIR anticipated that focused surveys for sensitive species would be conducted before development of individual projects within the Specific Plan and set forth mitigation measures requiring such surveys. Thus, the finding of additional special-status species during focused surveys within this modified project site accords with the sequence of biological resource surveys required as mitigation in the Certified EIR and does not constitute an intensification of impacts compared to impacts identified in the Certified EIR. No new significant cumulative impacts are identified in this Addendum.

The modified project implements Certified EIR mitigation measures N-2 and N-8 requiring improvements to Cherry Avenue and Victoria Street, respectively, and components of mitigation measure N-11 requiring intersection improvements. Thus, the modified project is part of the WSP with certain minor revisions (for instance, combining sidewalks and Class I bicycle paths into multi-use paths, and the addition of some turn pockets for turns between Cherry Avenue and Victoria Street to and from local roadways within the WSP area).

Cumulative impacts on biological resources were identified as less than significant after implementation of mitigation in the Certified EIR (PCR, 2015, pp. 4D-48-49). Modified project implementation would not cause new or intensified impacts on biological resources.

The modified project is one of many projects anticipated to be implemented within the Westgate Specific Plan ("Approved Project") site. The modified project would not significantly change the Approved Project relative to CEQA in that the modified project does not change the assumptions, analysis, conclusions, or mitigation for the Approved Project. The components of the modified project do not modify the Approved Project's significance conclusions nor would the conclusions provide significant new information. The modified project does not result in major revisions to the Westgate Specific Plan EIR and, with implementation of the mitigation measures detailed in the Westgate Specific Plan EIR and Project Design Features detailed in **Section 4.4.3**, the modified project would not warrant preparation of a Subsequent EIR.

The modified project's impacts have been fully examined and mitigated to the extent discussed in this Addendum. The modified project does not require substantial changes to the certified Westgate Specific Plan EIR, or previously adopted mitigation measures. Thus, the appropriate CEQA document for the modified project, as outlined in CEQA Guidelines §§ 15162 and 15164, is the preparation of this Addendum to the previously certified Westgate Specific Plan EIR.

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

Less than Significant Impact/No Changes or New Information

As detailed in **Section 4.8**, Hazards and Hazardous Materials, the modified project would implement **WSP FEIR Mitigation Measure E-1** to **E-5** to ensure that construction would not cause significant hazardous materials impacts. Modified project maintenance would occasionally involve use of hazardous materials such as roadway striping paint. These materials would be stored, handled, and disposed of in accordance with applicable regulations. There are no proposed future operations that would involve the routine transport, use, or disposal of hazardous materials or hazardous wastes that may create a significant hazard to the public or environment. Therefore, no adverse effects to human health are anticipated either directly or indirectly due to risk of accident or upset conditions. Additionally, as detailed throughout the document, none of the environmental topics would have significant impacts. Therefore, with the implementation of certified EIR mitigation measures, impacts on human beings would be less than significant.

Conclusions

Modified project construction and operation would not involve any new information or changes compared to the WSP FEIR. Additionally, the modified project would not have any significant impacts with the incorporation of mitigation measures set forth in the WSP FEIR. Therefore, modified project development would not cause cumulatively considerable impacts and would not require preparation of a subsequent EIR.

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