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Connect with the
Bay Area Air District:



September 26, 2022

Robert Salisbury

Senior Planner

Santa Clara County Department of Planning and Development

70 W. Hedding Street

San Jose, CA 95110

RE: Sargent Ranch Quarry Project Draft Environmental Impact Report (DEIR) - State Clearinghouse #2016072058

Dear Mr. Salisbury,

Bay Area Air Quality Management District (Air District) staff has reviewed the Draft Environmental Impact Report (DEIR) for the Sargent Ranch Quarry Project (Project) located within an unincorporated area of southern Santa Clara County (County), approximately four miles south of the City of Gilroy. The Project proposes to develop a sand and gravel surface mining operation on an existing 5,154-acre cattle ranch. The Project would develop 403 acres of the ranch in phased stages over 30 years.

The DEIR identifies several air quality and climate impacts that the Air District finds concerning. The Air District recommends that the County take precautions to ensure mitigation measures protect public health by:

- Requiring a rigorous Mitigation Monitoring and Reporting Plan that is actively enforced by the County to ensure all air quality mitigation measures are achieved as required.
- Requiring that all air quality mitigation measures proposed below are included as conditions of Project approval.

Operations Emissions Impacts

The DEIR identifies several significant and unavoidable air quality impacts as a result of the Project's operations. Emissions of nitrogen oxides (NOx), particulate matter (PM) and Greenhouse Gases (GHG) from Project operations exceed the Air District's California Environmental Quality Act (CEQA) Guideline thresholds, despite mitigation measures. Because of these impacts, the Air District strongly recommends the Project Sponsor incorporate additional measures to mitigate air quality and climate impacts to the greatest extent feasible.

The County should require additional controls to mitigate exhaust and other emissions associated with Project construction and operation:

- Off-road equipment such as front loaders, sweepers, trucks, or other aggregate handling equipment should be zero-emission, as available; the County should require commitments to zero-emission equipment in applicable bid documents, purchase orders, and contracts; successful contractors should demonstrate the ability to supply the compliant construction and operational equipment for use prior to any ground-disturbing, construction and operational activities. Please see sample ordinance/language attached to this letter.
- At minimum, off-road diesel equipment should meet Tier 4 emissions standards.
- Similarly, emissions from backup diesel generators should be further mitigated as much as possible including adoption of natural gas-fueled equipment and/or zero-emission technologies. At a minimum, require Tier 4 diesel generators.
- Medium and heavy-duty diesel on-road vehicles should be equipped with newer engine models, no more than eight years old, or powered by zero or near zero-emissions technology, as certified by the California Air Resources Board, as feasible.
- Provide electrical hook-ups to the power grid, rather than using diesel-fueled generators, for electric construction tools, such as saws, drills, and compressors, and using electric tools as feasible.
- Install electric vehicle supply equipment and/or 'EV Ready Spaces' to service light, medium and heavy-duty vehicles. At minimum, the Project Sponsor should comply with the County's [All Electric Reach Code](#)¹ for commercial buildings.
- Idling shall be limited to two minutes for all on and off-road equipment.

Additionally, as there are substantial fugitive dust impacts, the County should require a site-specific dust control plan that incorporates the Air District's Basic² and Enhanced³ Air Quality Construction Measures, and goes beyond these measures, including:

- Hydroseed or apply non-toxic soil stabilizers to disturbed and unpaved areas, including unpaved roads and previously graded areas, that are inactive for at least 10 calendar days.
- Prohibit grading and other dust-generating activities on days with an Air Quality Index forecast of greater than 100 for particulates in the Project area.
- Minimize the amount of excavated material or waste materials stored at the site.
- Increase frequency of wet power vacuuming street sweeping during periods of high ambient temperature, high wind events and / or low relative humidity.

¹ County of Santa Clara, *Ordinance No. NS-1100.135*, December 4, 2021.
https://stgenpln.blob.core.windows.net/document/ReachCode_Ordinance.pdf

² Bay Area Air Quality Management District, May 2017. *California Environmental Quality Act Air Quality Guidelines*, Table 8-2 Basic Construction Mitigation Measures Recommended for ALL Proposed Projects, 8-4

³ Bay Area Air Quality Management District, May 2017. *California Environmental Quality Act Air Quality Guidelines*, Table 8-3 Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above the Threshold, 8-5

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- Record keeping documenting the frequency of watering on exposed surfaces, and at minimum, the daily moisture content percentage as recorded by verified lab samples or moisture probe for exposed stockpiles, and daily logs verifying at minimum, the use of daily wet power vacuuming street sweepers. Records should be kept on site and made available to the County and Air District staff.

Health Risks and Emissions Calculations

The Air District has several concerns with the modeling methodology. The DEIR utilizes the CAL3QHCR model. However, AERMOD is the United States Environmental Protection Agency's (EPA) recommended air quality dispersion model and per EPA guidance, CAL3QHC and CAL3QHCR should not be used to determine particulate matter hotspots.⁴ Furthermore, the Project's health risk analysis (HRA) analyzed the risks to the closest residential receptors from mobile sources traveling on the Project access road, rather than from the Project fence line (i.e., excludes analysis of the Project's stationary source operations). The DEIR also fails to analyze air quality impacts from the loading of the railroad

The Air District strongly recommends the HRA be performed utilizing the recommended EPA methodology including the AERMOD model and should analyze the closest residential and worker receptor(s) up to 1,000 feet of the Project fence line to ensure the HRA includes and analyzes the Project's mobile and stationary source emissions. The rail spur loading and operations also should be included in the HRA analysis and accompanied by a clearly written description of proposed operations including loading parameters and proposed drawings. Additionally, the Air District recommends the Project Sponsor contact staff to further discuss the HRA methodology (e.g., silt loading factor, meteorological station choice, stationary sources).

Greenhouse Gases (GHG)

The Air District recommends the GHG impact analysis should include an evaluation of the Project's consistency with the most recent draft of the AB 32 Scoping Plan by the California Air Resources Board and with the State's 2030, 2045, and 2050 climate goals. The recommended GHG thresholds in the Air District's 2017 CEQA Guidelines are based on the State's 2020 GHG targets which are now superseded by the 2030 GHG targets established in SB 32. The Air District has recently updated the CEQA Guidelines (2022)⁵, including the GHG thresholds and recommends all future revisions or analysis of the Project incorporate the revised GHG thresholds.

⁴ United States Environmental Protection Agency, August 24, 2022. *Air Quality Dispersion Modeling – Alternative Models*. <https://www.epa.gov/scram/air-quality-dispersion-modeling-alternative-models>

⁵ Bay Area Air Quality Management District, April 20, 2022. Board of Directors Regular Meeting, Agenda 15, Adoption of California Environmental Quality Act (CEQA) Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans. https://www.baaqmd.gov/~/media/files/board-of-directors/2022/brd_min_042022_02-pdf.pdf?la=en&rev=9ba60765e77a4b5ead8d691607b80135

The DEIR reports substantial GHG emissions as a result of the proposed Project. The vast majority of GHG emissions are from the operation of mobile sources. In addition to the recommendations provided under the “Operations Emissions Impacts” section above, the Air District recommends the County require the Project Sponsor to:

- Develop and implement a GHG Reduction Plan, which includes actionable strategies and measures to reduce the Project’s GHG emissions. All strategies and measures should be specific, effective, actionable, must clearly identify the party(ies) responsible for implementation, must be required, and must be included as design or programmatic elements of the Project, rather than as potential future measures, to avoid deferred mitigation.
- Enroll and procure energy from Silicon Valley Clean Energy’s (SVCE) ‘[GreenPrime](#)’⁶ rate program, which provides 100% renewable energy.
- Implement all feasible GHG emission reduction strategies on-site to minimize the need for the purchase of carbon offsets. Purchase of carbon offsets should prioritize local communities, followed by the County of Santa Clara, the Bay Area, California, and the United States. Carbon offset credits should be real, permanent, quantifiable, verifiable, additional, and enforceable as defined by 17 CCR 95802.

Air District Rules and Regulations

Additionally, the Project may be subject to additional Air District Rules and Regulations. We recommend that the Air District’s regulatory requirements be discussed in the Final EIR. These Rules and Regulations include, but are not limited to:

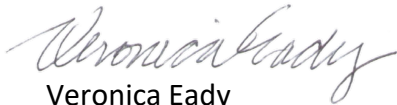
- Regulation 2, Permits, Rule 1: General Requirements
- Regulation 2, Permits, Rule 2: New Source Review
- Regulation 2, Permits, Rule 5: New Source Review of Toxic Air Contaminants (TAC)
- Regulation 6, Rule 1, General Requirements
- Regulation 6, Rule 6: Prohibition of Trackout
- Regulation 9, Rule 8: NOx and CO from Stationary Internal Combustion Engines
- Regulation 11, Rule 14: Asbestos-Containing Serpentine

Certain Project equipment may require an air quality permit (Authority to Construct/Permit to Operate) from the Air District. Please contact Barry Young, Senior Advanced Projects Advisor, at (415) 749-4721 or byoung@baaqmd.gov to discuss permit requirements.

⁶ Silicon Valley Clean Energy, n.d. *Commercial Rates*.
<https://www.svcleanenergy.org/commercial-rates/>

We encourage the County to contact Air District staff with any questions and/or to request assistance during the environmental review process. If you have any questions regarding these comments, please contact Mark Tang, Principal Environmental Planner at mtang@baaqmd.gov or Matthew Hanson, Environmental Planner II at mhanson@baaqmd.gov.

Sincerely,



Veronica Eady
Senior Deputy Executive Officer for Policy and Equity

Attachments: City of Fontana Ordinance No. 1891. An Ordinance of the City Council of the City of Fontana, California Amending Chapter 9 of the Fontana Municipal Code to Revise Article V for Modifications and Clarifications to Buffering and Screening Requirements, Methods to Improve Traffic Circulation, Requirements for Alternative Energy, and Improvements to Construction Requirements as it Relates to Industrial Commerce Centers Throughout the City, dated April 12, 2022.

Cc: BAAQMD Director Margaret Abe-Koga
BAAQMD Director Otto Lee
BAAQMD Director Sergio Lopez
BAAQMD Director Rob Rennie
Alice Kaufman, Green Foothills
Carmen Borg, Shute, Mihaly & Weinberger LLP

ORDINANCE NO. 1891

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FONTANA, CALIFORNIA AMENDING CHAPTER 9 OF THE FONTANA MUNICIPAL CODE TO REVISE ARTICLE V FOR MODIFICATIONS AND CLARIFICATION TO BUFFERING AND SCREENING REQUIREMENTS, METHODS TO IMPROVE TRAFFIC CIRCULATION, REQUIREMENTS FOR ALTERNATIVE ENERGY, AND IMPROVEMENTS TO CONSTRUCTION REQUIREMENTS AS IT RELATES TO INDUSTRIAL COMMERCE CENTERS THROUGHOUT THE CITY.

WHEREAS, the City of Fontana (the "City") is a municipal corporation, duly organized under the constitution and laws of the State of California; and

WHEREAS, on or about May 7, 2021, the governing board of the South Coast Air Quality Management District ("SCAQMD") adopted Rule 2305, the Warehouse Indirect Source Rule ("Rule 2305"); and

WHEREAS, Rule 2305 requires warehouses greater than 100,000 square feet to directly reduce nitrogen oxide and diesel particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities; and

WHEREAS, SCAQMD has also adopted Rule 402 prohibiting emissions that cause injury and/or annoyance to a substantial number of people, including odors; Rule 403 requiring dust control measures during construction; Rule 1113 requiring the use of low Volatile organic compounds ("VOC") paints and coatings; Rule 1186 requiring use of SCAQMD certified street sweepers; and Rule 2202 requiring establishment of rideshare programs for facilities employing more than 250 employees; and

WHEREAS, the California Air Resources Board ("CARB") adopted Rule 2485 restricting diesel engine idling to five minutes or less; and

WHEREAS, California Building Standards Commission adopted Part 11, Title 24 of the California Code of Regulations, known as CALGreen, which generally requires low energy use features, low water use features, all-electric vehicle ("EV") parking spaces and charging facility accommodation, carpool/vanpool parking spaces, and short-term and long-term bicycle parking facilities; and

WHEREAS, the City of Fontana currently regulates industrial commerce centers in Specific Plans, Chapter 30 of the Zoning and Development Code, and in Chapter 9, and Article V (Industrial Commerce Centers Sustainability Standards) of the Municipal Code. Furthermore, Ordinance No. 1879 that established Article V in Chapter 9 of the Municipal Code was adopted by City Council on February 8, 2022; and

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WHEREAS, the City initiated Municipal Code Amendment (AMD) No. 21-001R1 amend Chapter 9 (Environmental Protection and Resource Extraction) of the Municipal Code to modify Article V to revise Industrial Commerce Centers Sustainability Standards, which includes modifications and clarification to buffering and screening requirements, methods to improve traffic circulation, requirements for alternative energy, and improvements to construction as it relates to industrial commerce centers throughout the city; and

WHEREAS, December 21, 2021, the City Council held the second reading and adopted Ordinance No. 1879 for Municipal Code Amendment (AMD) No. 21-001 to add Article V to establish sustainability standards for industrial commerce centers throughout the city; and

WHEREAS, On March 22, 2022, the City Council held a duly noticed public hearing on Municipal Code Amendment (AMD) No. 21-001R1, and the supporting documents in evidence, the City Council found that the Municipal Code Amendment is in conformance with General Plan and does not change any of the Land Use Designation of any properties and it is consistent with the General Plan and furthers Action B of Goal 3 in Chapter 12 to promote renewable energy programs for government, Fontana businesses, and Fontana residences; and

WHEREAS, a notice of the public hearing was published in the local *San Bernardino County Sun* newspaper on Saturday, March 12, 2022 and posted at City.

THE CITY COUNCIL OF THE CITY OF FONTANA DOES ORDAIN AS FOLLOWS:

Section 1. The above recitals are true and correct and are fully incorporated herein.

Section 2. Article V of Chapter 9 of the Fontana Municipal Code is hereby amended and renumbered follows:

ARTICLE V. – Industrial Commerce Centers Sustainability Standards

Sec. 9-70. – Applicability.

This Article is applicable to all Warehouse uses throughout the city, as defined in Section 30-12 of Chapter 30, Article 1, Division 4; and as listed as a type of “Warehousing Use” in Table No. 30-530 and includes all warehouse uses in Specific Plans. The following sections shall supersede any existing requirements in the Municipal Code and Specific Plans.

Sec. 9-71. – Buffering and Screening / Adjacent uses.

- (1) For any Warehouse building larger than 50,000 square feet in size, a ten-foot-wide landscaping buffer shall be required, measured from the property line of all adjacent sensitive receptors. For any Warehouse

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building larger than 400,000 square feet in size, a twenty-foot-wide landscaping buffer shall be required, measured from the property line of all adjacent sensitive receptors. The buffer area(s) shall include, at a minimum, a solid decorative wall(s) of at least ten feet in height, natural ground landscaping, and solid screen buffering trees, as described below, unless there is an existing solid block wall. For any Warehouse building equal to or less than 50,000 square feet in size, a solid decorative wall(s) of at least ten feet in height shall be required when adjacent to any sensitive receptors. Sensitive receptor shall be defined as any residence including private homes, condominiums, apartments, and living quarters, schools, preschools, daycare centers, in-home daycares, health facilities such as hospitals, long term care facilities, retirement and nursing homes, community centers, places of worship, parks (excluding trails), prisons, and dormitories.

- (2) Trees shall be used as part of the solid screen buffering treatment. Trees used for this purpose shall be evergreen, drought tolerant, minimum 36-inch box, and shall be spaced at no greater than 40-feet on center. The property owner and any successors in interest shall maintain these trees for the duration of ownership, ensuring any unhealthy or dead trees are replaced timely as needed.
- (3) All landscaping shall be drought tolerant, and to the extent feasible, species with low biogenic emissions. Palm trees shall not be utilized.
- (4) All landscaping areas shall be properly irrigated for the life of the facility to allow for plants and trees to maintain growth.
- (5) Trees shall be installed in automobile parking areas to provide at least 35% shade cover of parking areas within fifteen years. Trees shall be planted that are capable of meeting this requirement.
- (6) Unless physically impossible, loading docks and truck entries shall be oriented away from abutting sensitive receptors. To the greatest extent feasible, loading docks, truck entries, and truck drive aisles shall be located away from nearby sensitive receptors. In making feasibility decisions, the City must comply with existing laws and regulations and balance public safety and the site development's potential impacts to nearby sensitive receptors. Therefore, loading docks, truck entries, and drive aisles may be located nearby sensitive receptors at the discretion of the Planning Director, but any such site design shall include measures designed to minimize overall impacts to nearby sensitive receptors."
- (7) For any Warehouse building larger than 400,000 square feet in size, the building's loading docks shall be located a minimum of 300 feet away, measured from the property line of the sensitive receptor to the nearest

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dock door which does not exclusively serve electric trucks using a direct straight-line method.

Sec. 9-72. – Signage and Traffic Patterns.

- (1) Entry gates into the loading dock/truck court area shall be positioned after a minimum of 140 feet of total available stacking depth inside the property line. The stacking distance shall be increased by 70 feet for every 20 loading docks beyond 50 docks. Queuing, or circling of vehicles, on public streets immediately pre- or post-entry to an industrial commerce facility is strictly prohibited unless queuing occurs in a deceleration lane or right turn lane exclusively serving the facility.
- (2) Applicants shall submit to the Engineering Department, and obtain approval of, all turning templates to verify truck turning movements at entrance and exit driveways and street intersection adjacent to industrial buildings prior to entitlement approval. Unless not physically possible, truck entries shall be located on Collector Streets (or streets of a higher commercial classification), and vehicle entries shall be designed to prevent truck access on streets that are not Collector Streets (or streets of a higher commercial classification), including, but not limited to, by limiting the width of vehicle entries.
- (3) Anti-idling signs indicating a 3-minute diesel truck engine idling restriction shall be posted at industrial commerce facilities along entrances to the site and in the dock areas and shall be strictly enforced by the facility operator.
- (4) Prior to issuance of certificate of occupancy facility operators shall establish and submit for approval to the Planning Director a Truck Routing Plan to and from the State Highway System based on the City's latest Truck Route Map. The plan shall describe the operational characteristics of the use of the facility operator, including, but not limited to, hours of operations, types of items to be stored within the building, and proposed truck routing to and from the facility to designated truck routes that avoids passing sensitive receptors, to the greatest extent possible. The plan shall include measures, such as signage and pavement markings, queuing analysis and enforcement, for preventing truck queuing, circling, stopping, and parking on public streets. Facility operator shall be responsible for enforcement of the plan. A revised plan shall be submitted to by the Planning Director prior to a business license being issued by the City for any new tenant of the property. The Planning Director shall have discretion to determine if changes to the plan are necessary including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.

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- (5) Signs and drive aisle pavement markings shall clearly identify the on-site circulation pattern to minimize unnecessary on-site vehicular travel.
- (6) Facility operators shall post signs in prominent locations inside and outside of the building indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited. City may require facility operator to post signs on surface or residential streets indicating that off-site truck parking is prohibited by City ordinance and/or the Truck Routing Plan.
- (7) Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the Truck Routing Plan and State Highway System.
- (8) Signs shall be installed in public view with contact information for a local designated representative who works for the facility operator and who is designated to receive complaints about excessive dust, fumes, or odors, and truck and parking complaints for the site, as well as contact information for the SCAQMD's on-line complaint system and its complaint call-line: 1-800-288-7664. Any complaints made to the facility operator's designee shall be answered within 72 hours of receipt.
- (9) All signs under this Section shall be legible, durable, and weather-proof.
- (10) Prior to issuance of a business license, City shall ensure for any facility with a building or buildings larger than 400,000 total square feet, that the facility shall include a truck operator lounge equipped with clean and accessible amenities such as restrooms, vending machines, television, and air conditioning."

Sec. 9-73. – Alternative Energy.

- (1) On-site motorized operational equipment shall be ZE (zero emission).
- (2) All building roofs shall be solar-ready, which includes designing and constructing buildings in a manner that facilitates and optimizes the installation of a rooftop solar photovoltaic (PV) system at some point after the building has been constructed.
- (3) The office portion of a building's rooftop that is not covered with solar panels or other utilities shall be constructed with light colored roofing material with a solar reflective index ("SRI") of not less than 78. This material shall be the minimum solar reflective rating of the roof material for the life of the building."

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- (4) On buildings over 400,000 square feet, prior to issuance of a business license, the City shall ensure rooftop solar panels are installed and operated in such a manner that they will supply 100% of the power needed to operate all non-refrigerated portions of the facility including the parking areas.
- (5) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready, with all necessary conduit and related appurtenances installed. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to building occupancy. Signage shall be installed indicating EV charging stations and specifying that spaces are reserved for clean air/EV vehicles. Unless superior technology is developed that would replace the EV charging units, facility operator and any successors in interest shall be responsible for maintaining the EV charging stations in working order for the life of the facility.
- (6) Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide chilled, cooled, or freezer warehouse space, a conduit shall be installed during construction of the building shell from the electrical room to 100% of the loading dock doors that have potential to serve the refrigerated space. When tenant improvement building permits are issued for any refrigerated warehouse space, electric plug-in units shall be installed at every dock door servicing the refrigerated space to allow transport refrigeration units (TRUs) to plug in. Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.
- (7) Bicycle racks are required per Section 30-714 and in the amount required for warehouse uses by Table 30-714 of the Zoning and Development Code. The racks shall include locks as well as electric plugs to charge electric bikes. The racks shall be located as close as possible to employee entrance(s). Nothing in this section shall preclude the warehouse operator from satisfying this requirement by utilizing bicycle parking amenities considered to be superior such as locating bicycle parking facilities indoors or providing bicycle lockers.

Sec. 9-74. – Operation and Construction.

- (1) Cool surface treatments shall be added to all drive aisles and parking areas or such areas shall be constructed with a solar-reflective cool pavement such as concrete.

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- (2) To ensure that warehouse electrical rooms are sufficiently sized to accommodate the potential need for additional electrical panels, either a secondary electrical room shall be provided in the building, or the primary electrical room shall be sized 25% larger than is required to satisfy the service requirements of the building or the electrical gear shall be installed with the initial construction with 25% excess demand capacity.
- (3) Use of super-compliant VOC architectural and industrial maintenance coatings (e.g., paints) shall be required.
- (4) The facility operator shall incorporate a recycling program.
- (5) The following environmentally responsible practices shall be required during construction:
 - a. The applicant shall use reasonable best efforts to deploy the highest rated CARB Tier technology that is available at the time of construction. Prior to permit issuance, the construction contractor shall submit an equipment list confirming equipment used is compliant with the highest CARB Tier at the time of construction. Equipment proposed for use that does not meet the highest CARB Tier in effect at the time of construction, shall only be approved for use at the discretion of the Planning Director and shall require proof from the construction contractor that, despite reasonable best efforts to obtain the highest CARB Tier equipment, such equipment was unavailable.
 - b. Use of electric-powered hand tools, forklifts, and pressure washers.
 - c. Designation of an area in any construction site where electric-powered construction vehicles and equipment can charge.
 - d. Identification in site plans of a location for future electric truck charging stations and installation of a conduit to that location.
 - e. Diesel-powered generators shall be prohibited except in case of emergency or to establish temporary power during construction.
- (6) A Property Maintenance Program shall be submitted for review and approval by the Planning Director or his/her designee prior to the issuance of building permits. The program shall provide for the regular maintenance of building structures, landscaping, and paved surfaces in good physically condition, and appearance. The methods and maximum intervals for maintenance of each component shall be specified in the program.

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- (7) Property owner shall provide facility operator with information on incentive programs such as the Carl Moyer Program and Voucher Incentive Program and shall require all facility operators to enroll in the United States Environmental Protection Agency's SmartWay Program.

Section 3. Based on the foregoing, the City Council determines that the project is categorically exempt from further review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(B)(3) (the common-sense exemption) and, alternatively, pursuant to CEQA Guidelines Section 15307 (Actions by Regulatory Agencies for Protection of Natural Resources) and 15308 (Actions by Regulatory Agencies for Protection of the Environment), and Section No. 3.22 of the 2019 Local Guidelines for Implementing CEQA, as implementation of this Ordinance is to improve the environment. The Council hereby directs staff to prepare, execute and file with the San Bernardino County Clerk a notice of exemption within five working days after the adoption of this Ordinance.

Section 4. If any section, sentence, clause or phrase of this Ordinance or the application thereof to any entity, person or circumstance is held for any reason to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The people of the City of Fontana hereby declare that they would have adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

Section 5. This Ordinance shall take effect thirty (30) days after the date of its adoption.

Section 6. The City Clerk shall certify to the adoption of this Ordinance. Not later than fifteen (15) days following the passage of this Ordinance, the Ordinance, or a summary thereof, along with the names of the City Council members voting for and against the Ordinance, shall be published in a newspaper of general circulation in the City of Fontana. The City Clerk is the custodian of records for this Ordinance and the records are available at 8353 Sierra Avenue, Fontana CA 92335.

APPROVED AND ADOPTED 12th day of April, 2022.

READ AND APPROVED AS TO LEGAL FORM:

DocuSigned by:

Ruben Duran

622D5F9CCD6240C

City Attorney

I, Germaine McClellan Key, City Clerk of the City of Fontana, and Ex-Officio Clerk of the City Council, do hereby certify that the foregoing Ordinance is the actual Ordinance

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adopted by the City Council and was introduced at a regular meeting on the 22nd day of March, 2022, and was finally passed and adopted not less than five days thereafter on the 12th day of April, 2022, by the following vote to wit:

AYES: Mayor Warren, Mayor Pro Tem Garcia, Council Members, Cothran, Roberts and Sandoval

NOES: None

ABSENT: None

ABSTAIN: None

DocuSigned by:

Germaine McLellan Key

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City Clerk of the City of Fontana

DocuSigned by:

Reguanetta Warren

9B476DADB99E46B...

Mayor of the City of Fontana

ATTEST:

DocuSigned by:

Germaine McLellan Key

8FCB7DF749584D6...

City Clerk