

DEPARTMENT OF PUBLIC WORKS
FLOOD CONTROL • LAND DEVELOPMENT & CONSTRUCTION
SOLID WASTE MANAGEMENT • SURVEYOR • TRANSPORTATION

Letter 7
COUNTY OF SAN BERNARDINO

825 East Third Street • San Bernardino, CA 92415-0835 • (909) 387-8104
Fax (909) 387-8130



GRANVILLE M. "BOW" BOWMAN, P.E., P.L.S.
Director of Public Works

March 31, 2010

CITY OF RANCHO CUCAMONGA

File: 10(ENV)-4.01

APR 05 2010

City of Rancho Cucamonga
Planning Department
Attn: James Troyer, Planning Director
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

RECEIVED - PLANNING

RE: DRAFT PROGRAM EIR FOR THE RANCHO CUCAMONGA 2010 GENERAL PLAN UPDATE PROJECT (SCH #2000061027)

Dear Mr. Troyer:

Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project.

Environmental Management Division (Brandy Wood, Ecological Resource Specialist, (909) 387-7971):

Page 4.4-28 (first paragraph) states, "The City shall continue to work with the County of San Bernardino, the CDFG, and the USFWS to protect sensitive biological resources within the City's Planning Area through the creation of a system of preserves and open space along the foothills of the San Gabriel Mountains that will become part of a larger Multiple Species Habitat Conservation Plan (MSHCP) for the County of San Bernardino." } 1

The County of San Bernardino does not have an MSHCP, nor are there plans to prepare one at this time.

If you have any questions or require additional information, please contact the specific Division that provided the comment, as listed above.

Sincerely,

NARESH P. VARMA, P.E., Chief
Environmental Management Division

NPV:LM:mb/CEQA Comments to DEIR Rancho Cucamonga 2010 General Plan Update.doc

cc: Linda Mawby
GMB/ARI Reading File

GREGORY C. DEVEREAUX
County Administrative Officer

Board of Supervisors
BRAD MITZELFELT First District NEIL DERRY Third District
PAUL BIANE Second District GARY C. OVITT Fourth District
JOSIE GONZALES Fifth District

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Letter 7 County of San Bernardino Department of Public Works

Naresh P. Varma, P.E., Chief
March 31, 2010

Responses to Letter

1. It is acknowledged that there are no plans to prepare a Multiple Species Habitat Conservation Plan for the County of San Bernardino. Accordingly, the following revision to the text in the first paragraph on page 4.4-28 of the Draft Program EIR has been made. ~~**Bold, strikeout text**~~ is used to show deleted wording and ***bold, italic text*** is used to show wording that has been added.

Additionally, Policy RC-8.3 requires the City to utilize innovative measures that will allow the expansion of sensitive biological preserve areas (e.g., North Etiwanda Preserve, Day Creek Preserve, and San Sevaine Preserve) and other important habitat areas. The City shall continue to work with the County of San Bernardino, the CDFG, and the USFWS to protect sensitive biological resources within the City's Planning Area through the creation of a system of preserves and open space along the foothills of the San Gabriel Mountains ~~that will become part of a larger Multiple Species Habitat Conservation Plan (MSHCP) for the County of San Bernardino.~~

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SPECIAL DISTRICTS/REGIONAL GOVERNMENTS

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Letter 8

From: De Leon, Rebecca A <rdeleon@mwdh2o.com>
To: Troyer, James
Sent: Wed Mar 10 11:01:17 2010
Subject: Rancho Cucamonga 2010 General Plan Update Project

Hello Mr. Troyer,

Notice of Preparation of Draft Environmental Impact Report for the Rancho Cucamonga 2010 General Plan Update Project

Thank you for your letter regarding your Rancho Cucamonga 2010 General Plan Update Project in the city of Rancho Cucamonga.

We reviewed the notice and documentation and determined the proposed Project is not regionally significant to The Metropolitan Water District of Southern California (Metropolitan). Metropolitan does not own or operate any facilities or maintain real estate entitlements within the footprint of the proposed Project; however, we support increased water conservation efforts and encourage projects to include water conservation measures such as using water efficient fixtures, drought-tolerant landscaping, and use of recycled water to offset increases in water use. Additional information on water conservation measures is available on Metropolitan's website at www.bewaterwise.com.

} 1

Should there be a change in the scope of the Project, we would appreciate the opportunity to review and comment at that time. If we can be of further assistance, please contact Mrs. Rebecca De Leon at (213) 217-6337.

Thank you.

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Letter 8 Metropolitan Water District of Southern California
Rebecca De Leon
March 10, 2010

Response to Letter 6

1. Metropolitan Water District of Southern California (MWD) acknowledged its receipt of the Draft Program EIR and identified that the project is not regionally significant to MWD and has no comments at this time. As stated on page 4.17-18 of the Draft Program EIR, future development and redevelopment projects would be supportive of water conservation efforts through compliance with the 2010 General Plan Update Goals RC-2 and RC-3 and associated policies which aim to increase water conservation, increase groundwater availability (reducing dependence on imported water) and reduce demand for potable water by utilizing more recycled water resources.

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6075 Kimball Ave. • Chino, CA 91708
P.O. Box 9020 • Chino, Hills, CA 91709
TEL (909) 993-1600 • FAX (909) 597-8875
www.ieua.org

Letter 9

CITY OF RANCHO CUCAMONGA

MAR 16 2010

RECEIVED - PLANNING

March 15, 2010

Mr. James Troyer, Planning Director
City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

Subject: Notice of Availability of the Rancho Cucamonga 2010 General Plan Update
Project Draft Program EIR

Dear Mr. Troyer,

The Inland Empire Utilities Agency (IEUA) Planning Department has reviewed the above referenced subject and has the following comments/recommendations:

- The projects are located farther than 0.5 miles to existing IEUA Recycled Water Lines, but within distance of a future IEUA Recycled Water Lines. We recommend that, if it is consistent with the City's Planning and CVWD, you should consider use of recycled water in these developments. } 1
- It appears that the developments will provide wastewater flow to existing IEUA sewer lines, consistent with IEUA's Sewer Master Plan. Please continue to notify IEUA of any additional connections to our Regional Sewer System. } 2
- IEUA is currently developing its 2010 Urban Water Management Plan (UWMP). As part of the 2010 UWMP, IEUA is using water and wastewater projections from each of its member agencies, including Cucamonga Valley Water District (CVWD). After comparing CVWD's projections and the City's projections, we noticed some differences. It would be helpful if the City could compare its projections with CVWD's and let IEUA know which projections are appropriate. } 3

If you have any questions, please feel free to contact me at (909) 993-1635 or by email at rshaw@ieua.org.

Regards,

Ryan Shaw
Inland Empire Utilities Agency

Fifty-Five Years of Excellence in Water Resources & Quality Management

Terry Catlin
President

Angel Santiago
Vice President

Michael E. Camacho
Secretary/Treasurer

Gene Koopman
Director

John L. Anderson
Director

Richard W. Atwater
Chief Executive Officer
General Manager

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Letter 9 Inland Empire Utilities Agency
Ryan Shaw
March 15, 2010

Response to Letter 7

1. As stated on page 4.17-18 of the Draft Program EIR, the 2010 General Plan Update contains goals and policies that address increasing use of recycled water resources in an effort to decrease reliance on potable water resources. Specifically, Policy RC-3.3 calls for supporting “efforts to expand the recycled water distribution system and actively promote the widespread use of recycled water in Rancho Cucamonga” (Draft Program EIR, page 4.17-12). As future development and redevelopment applications are considered, the City will encourage use of recycled water, as appropriate, in compliance with this policy.
2. As discussed in Section 4.17, Utilities and Service Systems of the Draft EIR, wastewater will continue to flow through and be treated at the Inland Empire Utilities Agency (IEUA) facilities. As future development and redevelopment applications are considered, the City will continue to coordinate with the IEUA to ensure adequate capacity is available to serve future projects.
3. In response to the comment regarding water and wastewater projects, the City of Rancho Cucamonga will contact and cooperate with the IEUA to provide all appropriate water and wastewater projections for use in the IEUA’s future planning documents. The Draft Program EIR water and wastewater analysis were completed in coordination with Cucamonga Valley Water District staff and were based on information available at that time. These potential inconsistencies do not substantially alter the analysis or change the conclusions; therefore, these inconsistencies do not render the Program EIR inadequate or legally indefensible.

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Letter 10

PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

SHEILA MAUTZ
JIM W. BOWMAN
DEBRA DORST-PORADA
COUNCIL MEMBERS

March 29, 2010

CHRIS HUGHES
CITY MANAGER

MARY E. WIRTES, MMC
CITY CLERK

JAMES R. MILHISER
TREASURER

City of Rancho Cucamonga
Planning Department
Mr. James Troyer, Planning Director
10500 Civic Center Drive
Rancho Cucamonga, California 91730

CITY OF RANCHO CUCAMONGA

APR 01 2010

RECEIVED - PLANNING

RE: Notice of Availability of Draft Environmental Impact Report for the City of Rancho Cucamonga General Plan Update Project

Mr. Troyer,

Thank you for allowing the City of Ontario the opportunity to review and comment on the above referenced project. After reviewing the information provided for the proposed general plan update, the City of Ontario has identified the following concerns which were not analyzed and included in the DEIR:

1. Address ways to redistribute the heavy truck volumes generated by the City of Rancho Cucamonga industrial developments away from Ontario's shared hospitality and retail corridors along Fourth Street between Milliken Avenue and the I-15 Freeway and on Milliken Avenue between Fourth Street and the I-10 Freeway via a new interchange on the I-15 Freeway within the City of Rancho Cucamonga. Provide timeline for the construction of the new interchange. Section 4.16 did not discuss the impact caused by the vehicular and truck traffic redistribution on the new I-15 interchanges. } 1
2. Analyze and estimate Rancho Cucamonga's fair share contribution for the modification of the I-10 Freeway at Vineyard Avenue Interchange due to trips generated in Rancho Cucamonga. The current SANBAG Measure I Nexus Study does not assign a fair share of the interchange costs to Rancho Cucamonga. This Interchange Improvement Project should be included in Section 4.16.1. } 2
3. Discuss and address the potential hydraulic and water quality impacts along the City of Ontario border that may be created by proposed changes in drainage patterns in the Rancho Cucamonga General Plan Update. } 3

www.ci.ontario.ca.us

Printed on recycled paper.

Mr. Troyer
March 29, 2010

4. Exhibit 4.16-2 (Bicycle Plan) should be corrected to reflect the City of Ontario's Figure M-3 Multipurpose Trails and Bikeway Corridor Plan south of Fourth Street. Figure M-3 is attached for your information. } 4
5. The City of Ontario currently owns a parcel (APN 0229-023-07) located on the eastside of Rochester Avenue just south of Foothill Boulevard in the City of Rancho Cucamonga for future construction of an 8 million gallon potable water reservoir for the 1212 Pressure Zone as identified in the City's Water and Recycled Water Master Plan. The DEIR should address any impacts to ensure that the proposed land use plan remains compatible with Ontario's future use of the site. } 5

We appreciate being involved in the environmental review of the project and look forward to continued communications regarding this project. If you have any questions regarding our comments, please contact me at (909) 395-2421.

Sincerely,



Richard C. Ayala
Senior Planner

Attachment:

The Ontario Plan - Figure M-3 (Multipurpose Trails and Bikeway Corridor Plan)

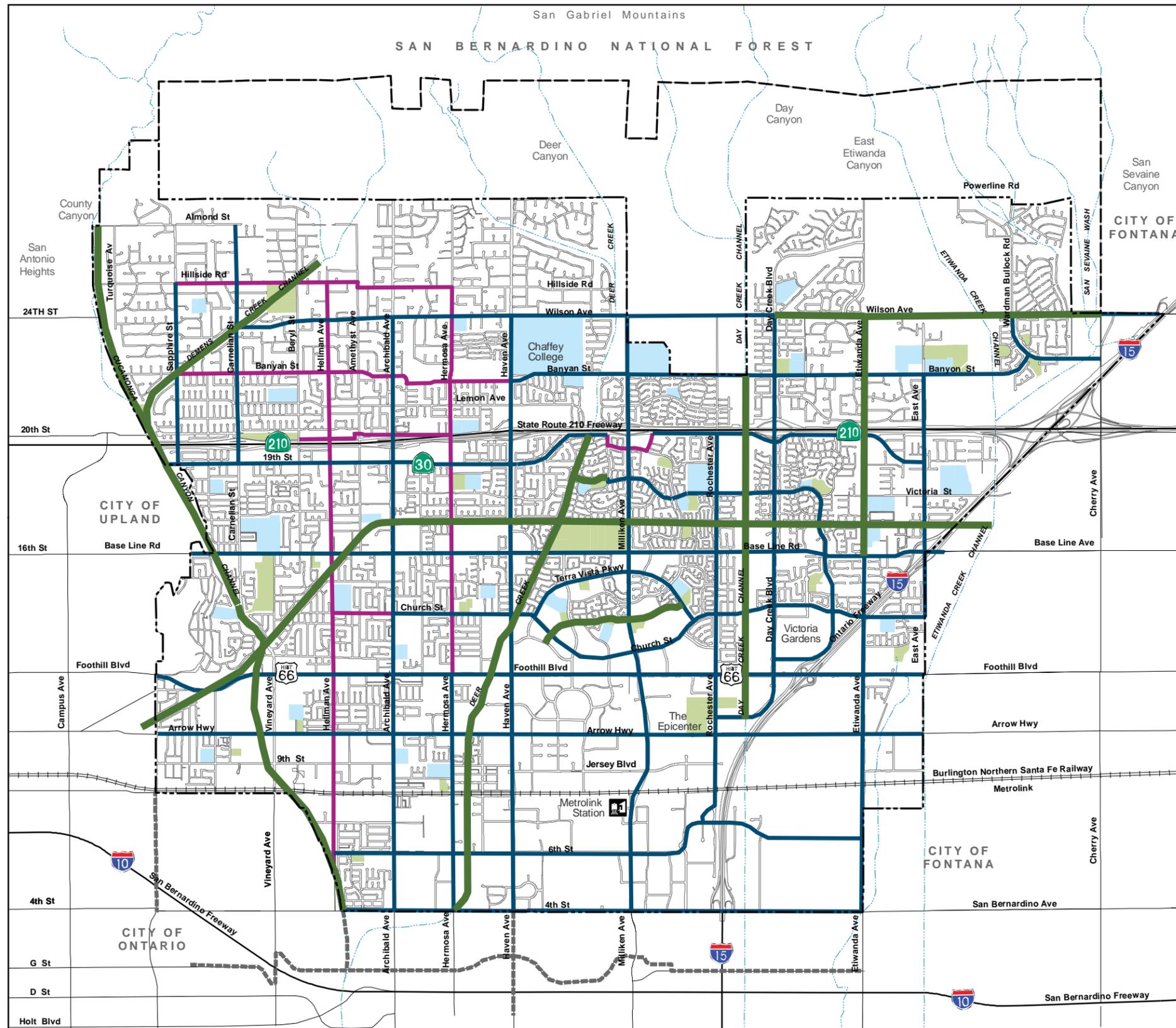
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Letter 10 City of Ontario
Richard C. Ayala
March 29, 2010

Response to Letter 10

1. A new Interstate (I) 15 interchange in the vicinity of Arrow Highway has been identified in previous General Plans as well as the current 2010 General Plan Update as a potential future project. However, this interchange is still in the preliminary planning stages and is not a foreseeable project in the future, nor is it defined enough to be specifically addressed in the Draft Program EIR. As stated in the Implementation Action for Policy CM-1.1 (p. 4.3-15 of the Draft Program EIR), the City has plans to review the feasibility of providing an interchange at Arrow Highway according to preliminary recommendations by the California Department of Transportation (Caltrans). A future project involving a new interchange would be subject to separate environmental review, including a traffic analysis to ensure any impacts are adequately mitigated.
2. The modification of the I-10 Freeway at Vineyard Avenue Interchange was submitted to, and reviewed by the San Bernardino Associated Governments (SANBAG), after the identified deadline to be considered for the current SANBAG Measure I Nexus Study; therefore, a fair share analysis was not done for the proposed interchange modification project. Preparation of such an analysis is beyond the scope of the 2010 General Plan Update Program EIR as this Program EIR addresses the impacts of the 2010 General Plan Update that is limited to the City limits and sphere of influence of the City of Rancho Cucamonga. A fair share analysis should be prepared by SANBAG pursuant to the San Bernardino Congestion Management Plan.
3. As discussed in Section 4.9, Hydrology and Water Quality, of the Draft Program EIR, future development and redevelopment projects associated with the 2010 General Plan Update will be subject to various standard conditions based on regulations of the quality and hydraulics of storm water flows. Specifically, all projects would be subject to the Santa Ana Regional Water Quality Control Board's (RWQCB's) Water Quality Control Plan for the Santa Ana River Basin, which requires individual developments (1) to obtain water quality certifications and/or waste discharge permits and (2) to comply with discharge prohibitions, Total Maximum Daily Loads, and other related programs of the RWQCB. Based on the Draft Program EIR's program-level analysis, required compliance with these standard conditions would ensure that impacts related to storm water flows leaving future project sites would comply with all regulatory standards and not significantly impact neighboring properties. As future development and redevelopment applications are considered, individual projects will be reviewed on a site-specific basis to ensure compliance with regulations; this would result in less than significant impacts related to hydrology and water quality impacts and drainage patterns along the City of Ontario border.
4. Exhibit 4.16-2, Bicycle Plan, has been revised to reflect the City of Ontario's Figure M-3 Multipurpose Trails and Bikeway Corridor Plan south of Fourth Street. The revised Exhibit follows this page.
5. The land use designation for this parcel, General Commercial, is unchanged from the 2001 General Plan. The Draft Program EIR considers land use compatibility based on allowable land uses within the General Commercial designation. However, the current and proposed land use designation (Community Commercial) does not allow for development of a potable water reservoir; therefore, any future development proposal

would be subject to City review for compliance with the California Environmental Quality Act (CEQA). The future development application and CEQA documentation would be required to consider land use compatibility impacts at the time of the proposal. The City of Rancho Cucamonga recommends that contact be made with the City's Planning Department for assistance when the City of Ontario is ready to move forward with this plan. No further response is required under CEQA as this comment does not raise any significant environmental issues.



- Bicycle Plan**
- Class I (Bike Path or Trail)
 - Class II (Bike Lane)
 - Class III (Bike Street)
 - Bike Routes Outside Rancho Cucamonga
- Parks and Schools**
- Schools
 - Parks
- Rancho Cucamonga City Boundary
 Sphere of Influence
 Waterways



Bicycle Plan

Rancho Cucamonga General Plan Update

Source: Rancho Cucamonga, 2009 and The Mobility Group, 2009

Exhibit 4.16-2



Letter 11



South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

Emailed: April 1, 2010

April 1, 2010

Mr. James Troyer, Planning Director
Planning Department
City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

**Review of the Draft Environmental Impact Report (Draft EIR) for the
City of Rancho Cucamonga 2010 General Plan Update Project**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comment is intended to provide guidance to the lead agency and should be incorporated into the revised Draft or Final Environmental Impact Report (Draft or Final EIR) as appropriate.

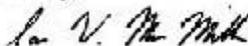
The SCAQMD staff recognizes the regional air quality benefits of the proposed project such as providing a new mixed land use designation that could potentially reduce overall vehicle miles traveled in the region. However, SCAQMD staff is concerned about the proposed placement of certain new mixed land uses in close proximity to industrial uses and adjacent to Interstate 15 (Please see the Draft General Plan Land Use Map in Exhibit A). According to page three in Appendix A of the Draft EIR the mixed land use designation allows for residential uses. Therefore, the placement of mixed land uses near industrial uses and a freeway could expose sensitive receptors to significant sources of air pollution resulting in potentially significant health risk impacts. As a result, SCAQMD staff requests that the lead agency reduce future potential project related health impacts by adhering to all applicable advisory recommendations for sensitive land uses provided in the CARB Air Quality and Land Use Handbook (available at: <http://www.arb.ca.gov/ch/landuse.htm>).

} 1

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the lead agency to address these issues and any

other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,



Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

Attachment

IM:DG

SBC100218-01
Control Number

Letter 11 South Coast Air Quality Management District
Ian MacMillan, Program Supervisor, CEQA Inter-Governmental Review Planning,
Rule Development & Area Sources
April 1, 2010

Response to Letter 11

1. As identified on page 4.3-32 of the Draft Program EIR, there are no railyards in the City of Rancho Cucamonga nor are there any residential land uses proposed next to freeways. Specifically, the Victoria Gardens Master Plan Supplemental EIR (refer to Figure 4.2.2, attached) has designated that all residential uses or other sensitive receptors be located over 500 feet from I-15. Therefore, the Victoria Gardens Master Plan would ensure that sensitive receptors would not be exposed to significant sources of air pollution from freeways.

According to the General Plan Land Use Plan (Draft Program EIR Exhibit 3-3), there are several areas designated for mixed-use development that are proximate to industrial land use designations (Mixed Use Areas 2, 3, 4, 7, and 10). Several of these areas are already fully built out with mixed-use land uses, including residential uses. Future development and redevelopment within the remaining mixed-use areas would be required to comply with recommendations set forth in the California Environmental Protection Agency and California Air Resources Board Air Quality and Land Use Handbook: A Community Health Perspective (SC 4.3-2). Further, future development and redevelopment within areas designated for industrial land uses would be subject to compliance with South Coast Air Quality Management District Rule 202, Standards for Approving Permits (SC 4.3-3), and Rule 1402, Control of Toxic Air Contaminants from Existing Sources. Compliance with these standard conditions would ensure that a significant impact related to proximity of sensitive receptors to industrial uses would not occur.

The following revisions to the text have been made to the Draft Program EIR. **Bold, strikeout text** is used to show deleted wording and **bold, italic text** is used to show wording that has been added.

Page 4.3-28, first paragraph

Standard Conditions

SC 4.3-1 All new development in the City of Rancho Cucamonga would be required to comply with South Coast Air Quality Management District's Rule 445, Wood Burning Devices. Rule 445 was adopted in March 2008 to reduce emissions of PM2.5 and precludes the installation of indoor or outdoor wood burning devices (i.e. fireplaces/hearths) in new development on or after March 9, 2009.

SC 4.3-2 *All future development and redevelopment in the City of Rancho Cucamonga shall be required to comply with the recommendations set forth in the Air Quality and Land Use Handbook: A Community Health Perspective, prepared by California Environmental Protection Agency and California Air Resources Board (April 2005), for siting new sensitive land uses.*

SC 4.3-3 All future development and redevelopment in the City of Rancho Cucamonga shall be required to comply with South Coast Air Quality Management District's Rule 212, Standards for Approving Permits, related to permitting projects based on the anticipated output of air contaminants and proximity to sensitive receptors.

SC 4.3-4 All future development and redevelopment in the City of Rancho Cucamonga shall be required to comply with South Coast Air Quality Management District's Rule 1402, Control of Toxic Air Contaminants from Existing Sources, related to reducing the health risk associated with toxic air contaminants from existing sources.

Page 4.3-32, first paragraph

Diesel Particulate Matter Emissions

In 1998, the CARB identified particulate matter from diesel-fueled engines (Diesel Particulate Matter or DPM) as a Toxic Air Contaminant (TAC). The CARB Air Quality and Land Use Handbook describes that diesel fueled vehicles that emit DPM from nearby freeways or rail yards could be a problem for any residential areas within 500 feet of freeways and 1,000 feet of rail yards or related distribution centers. TAC impacts from toxic substances are related to cumulative exposure and are assessed over a 70-year period. Cancer risk is expressed as the maximum number of new cases of cancer projected to occur in a population of one million people due to exposure to the cancer-causing substance over a 70-year lifetime. There are no rail yards in the City of Rancho Cucamonga. Additionally, ~~there are no new residential land uses proposed~~ **land use policy does not establish plans for additional residential use** next to freeways.

According to the General Plan Land Use Plan (refer to Exhibit 3-3), there are several areas designated for mixed-use development that are proximate to industrial land use designations (Mixed Use Areas 2, 3, 4, 7, and 10). Several of these areas are already fully built out with mixed-use land uses, including residential uses. Future development and redevelopment within the remaining mixed-use areas would be required to comply with recommendations set forth in the Air Quality and Land Use Handbook: A Community Health Perspective prepared by the California Environmental Protection Agency and California Air Resources Board in April 2005 (SC 4.3-2). Further, future development and redevelopment within areas designated for industrial land uses would be subject to compliance with South Coast Air Quality Management District Rule 202, Standards for Approving Permits (SC 4.3-3), and Rule 1402, Control of Toxic Air Contaminants from Existing Sources. Compliance with these standard conditions would ensure that a significant impact related to proximity of sensitive receptors to industrial uses would not occur.

As a result, there would be less than significant impacts related to TAC emissions from the proposed 2010 General Plan Update.

*Impacts 4.3b and 4.3 d: The net change in emissions with implementation of the proposed 2010 General Plan Update when compared to the Existing Conditions (2009) would decrease significantly for CO, VOC and NO_x, and increase for PM_{2.5}, PM₁₀ and SO_x. The net increase in SO_x emissions would not exceed the SCAQMD threshold and would be considered a less than significant impact. Estimated net emissions of PM_{2.5} and PM₁₀ would exceed SCAQMD thresholds and would be a significant impact. Regarding TACs, there are no rail yards in the City, and ~~there are no new residential land uses proposed~~ land use policy does not establish plans for additional residential use next to freeways. Therefore, there would be a less than significant TAC impact from emissions of Diesel Particulate Matter. **Additionally, compliance with SCs 4.3-2 through 4.3-4 would ensure no significant impacts related to proximity of sensitive receptors to TAC-emitting industrial uses would occur.** Implementation of identified 2010 General Plan Update goals and policies and SC 4.3-1 as well as MMs 4.3-1 through 4.3-3, as feasible, would reduce long-term criteria air pollutant emissions; however, these reductions are not quantifiable at the time. Therefore, the anticipated net increase in PM₁₀ and PM_{2.5} emissions would be considered a significant and unavoidable direct impact.*

Pages 1-11 through 1-13, Table ES-1

<p>Air Quality Standards Violation and Exposure of Sensitive Receptors</p> <p>The net change in emissions with implementation of the proposed 2010 General Plan Update when compared to the Existing Conditions (2009) would decrease significantly for CO, VOC and NO_x, and increase for PM_{2.5}, PM₁₀ and SO_x. The net increase in SO_x emissions would not exceed the SCAQMD threshold and would be considered a less than significant impact. Estimated net emissions of PM_{2.5} and PM₁₀ would exceed SCAQMD thresholds and would be a significant impact. Regarding TACs, there are no rail yards in the City, and there are no new residential land uses proposed next to freeways. Therefore, there would be a less than significant TAC impact from emissions of Diesel Particulate Matter. Additionally, compliance with standard conditions would ensure no significant impacts related to proximity of sensitive receptors to TAC-emitting industrial uses would occur. Implementation of applicable goals and policies, standard condition, and mitigation measures would reduce long-term</p>	<p>SC 4.3-1</p> <p>All new development in the City of Rancho Cucamonga would be required to comply with South Coast Air Quality Management District's Rule 445, Wood Burning Devices. Rule 445 was adopted in March 2008 to reduce emissions of PM_{2.5} and precludes the installation of indoor or outdoor wood burning devices (i.e. fireplaces/hearths) in new development on or after March 9, 2009.</p> <p>SC 4.3-2</p> <p>All future development and redevelopment in the City of Rancho Cucamonga shall be required to comply with the recommendations set forth in the Air Quality and Land Use Handbook: A Community Health Perspective, prepared by California Environmental Protection Agency and California Air Resources Board (April 2005), for siting new sensitive land uses.</p> <p>SC 4.3-3</p> <p>All future development and redevelopment in the City of Rancho Cucamonga shall be required to comply with South Coast Air Quality Management District's Rule 212, Standards for Approving Permits, related to permitting projects based on the anticipated output of air contaminants and proximity to sensitive receptors.</p>	<p>Significant and Unavoidable.</p>
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<p>criteria air pollutant emissions; however, these reductions are not quantifiable at this time. Therefore, the anticipated net increase in PM₁₀ and PM_{2.5} emissions would be considered significant and unavoidable.</p>	<p>SC 4.3-4</p> <p><i>All future development and redevelopment in the City of Rancho Cucamonga shall be required to comply with South Coast Air Quality Management District's Rule 1402, Control of Toxic Air Contaminants from Existing Sources, related to reducing the health risk associated with toxic air contaminants from existing sources.</i></p> <p>MM 4.3-1</p> <p>Refer to Air Quality Management Plan Consistency, above.</p> <p>MM 4.3-2</p> <p>Refer to Air Quality Management Plan Consistency, above.</p> <p>MM 4.3-3</p> <p>The City of Rancho Cucamonga shall ensure that future projects to be developed under the proposed 2010 General Plan Update implement the following construction-period measures to reduce criteria pollutant emissions, including, but not limited to, compliance with SCAQMD Rules as described below. These measures shall be verified either during review of project plans and specifications and/or during construction. Construction-period measures to be enforced include:</p> <ul style="list-style-type: none"> • All construction equipment shall be maintained in good operating condition so as to reduce operational emissions. Contractor shall ensure that all construction equipment is being properly serviced and maintained as per manufacturers' specifications. Maintenance records shall be available at the construction site for City verification. • Prior to the issuance of any grading permits, the developer shall submit Construction Plans to the City denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project. Contractors shall also conform to any construction measures imposed by the South Coast Air Quality Management District (SCAQMD) as well as City Planning staff. • The construction contractor shall utilize electric or clean alternative fuel-powered equipment where feasible. • The construction contractor shall ensure that construction-grading plans include a statement that work crews will shut off equipment when not in use. 	
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	<ul style="list-style-type: none">• All construction equipment shall comply with SCAQMD Rules 402(Nuisance) and Rule 403 (Fugitive Dust Control).• All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108 (Cutback Asphalt).• All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113 (Architectural Coatings). Paints and coatings shall be applied either by hand or high-volume, low-pressure spray.	
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INDIVIDUALS

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Letter 12

March 3, 2010

James Troyer, Planning Director
City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

RE: GENERAL PLAN UPDATE (LAND USE DESIGNATION FOR APN:1100-201-05)

Dear Mr. Troyer:

Pacific Communities Builder Inc. (PCB) owns the aforementioned parcel consisting of approximately 13 acres, located on the north side of Foothill Blvd. west of East Ave and east of Etiwanda Ave. This letter expresses PCB's intent on proposing a medium high residential density designation and in opposition to the "office" land use designation for this parcel as shown on the proposed land use plan of the draft General Plan update. Existing neighboring properties to the west and south east across the street are designated medium residential with a neighborhood park to the north and a utility corridor to the east. PCB would like to be consistent with neighboring medium residential land use designations for this parcel by being assigned the same designation. PCB has intended to develop this parcel with multi-family residential housing for several years and will share common use of the primary access road off Foothill Boulevard with the William Lyons Home residential development to the west to provide shared access for this site. PCB has had to delay processing a development application for this parcel due to the construction and use of an interim detention basin facility on-site to serve all developments in the watershed until completion of the master storm drain system to service this area. It is our understanding from our conversations with engineering staff at the City that this has now been completed and as such PCB can now proceed with the application process for development of this site. PCB believes that that a medium residential designation is optimal at this location for the reasons outlined below.

The aforementioned utility corridor/easement bisects a portion of this parcel and as such this easement area must be maintained as open space. The open space separation between this parcel and commercial areas to the east will provide the appropriate transition and buffer between residential and commercial uses. Whereas an "office" center at this location will likely result in more traffic and offer no buffer between the neighboring William Lyons residential development on the west boundary

1

1000 Dove Street • Suite 100 • Newport Beach • CA 92660 • Tel 949-660-8988 • Fax 949-660-8866

and other adjacent residential uses. Given this parcel's limited frontage on Foothill Boulevard and close proximity to the shared primary access street with the William Lyons residential development it is unlikely that another main access road/driveway can be accommodated and as such the shared access road on the west will be burdened by a bigger influx of traffic. Furthermore, a commercial office center at this location will detract from and minimize enjoyment of the neighborhood park to the north.

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cont.

Please include these comments in the administrative record for this matter. Should you have any questions, you may contact me at (949) 660-8988 ext. 123.

Sincerely,



Elsa Trujillo, Project Manager
PACIFIC COMMUNITIES BUILDER INC.

cc: Corkran Nicholson, Assistant Planning Director
Allan Warren,

Letter 12 Pacific Communities Builder, Inc.
Elsa Trujillo, Project Manager
March 3, 2010

Response to Letter 12

1. No response is required under CEQA.

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SECTION 4.0 ERRATA

Revisions and clarifications have been made to the Rancho Cucamonga 2010 General Plan Update PEIR based on input received during the public review period and the preparation of responses to comments on the Draft PEIR. This Errata section of the Responses to Comments document follows the organization of the Draft PEIR. Only those sections of the PEIR which have revisions and/or clarifications are noted. ~~**Bold, strikeout text**~~ is used to show deleted wording and ***bold, italic text*** is used to show wording that has been added.

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Section 1.0 Executive Summary

Page 1-9, Table ES-1

SECTION 4.2 – AGRICULTURAL RESOURCES		
<p>Farmland Resources Future Development under the proposed Land Use Plan would lead to the conversion of 196.26 acres of Important Farmland into non-agricultural uses.</p>	<p>No measures are identified. MM 4.2-1 <i>Should a future project propose to develop designated Important Farmlands (Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and/or Farmland of Local Importance) pursuant to the current Farmland Mapping and Monitoring Program map, the Project Applicant shall implement measure(s) to reduce impacts related to the loss of farmland to the satisfaction of the Planning Director. Feasible mitigation measures may include, but not be limited to, the 1) purchase of land within a permanent agricultural conservation easement, as approved by the Planning Director, of at least equal quality and size as partial compensation for the direct loss of agricultural land; 2) donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose include the acquisition and stewardship of agricultural conservation easements; or 3) direct conservation of a portion of designated Important Farmlands on the future project site. Should a project contribute to growth-inducing or cumulative impacts related to the loss of agricultural land, adequate compensation values in the form of permanent agricultural conservation easements shall be evaluated on a project-specific basis.</i></p>	<p>Significant and Unavoidable.</p>

Pages 1-10 through 1-13, Table ES-1

<p>Air Quality Standards Violation and Exposure of Sensitive Receptors The net change in emissions with implementation of the proposed 2010 General Plan Update when compared to the Existing Conditions (2009) would decrease significantly for CO, VOC and NO_x, and increase for PM_{2.5}, PM₁₀ and SO_x. The net increase in SO_x emissions would not exceed the SCAQMD threshold and would be considered a less than significant impact. Estimated net emissions of PM_{2.5} and PM₁₀ would exceed SCAQMD thresholds and would be a significant impact. Regarding TACs, there are no rail yards in the City, and there are no new residential land uses proposed next to freeways. Therefore, there</p>	<p>MM 4.3-1 The City of Rancho Cucamonga shall work with the ensure that applicants of future projects to be developed under the proposed 2010 General Plan Update to implement the following measures, derived from the SCAQMD's AQMP, where feasible, in order to reduce criteria air pollutant emissions, primarily related to vehicular travel and energy. Potential measures for consideration in future projects include:</p> <ul style="list-style-type: none"> • Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides. • Provide preferential parking to high occupancy vehicles and shuttle services. • Schedule truck deliveries and pickups during off-peak hour. 	<p>Significant and Unavoidable.</p>
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<p>would be a less than significant TAC impact from emissions of Diesel Particulate Matter.</p>	<ul style="list-style-type: none"> • Improve thermal integrity of the buildings and reduce thermal load with automated time clocks or occupant sensors. • Landscape with native and/or drought-resistant species to reduce water consumption and to provide passive solar benefits. • Provide lighter color roofing and road materials and tree planning programs to comply with the AQMP Miscellaneous Sources MSC-01 measure. • Comply with the AQMP Miscellaneous Sources PRC-03, and Stationary Sources Operations Enhanced Inspection and Maintenance and ADV-MISC to reduce emissions of restaurant operations. <p>MM 4.3-2</p> <p>The City of Rancho Cucamonga has developed the following requirements for specified land uses shall ensure that applicants of future projects to be developed under the proposed 2010 General Plan Update implement the following measures to reduce criteria pollutant emissions. These measures shall be verified either during review of project plans and specifications. Measures to be enforced include:</p> <ul style="list-style-type: none"> • All industrial and commercial facilities shall post signs requiring that trucks shall not be left idling for prolonged periods (i.e., in excess of 10 minutes). • All industrial and commercial facilities shall designate preferential parking for vanpools. • All industrial and commercial site tenants with 50 or more employees shall be required to post both bus and Metrolink schedules in conspicuous areas. • All industrial and commercial site tenants with 50 or more employees shall be required to configure their operating schedules around the Metrolink schedule to the extent reasonably feasible. • All residential and commercial structures shall be required to incorporate high efficiency/low polluting heating, air conditioning, appliances, and water heaters. • All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping. 	
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<p>Air Quality Standards Violation and Exposure of Sensitive Receptors</p> <p>The net change in emissions with implementation of the proposed 2010 General Plan Update when compared to the Existing Conditions (2009) would decrease significantly for CO, VOC and NO_x, and increase for PM_{2.5}, PM₁₀ and SO_x. The net increase in SO_x emissions would not exceed the SCAQMD threshold and would be considered a less than significant impact. Estimated net emissions of PM_{2.5} and PM₁₀ would exceed SCAQMD thresholds and would be a significant impact. Regarding TACs, there are no rail yards in the City, and there are no new residential land uses proposed next to freeways. Therefore, there would be a less than significant TAC impact from emissions of Diesel Particulate Matter. Additionally, compliance with standard conditions would ensure no significant impacts related to proximity of sensitive receptors to TAC-emitting industrial uses would occur. Implementation of applicable goals and policies, standard condition, and mitigation measures would reduce long-term criteria air pollutant emissions; however, these reductions are not quantifiable at this time. Therefore, the anticipated net increase in PM₁₀ and PM_{2.5} emissions would be considered significant and unavoidable.</p>	<p>SC 4.3-1</p> <p>All new development in the City of Rancho Cucamonga would be required to comply with South Coast Air Quality Management District's Rule 445, Wood Burning Devices. Rule 445 was adopted in March 2008 to reduce emissions of PM_{2.5} and precludes the installation of indoor or outdoor wood burning devices (i.e. fireplaces/hearths) in new development on or after March 9, 2009.</p> <p>SC 4.3-2</p> <p><i>All future development and redevelopment in the City of Rancho Cucamonga shall be required to comply with the recommendations set forth in the Air Quality and Land Use Handbook: A Community Health Perspective, prepared by California Environmental Protection Agency and California Air Resources Board (April 2005), for siting new sensitive land uses.</i></p> <p>SC 4.3-3</p> <p><i>All future development and redevelopment in the City of Rancho Cucamonga shall be required to comply with South Coast Air Quality Management District's Rule 212, Standards for Approving Permits, related to permitting projects based on the anticipated output of air contaminants and proximity to sensitive receptors.</i></p> <p>SC 4.3-4</p> <p><i>All future development and redevelopment in the City of Rancho Cucamonga shall be required to comply with South Coast Air Quality Management District's Rule 1402, Control of Toxic Air Contaminants from Existing Sources, related to reducing the health risk associated with toxic air contaminants from existing sources.</i></p> <p>MM 4.3-1</p> <p>Refer to Air Quality Management Plan Consistency, above.</p> <p>MM 4.3-2</p> <p>Refer to Air Quality Management Plan Consistency, above.</p> <p>MM 4.3-3</p> <p>The City of Rancho Cucamonga shall ensure that future projects to be developed under the proposed 2010 General Plan Update implement the following construction-period measures to reduce criteria pollutant emissions, including, but not limited to, compliance with SCAQMD Rules as described below. These measures shall be verified either during review of project plans and specifications and/or during construction. Construction-period measures to be enforced include:</p> <ul style="list-style-type: none"> • All construction equipment shall be 	<p>Significant and Unavoidable.</p>
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	<p>maintained in good operating condition so as to reduce operational emissions. Contractor shall ensure that all construction equipment is being properly serviced and maintained as per manufacturers' specifications. Maintenance records shall be available at the construction site for City verification.</p> <ul style="list-style-type: none"> • Prior to the issuance of any grading permits, the developer shall submit Construction Plans to the City denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project. Contractors shall also conform to any construction measures imposed by the South Coast Air Quality Management District (SCAQMD) as well as City Planning staff. • The construction contractor shall utilize electric or clean alternative fuel-powered equipment where feasible. • The construction contractor shall ensure that construction-grading plans include a statement that work crews will shut off equipment when not in use. • All construction equipment shall comply with SCAQMD Rules 402(Nuisance) and Rule 403 (Fugitive Dust Control). • All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108 (Cutback Asphalt). • All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113 (Architectural Coatings). Paints and coatings shall be applied either by hand or high-volume, low-pressure spray. 	
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Section 4.2 Agriculture and Forest Resources

Page 4.2-6, Fifth Paragraph

Since the existing vineyards are small, scattered operations that do not support any larger-scale agricultural uses and since they represent less than one percent of the total Important Farmland in the County, their conversion to urban land uses is not expected to have a major impact on the County's crop value. However, future development associated with buildout of the proposed 2010 General Plan Update pursuant to the proposed Land Use Plan (refer to Exhibit 3-3 in Section 3.0, Project Description) would result in the conversion of these farmland areas to non-agricultural uses, thus creating a significant impact. **Implementation of MM 4.2-1 would reduce impacts related to conversion of farmlands; however, the impact would remain significant and unavoidable.** ~~There are no feasible mitigation measures to address this impact under the proposed land~~

~~use plan; therefore, buildout of the proposed 2010 General Plan Update would result in a significant and unavoidable impact related to the conversion of farmland.~~

Page 4.2-7, Second Paragraph

Impact 4.2a Future development under the proposed Land Use Plan would lead to the conversion of 196.26 acres of Important Farmland into non-agricultural uses. **Implementation of MM 4.2-1 would reduce impacts related to conversion of farmlands; however, the impact would remain significant and unavoidable.** ~~No mitigation is available under the proposed land use plan; therefore, this loss of farmland would result in a significant and unavoidable impact.~~

Page 4.2-8, Subsection 4.2.8

4.2.8 MITIGATION MEASURES

~~No mitigation measures are available to reduce the identified impacts to agricultural resources.~~

MM 4.2-1 *Should a future project propose to develop designated Important Farmlands (Prime Farmland, Farmland of Statewide Importance, Unique Farmland and/or Farmland of Local Importance) pursuant to the current Farmland Mapping and Monitoring Program map, the project applicant shall implement measure(s) to reduce impacts related to the loss of farmland to the satisfaction of the Planning Director. Feasible mitigation measures may include, but not be limited to, the 1) purchase of land within a permanent agricultural conservation easement, as approved by the Planning Director, of at least equal quality and size as partial compensation for the direct loss of agricultural land; 2) donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements; or 3) direct conservation of a portion of designated Important Farmlands on the future project site. Should a project contribute to growth inducing or cumulative impacts related to the loss of agricultural land, adequate compensation values in the form of permanent agricultural conservation easements shall be evaluated on a project-specific basis.*

Section 4.3 Air Quality

Page 4.3-28, first paragraph

Standard Conditions

- SC 4.3-1** All new development in the City of Rancho Cucamonga would be required to comply with South Coast Air Quality Management District's Rule 445, Wood Burning Devices. Rule 445 was adopted in March 2008 to reduce emissions of PM2.5 and precludes the installation of indoor or outdoor wood burning devices (i.e. fireplaces/hearths) in new development on or after March 9, 2009.
- SC 4.3-2** *All future development and redevelopment in the City of Rancho Cucamonga shall be required to comply with the recommendations set forth in the Air Quality and Land Use Handbook: A Community Health Perspective, prepared by California Environmental Protection Agency and California Air Resources Board (April 2005), for siting new sensitive land uses.*
- SC 4.3-3** *All future development and redevelopment in the City of Rancho Cucamonga shall be required to comply with South Coast Air Quality Management District's Rule 212, Standards for Approving Permits, related to permitting projects based on the anticipated output of air contaminants and proximity to sensitive receptors.*
- SC 4.3-4** *All future development and redevelopment in the City of Rancho Cucamonga shall be required to comply with South Coast Air Quality Management District's Rule 1402, Control of Toxic Air Contaminants from Existing Sources, related to reducing the health risk associated with toxic air contaminants from existing sources.*

Page 4.3-32, first paragraph

Diesel Particulate Matter Emissions

In 1998, the CARB identified particulate matter from diesel-fueled engines (Diesel Particulate Matter or DPM) as a Toxic Air Contaminant (TAC). The CARB Air Quality and Land Use Handbook describes that diesel fueled vehicles that emit DPM from nearby freeways or rail yards could be a problem for any residential areas within 500 feet of freeways and 1,000 feet of rail yards or related distribution centers. TAC impacts from toxic substances are related to cumulative exposure and are assessed over a 70-year period. Cancer risk is expressed as the maximum number of new cases of cancer projected to occur in a population of one million people due to exposure to the cancer-causing substance over a 70-year lifetime. There are no rail yards in the City of Rancho Cucamonga. Additionally, there are no new residential land uses proposed next to freeways.

According to the General Plan Land Use Plan (refer to Exhibit 3-3), there are several areas designated for mixed-use development that are proximate to industrial land use designations (Mixed Use Areas 2, 3, 4, 7, and 10). Several of these areas are already fully built out with mixed-use land uses, including residential uses. Future development and redevelopment within the remaining mixed-use areas would be required to comply with recommendations set forth in the Air Quality and Land Use Handbook: A Community Health Perspective prepared by the California Environmental Protection Agency and California Air Resources Board in April 2005 (SC 4.3-2). Further, future development and redevelopment within areas designated for industrial land uses would be subject to compliance with South Coast Air Quality Management District Rule 202, Standards for Approving Permits (SC 4.3-3), and Rule 1402, Control of Toxic Air Contaminants from Existing Sources. Compliance with these standard conditions would ensure that a significant impact related to proximity of sensitive receptors to industrial uses would not occur.

As a result, there would be less than significant impacts related to TAC emissions from the proposed 2010 General Plan Update.

*Impacts 4.3b and 4.3 d: The net change in emissions with implementation of the proposed 2010 General Plan Update when compared to the Existing Conditions (2009) would decrease significantly for CO, VOC and NO_x, and increase for PM_{2.5}, PM₁₀ and SO_x. The net increase in SO_x emissions would not exceed the SCAQMD threshold and would be considered a less than significant impact. Estimated net emissions of PM_{2.5} and PM₁₀ would exceed SCAQMD thresholds and would be a significant impact. Regarding TACs, there are no rail yards in the City, and there are no new residential land uses proposed next to freeways. Therefore, there would be a less than significant TAC impact from emissions of Diesel Particulate Matter. **Additionally, compliance with SCs 4.3-2 through 4.3-4 would ensure no significant impacts related to proximity of sensitive receptors to TAC-emitting industrial uses would occur.** Implementation of identified 2010 General Plan Update goals and policies and SC 4.3-1 as well as MMs 4.3-1 through 4.3-3, as feasible, would reduce long-term criteria air pollutant emissions; however, these reductions are not quantifiable at the time. Therefore, the anticipated net increase in PM₁₀ and PM_{2.5} emissions would be considered a significant and unavoidable direct impact.*

Page 4.3-34 and 4.3-35, MM 4.3-1 and MM 4.3-2

MM 4.3-1 The City of Rancho Cucamonga shall ~~work with the~~ **ensure that** applicants of future projects to be developed under the proposed 2010 General Plan Update ~~to~~ implement the following measures, derived from the SCAQMD's AQMP, where feasible, in order to reduce criteria air pollutant emissions, primarily related to

vehicular travel and energy. Potential measures for consideration in future projects include:

- Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides.
- Provide preferential parking to high occupancy vehicles and shuttle services.
- Schedule truck deliveries and pickups during off-peak hour.
- Improve thermal integrity of the buildings and reduce thermal load with automated time clocks or occupant sensors.
- Landscape with native and/or drought-resistant species to reduce water consumption and to provide passive solar benefits.
- Provide lighter color roofing and road materials and tree planning programs to comply with the AQMP Miscellaneous Sources MSC-01 measure.
- Comply with the AQMP Miscellaneous Sources PRC-03, and Stationary Sources Operations Enhanced Inspection and Maintenance and ADV-MISC to reduce emissions of restaurant operations.

MM 4.3-2

The City of Rancho Cucamonga ~~has developed the following requirements for specified land uses~~ **shall ensure that applicants of future projects to be developed under the proposed 2010 General Plan Update implement the following measures** to reduce criteria pollutant emissions. These measures shall be verified either during review of project plans and specifications. Measures to be enforced include:

- All industrial and commercial facilities shall post signs requiring that trucks shall not be left idling for prolonged periods (i.e., in excess of 10 minutes).
- All industrial and commercial facilities shall designate preferential parking for vanpools.
- All industrial and commercial site tenants with 50 or more employees shall be required to post both bus and Metrolink schedules in conspicuous areas.
- All industrial and commercial site tenants with 50 or more employees shall be required to configure their operating schedules around the Metrolink schedule to the extent reasonably feasible.

- All residential and commercial structures shall be required to incorporate high efficiency/low polluting heating, air conditioning, appliances, and water heaters.
- All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping.

Page 4.3-36, Subsection 4.3.9

4.3.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Air Quality Management Plan Consistency

No Impact.

Air Quality Standards Violation and Exposure of Sensitive Receptors

Significant and Unavoidable for Long-term Regional Emissions.

~~Less Than Significant~~ **and Unavoidable** for PM₁₀ and PM_{2.5}.

Less than Significant for VOC, NO_x, CO, SO_x and TACs.

Cumulative

Significant and Unavoidable for PM₁₀ and PM_{2.5}.

Less than Significant for VOC and NO_x.

Odors

Less Than Significant.

Section 4.4 Biological Resources

Page 4.4-28, first paragraph

Additionally, Policy RC-8.3 requires the City to utilize innovative measures that will allow the expansion of sensitive biological preserve areas (e.g., North Etiwanda Preserve, Day Creek Preserve, and San Sevaine Preserve) and other important habitat areas. The City shall continue to work with the County of San Bernardino, the CDFG, and the USFWS to protect sensitive biological resources within the City's Planning Area through the creation of a system of preserves and open space along the foothills of the San Gabriel Mountains ~~that will become part of a larger Multiple Species Habitat Conservation Plan (MSHCP) for the County of San Bernardino.~~

Section 4.9 Hydrology and Water Quality

Page 4.9-20, first paragraph

The Chino Basin Watermaster **Master Plan** regulates groundwater pumping for the Chino Groundwater Basin and the Cucamonga Groundwater Basin.

Section 4.10 Utilities and Service Systems

Page 4.10-36, Subsection 4.10.8.

4.10.8 MITIGATION MEASURES

MM 54.10-1 The City of Rancho Cucamonga Planning Department shall monitor all development that takes place within the Study Area against the projected target densities detailed in Tables LU-16, LU-17, and LU-18 of the proposed 2010 General Plan Update. As buildout of the proposed 2010 General Plan Update Study Area approaches 80 percent of the total additional development allowed, the City of Rancho Cucamonga shall initiate environmental analysis to address full buildout of the proposed 2010 General Plan Update or prepare an update to the General Plan to be completed prior to reaching the established target densities herein.

Section 4.14 Public Services

Page 4.14-10, last two sentences of the second paragraph

This increase in demand for police services would be met through the hiring of additional staff **as well as construction of additional facilities**, as needed, which would be funded through existing funding mechanisms such as the general fund revenue and grant funding. Therefore, impacts related to police services would be less than significant; no mitigation is required.

Section 4.16 Transportation/Traffic

Exhibit 4.16-2, following Page 4.16-12, is replaced with the revised Exhibit 4.16-2 (refer to following page).

Section 4.17 Utilities and Service Systems

Page 4.17-24, Subsection 4.17.9.

4.17.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Water Supply and Infrastructure

Less Than Significant.

Wastewater Infrastructure and Treatment

Less Than Significant.

Electricity, Natural Gas and Communication Infrastructure

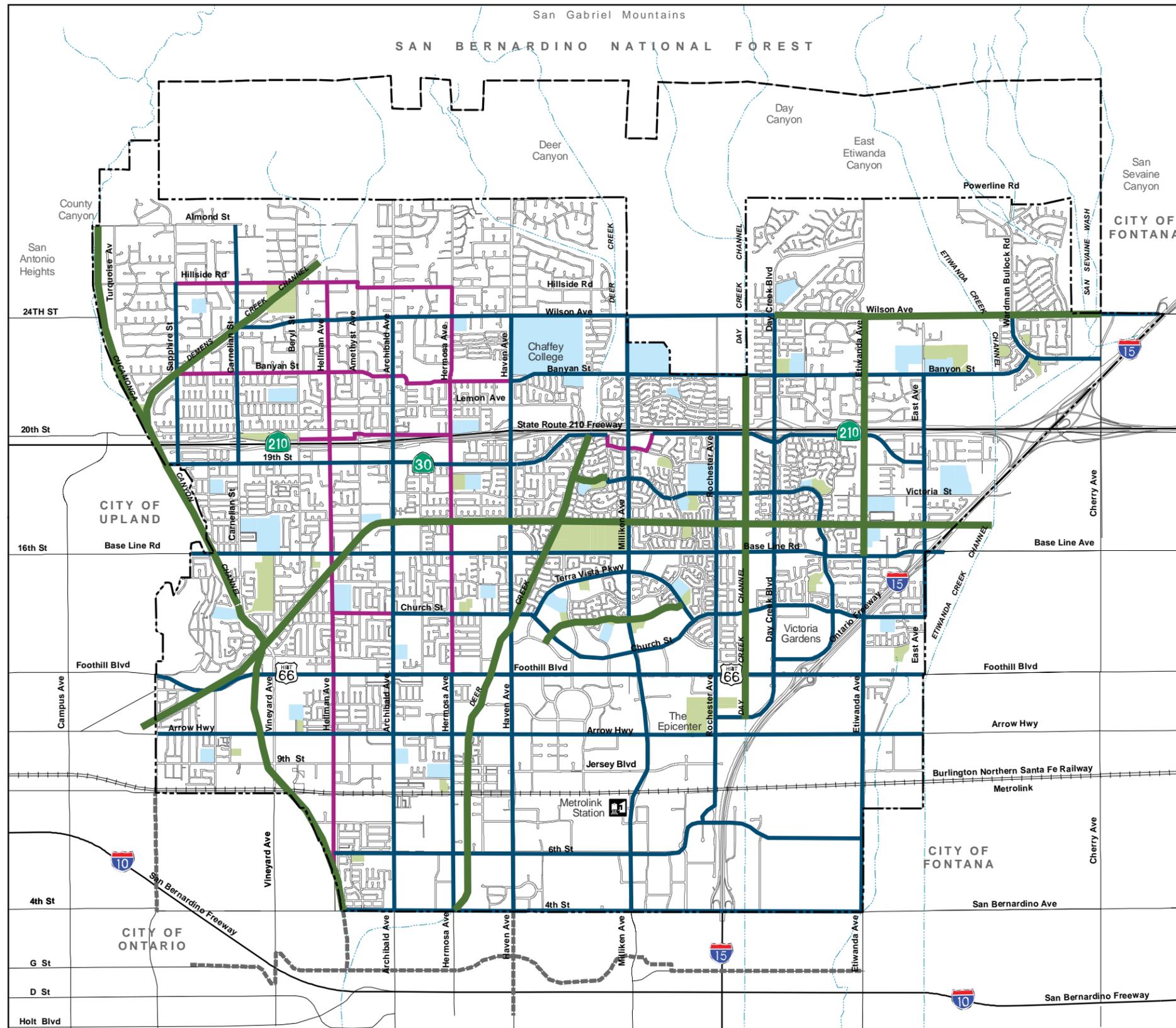
Less Than Significant.

Solid Waste

Less Than Significant.

Cumulative Impacts

Less Than Significant.



- Bicycle Plan**
- Class I (Bike Path or Trail)
 - Class II (Bike Lane)
 - Class III (Bike Street)
 - Bike Routes Outside Rancho Cucamonga
- Parks and Schools**
- Schools
 - Parks
- Other Symbols**
- Rancho Cucamonga City Boundary
 - Sphere of Influence
 - Waterways



Bicycle Plan

Rancho Cucamonga General Plan Update

Source: Rancho Cucamonga, 2009 and The Mobility Group, 2009

Exhibit 4.16-2

