

Draft Environmental Impact Report



EUCLID MIXED USE SPECIFIC PLAN

for the City of Ontario

SCH No. 2023020281

Specific Plan PSP-22-001

LEAD AGENCY

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DECEMBER 2023

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- Appendix E1 | Preliminary Geotechnical Investigation Report and Organic Soil/manure Evaluation Report
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1.0 EXECUTIVE SUMMARY

1.1 Introduction

The Environmental Impact Report (EIR) process, as defined by the California Environmental Quality Act (CEQA), requires the preparation of an objective, full-disclosure document in order to (1) inform agency decision-makers and the general public of the direct and indirect potentially significant environmental effects of a proposed action; (2) identify feasible or potentially feasible mitigation measures to reduce or eliminate potentially significant adverse impacts; and (3) identify and evaluate reasonable alternatives to a project. In accordance with State CEQA Guidelines Section 15168 (Title 14 of the California Code of Regulations [CCR]), this Draft EIR (State Clearinghouse No. 2023020281) has been prepared for the Euclid Mixed Use Specific Plan Project (Project). In accordance with CEQA Guidelines Section 15123, this section of the Draft EIR provides a brief description of the Project; identifies significant effects and proposed mitigation measures or alternatives that would reduce or avoid those effects; and describes areas of controversy and issues to be resolved.

CEQA requires that projects subject to approval by a State of California (State) public agency, and that are not otherwise exempt or excluded, undergo an environmental review process to identify and evaluate potential impacts. CEQA Guidelines Section 15050 states that environmental review shall be conducted by the Lead Agency, defined in CEQA Guidelines Section 15367 as the public agency with principal responsibility for approving a project. The Project is subject to approval actions by the City of Ontario (City), which will, therefore, act as the Lead Agency.

This Draft EIR has been prepared as a “Program EIR” pursuant to the requirements Section 15168 of the State CEQA Guidelines (Title 14 of the California Code of Regulations [CCR]) and the City’s CEQA procedures, as this EIR addresses the proposed Specific Plan (the “Project”) and is intended to cover anticipated future discretionary approvals. The Draft EIR considers the environmental impacts of the Project, as well as the additive effects of growth throughout the City and the region. These latter impacts are referred to as cumulative impacts. The Draft EIR also evaluates a range of potential feasible alternatives anticipated to reduce significant impacts of the Project, including a No Project/No Build Alternative. This Draft EIR has been prepared for the City, pursuant to the requirements of CEQA.

Pursuant to CEQA Guidelines Section 15082, the City circulated a Notice of Preparation (NOP) advising public agencies, special districts, and members of the public who had requested such notice that an EIR for the Project was being prepared. The NOP was distributed on February 10, 2023, to solicit comments related to the proposed construction of the Project. The NOP was circulated with a 30-day public review period ending on March 13, 2023. This process and the comments submitted in response to the NOP are discussed in **Section 2.0: Introduction**, and **Section 1.7: Areas of Controversy**, below.

After receiving public comments on the NOP, the Project was analyzed for its potential to result in environmental impacts. Impacts were evaluated in accordance with the significance criteria presented in Appendix G, “Environmental Checklist Form,” of the CEQA Guidelines. The criteria in the Environmental Checklist Form (checklist), was used to determine if the Project would result in, “no impact,” “less than

significant impact,” “less than significant impact with mitigation measures,” or “potentially significant impact” to a particular environmental resource. In some instances, a project may use the checklist to provide an initial discussion of a project and to screen out certain topics from a full discussion in the Draft EIR. This Draft EIR discusses all environmental resources in CEQA Guidelines, Appendix G. A table listing the significant Project impacts and any associated mitigation measures is included at the end of this summary in **Table 1-1: Summary of Significant Impacts and Proposed Mitigation Measures**.

This Draft EIR describes the existing environmental resources on the Project site and in the vicinity of the site, analyzes potential impacts on those resources that would or could occur upon initiation of the Project, and identifies mitigation measures that could avoid or reduce the magnitude of those impacts determined to be significant. The environmental impacts evaluated in this Draft EIR concern several subject areas, including aesthetics, agriculture and forestry, air quality, biological resources, cultural resources, energy/energy conservation, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation, tribal cultural resources, and utilities and service systems. As noted in the preceding paragraph, public comment was received during the NOP process and included written letters provided to the City. A copy of the letters with the NOP are provided in **Appendix A** to this Draft EIR. The comments were used, as intended, to help inform the discussion of this Draft EIR and help determine the scope and framework of certain topical discussions.

The Draft EIR is subject to further review and comment by the public, as well as responsible agencies and other interested jurisdictions, agencies, and organizations for a period of 45 days after completion.

Following the public review period, written responses to all comments received on the Draft EIR will be prepared. Those written responses, and any other necessary changes to the Draft EIR, will constitute the Final EIR and will be submitted to the Board of Supervisors for their consideration. If the City finds that the Final EIR is “adequate and complete” in accordance with the CEQA Guidelines, the City may certify the EIR. The Board of Supervisors would also consider the adoption of Findings of Fact pertaining to the EIR, specific mitigation measures, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan (MMRP). Upon review and consideration of the Final EIR, the hearing body would take action concerning the Project.

Regarding the MMRP, CEQA Guidelines Section 15097 requires public agencies to set up monitoring and reporting programs to ensure compliance with mitigation measures, which are adopted or made as a condition of project approval and designed to mitigate or avoid the significant environmental effects identified in environmental impact reports. A MMRP incorporating the mitigation measures set forth in this EIR will be considered and acted upon by the City decision-makers concurrent with adoption of the findings of this EIR and prior to approval of the Project.

1.2 Environmental Procedures

This Draft EIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed Project, as well as anticipated future discretionary actions and approvals. CEQA established six main objectives for an EIR:

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

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

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

1.3 Project Overview

Project Location

The Euclid Mixed Use Specific Plan Project (Project) is made up of 18 existing parcels totaling 84.1 acres in the City of Ontario (City). The City is located approximately 40 miles east of downtown Los Angeles, 20 miles west of downtown San Bernardino, and 7 miles northeast from the Orange County line.

Regional access to the Project site is provided by State Route 83 (SR-83; Euclid Avenue), which connects to State Route 60 (SR-60) and Interstate 10 (I-10) to the north; Interstate 15 (I-15) approximately 5.5 miles to the east; and State Route 71 (SR-71) approximately 4.3 miles to the west. SR-71 connects the Project to State Route 91 (SR-91) in unincorporated Riverside County.

The Project site is in the southwestern portion of the City, immediately east of the City of Chino in San Bernardino County. The proposed Project site is bounded by Schaefer Avenue on the north, Sultana Avenue on the east, Edison Avenue on the south, and Euclid Avenue on the west. The Assessor Parcel Numbers (APNs) for this Project are 1053-071-01, -02, -03, -04; 1053-211-01, -02, -05; 1053-281-01, -02, -03, -04, -05, -07, -08; 1053-081-01, -02, -03, -04.

Project Description

The proposed Project consists of a Specific Plan to allow for a business park and mixed-use development on 18 parcels covering 84.1 acres in the City. The development would include up to 290,110 square feet of commercial retail/office uses, up to 466 residential units, and approximately 1,386,777 square feet of

business park uses, and associated on-site and off-site infrastructure improvements, as described further below. The Project site is anticipated to be developed in two phases within five planning areas (PAs), with only Phase I proposed at a project-level entitlement.

Phase I would include PAs 1, 2A, and 3A, proposing the construction of up to 13 buildings. The 13 Phase I buildings would provide up to 1,473,026 square feet of business park and commercial retail/office mixed uses (the maximum development allowed in the proposed Specific Plan). A conceptual site plan for Phase I envisions a less dense site, at approximately 1,000,595 square feet of development (depicted in **Figure 3-6: Phase I Conceptual Site Plan**). However, the EIR conservatively evaluates the maximum development potential for Phases I and II as permitted in the proposed Specific Plan. Note that the applicant intends to process a Development Plan and Tentative Parcel Map for the Phase I Project following processing of the Project Specific Plan. Phase I is expected to start construction in 2024, with an anticipated opening year in 2032.

The EIR also evaluates, at a “programmatic” level, potential future development of Phase II, comprised of PA 2B and PA 3B. Phase II is being evaluated at the programmatic level for a number of reasons, consistent with CEQA Guidelines Section 15168 (Program EIR). These reasons include: 1) the Applicant does not own the parcels within the Phase II area (PA 2B and PA 3B); 2) the Applicant does not have access to the Phase II area; 3) no specific development proposals have been identified for the Phase II area at this time; and 4) the Phase II area will be developed at an unknown, later date following Phase I. Therefore, this EIR appropriately evaluates the Phase II area at a programmatic level. Consistent with TOP 2050, the Specific Plan proposes the Phase II area with a maximum development potential of 203,861 square feet of business park uses, in addition to up to 466 dwelling units.

Combined, the Phase I and Phase II portions of the Specific Plan would allow up to 1,676,887 square feet of non-residential business park and commercial retail/office mixed uses in addition to up to 466 residential units, as shown in **Table 3-1: Maximum Project Buildout**.

1.4 Unavoidable Significant Impacts

The Project’s potentially significant impacts are defined in **Section 4.1: Aesthetics** through **Section 4.17: Utilities and Service Systems** of this Draft EIR. As noted in these sections, most of the potentially significant impacts identified can be mitigated to a less than significant level through implementation of Project design features, standard conditions, and feasible mitigation measures. There are unavoidable significant impacts associated with Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, GHG emissions, and Hazards and Hazardous Materials.

1.5 Summary of Project Alternatives

The CEQA Guidelines (Section 15126.6[a]) state that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the Project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” The alternatives were based, in part, on their potential ability to reduce or eliminate the impacts determined to be significant and unavoidable for the proposed project. The following three alternatives have been determined to represent a reasonable range

of alternatives which have the potential to feasibly attain most of the basic objectives of the Project, but which may avoid or substantially lessen any of the significant effects of the Project. These alternatives are analyzed in detail in **Section 6.0: Alternatives** to the Project, of this Draft EIR.

- No Project/No Build Alternative
- No Project/Existing General Plan Alternative
- Reduced Intensity Alternative

An EIR must identify an “environmentally superior” alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Impacts involving agricultural resources, air quality, cultural resources, and greenhouse gas emissions were found to be significant and unavoidable. **Section 6.6: Environmentally Superior Alternative** identifies the environmentally superior alternative.

Alternative 1: No Project/No Build Alternative

State CEQA Guidelines Section 15126.6, requires an evaluation of the “No Project” alternative for decision-makers the ability to compare the impacts of approving the Project with impacts or not approving the Project, thus leaving the Project site in its current developed condition. The No Project analysis is required to discuss the existing conditions as they were at the time of publication of the Notice of Preparation (February 10, 2023) and analyze the potential impacts of the Project site if the land were to continue under applicable existing plans, policies, and designations. Alternative 1: No Project/No Build Alternative (Alternative 1) assumes that the Project would not be developed, and no new development would occur; however, the existing conditions would remain in operation. The existing environmental conditions would not be necessarily preserved, as some form of redevelopment of the site for future business park and mixed-use development could still occur pursuant to The Ontario Plan 2050.

Alternative 2: No Project/Existing General Plan Alternative

Under the No Project/Existing General Plan Alternative, the current General Plan land uses, and zoning would remain in effect. Development in accordance with the existing General Plan and zoning would occur. According to Exhibit LU-01: Land Use Plan of The Ontario Plan 2050¹, the Project site is currently designated for development of Business Park (BP) (0.6 FAR) and Mixed-Use (MU) at 14.0 to 65.0 du/ac; 1.5 FAR office; 1.0 FAR retail. The existing zoning designation is Specific Plan (SP) Zoning District with an Agricultural (SP AG) Overlay.² The SP District designation requires approval of a specific plan by the City

¹ City of Ontario. 2022. *LU-01 TOP 2050 Land Use Map*. <https://experience.arcgis.com/experience/99e7a1effa0242218701ac06ca387f9b>. (accessed October 2022).

² City of Ontario. 2022. *Zoning Map*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Zoning%20Map/Zoning_20220415_Rev1.pdf. (accessed March 2023).

for urban development of the Project site. The Specific Plan will be the zoning for the Project site, consistent with TOP 2050.

The proposed Project's FARs are within what is allowed in TOP 2050; as such, the No Project/Existing General Plan Alternative under TOP 2050 would generate approximately 1,386,777 square feet of business park development, 290,110 square feet of commercial retail/office uses, up to 466 residential units, 1,655 employees, and 1,571 residents. Additionally, the southern portion of the Project site is within the Great Park Corridor. Sites within the Great Park Corridor are currently zoned Specific Plan (SP) Zoning District with an Agricultural Overlay (SP-AG), but no specific plan has been adopted, and they will be rezoned to SP-AG Affordable Housing (AH) for inclusion in the Affordable Housing Overlay District described within the City's Housing Element.³ The SP-AG-AH Overlay will establish a minimum density of 20 du/ac, and allow the TOP 2050 designation to govern the maximum densities for each site. The Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the TOP 2050 and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential. Sites in this area would have TOP 2050 designations of Medium Density Residential and Mixed-Use. Medium-Density Residential will allow a range of 20-30 du/ac for projects with at least 25 percent of units being affordable to lower incomes, and a range of 20-25 du/ac for all other projects. Two different MU areas are proposed in this opportunity area, Mixed-Use Eucalyptus/Chino Airport (MU-EU) allowing 20-45 du/ac and Mixed-Use Great Park allowing 20-65 du/ac. With the TOP 2050 and zoning changes noted in Program 13, all sites identified support densities necessary to facilitate lower- and moderate-income housing development.⁴

Alternative 3: Reduced Intensity Alternative

The Reduced-Intensity Alternative proposes a 25 percent reduction in building area of the proposed mixed-use and business park uses. Under this alternative, a total of 1,040,083 square feet of business park uses, and 217,582 square feet of commercial retail/office uses, and up to and approximately 350 residential units. The development impact area would generally remain the same as the Project. This alternative would generate approximately 1,242 employees. Access to the site would be similar to the Project with a reduction in the number of parking spaces. Given the infrastructure costs, including off-site improvements, a 25 percent reduction was considered aggressive and further reduction is likely not financially feasible.

Environmentally Superior Alternative

State CEQA Guidelines requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. The No Project Alternative is the Environmentally Superior Alternative because it would avoid many of the proposed Project's impacts. If the No Project Alternative is the environmentally superior Alternative, CEQA Guidelines § 15126.6(e)(2) requires that another alternative that could feasibly attain most of the Project's basic objectives be chosen as the Environmentally Superior Alternative. Therefore, in compliance with

³ City of Ontario. 2022. *TOP 2050, Housing Element, page H-282*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/housing>. (accessed July 2023).

⁴ Ibid.

CEQA requirements, this Draft EIR also identifies an environmentally superior alternative among the other alternatives. Based on analysis conducted in **Section 6.0: Alternatives**, Alternative 3 was chosen as the Environmentally Superior Alternative. These alternatives are further discussed in **Section 6.0: Alternatives**.

1.6 Issues to be Resolved

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

1. Whether this Draft EIR adequately describes the environmental impacts of the Project.
2. Whether the benefits of the Project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the Project besides the Mitigation Measures identified in the Draft EIR.
6. Whether there are any alternatives to the Project that would substantially lessen any of the significant impacts of the Project and achieve most of the basic Project objectives.

1.7 Areas of Controversy

The CEQA Guidelines Section 15123 (b)(2) and (3) require that a Draft EIR identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public and issues to be resolved, including the choice among alternatives and whether, or how to mitigate the significant effects. The issues of concern have been identified during the review period of the distribution of the NOP (from February 10, 2023, to March 13, 2023) and public meetings (public scoping meeting was held during the 30-day public review period, on February 22, 2023, at 5:30 PM via Zoom). A summary of comments received on the NOP are provided in **Table 2-1: NOP Written Comments Summary**. The table provides references to the sections of the Draft EIR in which these issues are evaluated. No other areas of controversy are known to the Lead Agency.

1.8 Summary of Environmental Impacts & Mitigation Measures

The following table is a summary of significant impacts and proposed mitigation measures associated with the Project as identified in this EIR. Refer to **Sections 4.1** through **4.17**, for a detailed description of the environmental impacts and mitigation measures for the Project. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after implementation of the mitigation measures is also presented. Impacts not represented in this table are found in **Section 7.0: Effects Found Not to be Significant** in this Draft EIR.

Table 1-1: Summary of Significant Impacts and Proposed Mitigation Measures

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.2: Agriculture and Forestry Resources		
<p>Impact 4.2-1 Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<p>Significant and Unavoidable</p>	<p>MM AG-1 Deed disclosure – In order to reduce conflicts issued between sensitive receptors and agricultural uses, all property owners in the Euclid Mixed Use Specific Plan shall be provided with a deed disclosure or similar notice approved by the City Attorney regarding the proximity and nature of neighboring agricultural uses. This disclosure shall be applied at the tentative map stage to the affected properties, or otherwise prior to finalizing the sale or rental agreement of any property. The written disclosure shall be supplied to the property purchaser or renter by the vendor or vendor’s agent. The content and text of the disclosure shall be approved by the City Attorney and shall include language to inform new residents that existing agricultural uses may create nuisances such as flies, odors, dust, night-light, and chemical spraying.</p>
<p>Impact 4.2-5 Would the Project Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<p>Significant and Unavoidable</p>	<p>Refer to MM AG-1.</p>
Section 4.3: Air Quality		
<p>Impact 4.3-1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?</p>	<p>Significant and Unavoidable Impact</p>	<p>MM AQ-1 The Project shall utilize “Super-Compliant” low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD’s Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of a building permit, the Ontario Building and Safety Department shall confirm that plans specify that all architectural coatings will be super-compliant low VOC paints.</p> <p>MM AQ-2 Only electric-powered off-road equipment (e.g., yard trucks/hostlers, forklifts, indoor material handling equipment, etc.) shall be utilized onsite for daily warehouse and business operations. The Project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only electric-powered off-road equipment shall be included in all leasing agreements. Prior to issuance of a Business License for a new tenant/business entity, the Project developer/facility owner and tenant/business entity shall provide to the City of Ontario Planning Department and Business License Department a signed document (verification document) noting that the Project development/facility owner has disclosed to the tenant/business entity the requirement to use only electric-powered equipment for daily operations. This verification document shall be signed by authorized agents for the Project developer/facility owner and tenant/business</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Ontario Planning Department and Business License Department to verify, to the City’s satisfaction, that any off-road equipment utilized will be electric-powered.</p> <p>Prior to the issuance of building permits, the City of Ontario Building Department shall confirm that if emergency generators are proposed, the Project applicant shall explore non-diesel options. If non-diesel generators are determined to not be feasible due commercial availability or the energy requirements of the project, the Project applicant shall provide written justification to be approved by the City’s Building Department.</p> <p>MM AQ-3 Prior to issuance of occupancy permits, the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:</p> <ul style="list-style-type: none"> ▪ Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options; ▪ Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the Project site; ▪ Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day; ▪ Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service; and ▪ Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users. <p>MM AQ-4 Prior to the issuance of a building permit, the Planning Department shall confirm that the Project is designed to include the following:</p> <ul style="list-style-type: none"> ▪ The buildings’ electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in a logical location(s) on the site determined by the Project Applicant during construction

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.</p> <p>MM AQ-5 All truck access gates and loading docks within the Project site shall have a sign posted that states:</p> <ul style="list-style-type: none"> ▪ Truck drivers shall turn off engines when not in use. ▪ Truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to “neutral” or “park,” and the parking brake is engaged. ▪ Telephone numbers of the building facilities manager and CARB to report violations. ▪ Truck travel is restricted to truck routes identified in Figure M-04 of the Mobility Element in TOP 2050. <p>In addition, signage shall be installed to direct trucks to the appropriate designated truck routes.</p> <p>MM AQ-6 The installation of wood-burning and natural gas equipment shall be prohibited. The purpose of this measure is to limit emissions of ROG, CO, particulate matter, and visible emissions from wood-burning and natural gas devices used for primary heat, supplemental heat, or ambiance. This prohibition shall be noted on the deed and/or lease agreements for future property owners/tenants to obey.</p> <p>MM AQ-7 The installation of cold storage logistics (warehouse) space is prohibited. Should cold storage logistics (warehouse) space be considered in the future, a separate discretionary approval would be required.</p>
<p>Impact 4.3-2 Would the proposed project, result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</p>	<p>Significant and Unavoidable Impact</p>	<p>Refer to MM AQ-1 through MM AQ-7.</p>
<p>Impact 4.3-3 Would the proposed project expose sensitive receptors to substantial pollutant concentrations?</p>	<p>Less Than Significant with Mitigation Incorporated</p>	<p>Refer to MM AQ-1 through MM AQ-7.</p> <p>MM AQ-8 Prior to issuance of grading permits, the applicant shall prepare and submit documentation to the City of Ontario that demonstrate that all off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit’s Best Available Control Technology (BACT)</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment.
Section 4.4, Biological Resources		
<p>Impact 4.4-1 Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p>	<p>Less than Significant with Mitigation Incorporated (Phase I Project) and Significant and Unavoidable (Phase II Only)</p>	<p>MM BIO-1 Nesting Bird and Raptor Preconstruction Survey. Regulatory requirement for potential direct/indirect impacts to nesting common and sensitive bird and raptor species will require compliance with the CDFG Code Section 3503. Construction outside the nesting season (between September 1st and January 31st) do not require pre-removal nesting bird surveys. If construction is proposed during nesting season (February 1st and August 31st), a qualified biologist will conduct a nesting bird survey(s) no more than three (3) days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (200 ft -500 ft for raptors) to the Project site.</p> <p>The survey(s) will focus on identifying any raptors and/or bird nests that are directly or indirectly affected by construction activities. If active nests are documented, the qualified biologist will prepare and implement specific measures to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest will be postponed until the young birds have fledged. The perimeter of the nest setback zone will be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities will be restricted from the area. The biologist shall establish a no-disturbance buffer around each active nest. The buffer area will be determined by the biologist based on the species present, surrounding habitat, and type of construction activities proposed in the area. The survey report will be submitted by the qualified biologist to the City of Ontario for review and approval prior to initiation of grading in the nest-setback zone.</p> <p>Additionally, the qualified biologist will serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A final monitoring report of the findings, prepared by a qualified biologist, will be submitted to the City of Ontario documenting compliance with the CDFG Code. Any nest permanently vacated for the season would not warrant protection pursuant to the CDFG Code.</p> <p>MM BIO-2 Focused Bat Survey. Prior to implementation of Project activities, a qualified biologist shall be retained to determine whether potential roosting sites for bats may be affected. For large ornamental trees suitable for bat roosting/nursery, exit counts and acoustic surveys shall be performed prior to initial ground disturbance, vegetation or structure removal to determine whether the Project Site and a 300-foot buffer supports a nursery or roost, and by which species. This work will occur between late -spring and late summer and/or in the fall (generally mid-March through late October).</p> <p>If the results of the bat survey find a total of a single roosting individual of a special status bat species or 25 or more individuals of a non-special status bat species with</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>potential to be present in the Project Site (i.e., western Mastiff bat, big free-tailed bat, or pallid bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. For each location confirmed to be occupied by bats, the plan will provide details both in text and graphically where exclusion devises/and or staged tree removal will need to occur, the timing for exclusion work and the timeline and methodology needed to exclude the bats. The plan will need to be reviewed and approved by CDFW prior to disturbance of the root(s).</p> <p>MM BIO-3 Focused and Preconstruction Burrowing Owl Surveys. Focused surveys for burrowing owl will be conducted in accordance with the March 7, 2022, CDFG staff report on Burrowing Owl Mitigation. Specifically, A total of 4 surveys will be conducted: 1) at least one site visit between February 15th and April 15th, and 2) a minimum of three (3) surveys, at least three weeks apart, between April 15th and July 15th, with at least one visit after June 15th. A report of the findings prepared by a qualified biologist shall be submitted to the City of Ontario prior to any permit or approval for ground disturbing activities.</p> <p>A 14-day burrowing owl preconstruction survey will also be conducted immediately prior to the initiation of ground-disturbing construction to ensure protection for this species. The survey will be conducted in compliance with CDFW guidelines (CDFW 2012). A report of the findings prepared by a qualified biologist shall be submitted to the City of Ontario prior to any permit or approval for ground disturbing activities. If burrowing owls are detected on-site during the focused surveys or 14-day preconstruction survey efforts, during the breeding season (February 1st to August 31st) then construction activities shall be limited to beyond 300 feet of the active burrows until a qualified biologist has confirmed that nesting efforts are complete or not initiated. In addition to monitoring breeding activity, if construction is proposed to be initiated during the breeding season or active relocation is proposed, a burrowing owl relocation plan will be developed and approved by the City of Ontario, CDFW and USFWS.</p> <p>MM BIO-4 Programmatic Assessment Area CEQA Analysis. The Programmatic Assessment Area located within the southwest region of the Specific Plan Boundary, including APN’s 1053-281-01, -02, -03, -04, -05, 07 and – 08, was not evaluated for biological resources as part of this analysis. To ensure that potential adverse effects to sensitive species and resources are reduced to a less than significant level, a focused biological resources assessment and impact analysis shall be conducted in the un-surveyed portion of the Specific Plan Boundary prior to approval of development within this region. In addition to completing CEQA review, any focused surveys and required mitigation measures shall be implemented prior to project approval and initiation of construction.</p>
Impact 4.4-2	Less than Significant with Mitigation Incorporated	Refer to MM BIO-4 .

Resource Impact	Level of Significance	Mitigation Measure(s)
Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	(Phase I Project) and Significant and Unavoidable (Phase II Only)	
Impact 4.4-3 Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than Significant (Phase I Project) and Significant and Unavoidable (Phase II Only)	Refer to MM BIO-4 .
Impact 4.4-4 Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than Significant with Mitigation Incorporated (Phase I Project) and Significant and Unavoidable (Phase II Only)	Refer to MM BIO-1 and MM BIO-4 .
Impact 4.4-5 Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than Significant with Mitigation Incorporated (Phase I Project) and Significant and Unavoidable (Phase II Only)	MM BIO-5 Tree Inventory. Prior to implementation of Project site clearing or grading, a qualified biologist shall provide a tree inventory to ensure compliance with Ontario MC Section 6.05.020, Tree Preservation Policy and Protection Measures. Healthy Heritage Trees that are approved for removal shall be replaced with new trees with a total trunk diameter equal to the tree(s) removed, or as deemed appropriate by the Approving Authority based on lot size and available planting space. Replacement trees are to be in addition to the quantity of trees required for landscaping. The Approving Authority is responsible for reviewing the landscape plan and approving appropriate species for tree replacement (The Ontario Plan 2050).
Section 4.5: Cultural Resources		
Impact 4.5-1 Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Significant and Unavoidable	<p>MM CUL-1 Prior to issuance of a demolition building permit, every effort shall be made to relocate the Milk Parlor (front portion). The building shall be offered at no cost for those who can relocate off site. Advertisements notifying the public of the opportunity to relocate the building shall be placed for a minimum of 30 days: on-site with temporary signage, in at least three local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards.</p> <p>MM CUL-2 Full documentation, including but not limited to as built drawing, historical narrative and Historic American Building Survey (HABS) photographs, of the historic resource pursuant to HABS Level 3 standards shall be submitted to the Planning Department for subsequent release to the Ovitt Family Community Library, Model Colony History Room prior to issuance of demolition building permit.</p> <p>MM CUL-3 A mitigation fee pursuant to Section 7.01.030 of the Ontario Development Code shall be paid to the Planning Department prior to issuance of</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>building permit for demolition. Mitigation fee is equal to 30% of the price per square foot construction cost as established in the most current International Code Council Building Valuation Data. The fee amount will be provided by the Planning Department at the time of payment. Funds will be deposited into the City’s Historic Preservation Trust Fund.</p> <p>MM CUL-4 A determination whether items within or on the resource should be salvaged shall be made by the Planning Department. The applicant shall be responsible for the removal, relocation and donation of such items selected for salvaging. An inventory of salvaged items shall be provided by the applicant to the Planning Department prior to issuance of building permit.</p> <p>MM CUL-5 The applicant shall obtain a building permit prior to any demolition, relocation, or construction.</p> <p>MM CUL-6 Develop a historic context report for significant persons in the dairy farm industry such as the Grant family.</p> <p>MM CUL-7 Conduct a comparative study of other dairy areas within California such as the San Joaquin Valley, Arcata Bottoms in Humboldt County, and the Fresno region to further understand the significance of dairy farming at a local, regional, and statewide level.</p> <p>MM CUL-8 Produce a short video documentary on the operations of a functioning dairy located within the Ontario Ranch area. The 12-15 minute documentary should focus on the dairy history, themes, site, building, and stories gathered from new and archived oral interviews, dairy context and recent dairy surveys.</p>
<p>Impact 4.5-2 Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?</p>	<p>Less Than Significant with Incorporated Mitigation</p>	<p>MM CUL-9 Prior to the issuance of any grading permits for the Project area, a Cultural Awareness Training Program shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work within the Project area. The training shall be prepared and conducted by a Qualified Archaeologist to the satisfaction of the City Planning Department. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. A copy of the training transcript and/or training video, as well as a list of the names of all personnel who attended the training and copies of the signed acknowledgment forms shall be submitted to the City Planning Department for their review and approval.</p> <p>MM CUL-10 Should any cultural resources be discovered during Project implementation; the City Planning Department and a Qualified Archaeologist shall be notified to assess the nature and significance of the find. Should any cultural resources be deemed significant, the Qualified Archaeologist shall draft a treatment plan for review and approval by the City Planning Department. Tribes listed on the City’s contact list for the Project shall be notified of any significance discovery that is Native American in origin and be given the opportunity to comment on the treatment plan prior to implementation. All final site records, reports, etc.</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		associated with the discovery, evaluation, and treatment of cultural resources discovered during Project implementation shall be submitted to the South-Central Coastal Information Center (SCCIC).
Section 4.7: Geology and Soils		
<p>Impact 4.7-3 Would the Project result in substantial soil erosion or the loss of topsoil?</p>	<p>Less than Significant with Mitigation Incorporated (Phase I Project) and Significant Unavoidable (Phase II Only)</p>	<p>MM GEO-1 As specified in the Preliminary Geotechnical Investigation & Organic Soil/Manure Evaluation Report for the Euclid Mixed Use Specific Plan Project by Converse Consulting, cut/fill transitions should be eliminated from all level portions of the building pad areas. This should be accomplished by over excavating the entire “cut” portion of the building pad area by at least 5.0 feet below proposed grade and replacing the excavated materials as properly compacted fill, so that all footings for structures and walls are founded into engineered fill with a minimum of 3.0 feet of fill below footings for proposed structures and 2.0 feet below footings for proposed walls.</p> <p>No fill should be placed until excavations and/or natural ground preparation have been observed by the geotechnical consultant. The native soils encountered within the project sites are generally considered suitable for re-use as compacted fill. Excavated soils should be processed, including removal of roots and debris, removal of oversized particles, mixing, and moisture conditioning, before placing as compacted fill. On-site soils used as fill should meet the following criteria.</p> <ul style="list-style-type: none"> ▪ No particles larger than 8 inches in largest dimension. ▪ Rocks larger than 4 inches should not be placed within the upper 12 inches of subgrade soils. ▪ Free of all significant organic matter, debris, or other deleterious material. ▪ Expansion index of 50 or less. ▪ Sand Equivalent greater than 15 (greater than 30 for pipe bedding). ▪ Contain less than 30 percent by weight retained in 3/4-inch sieve. ▪ Contain less than 40 percent fines (passing #200 sieve).
<p>Impact 4.7-5 Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?</p>	<p>Less than Significant with Mitigation Incorporated (Phase I Project) and Significant Unavoidable (Phase II Only)</p>	<p>MM GEO-2 Stockpiled fill soils would be placed in deeper fills (at least 5 feet below proposed grade), landscaped areas, or non-structural fills, or blended with sandier soils on site outside of the subject fill stockpile in order to reduce the expansion potential of the stockpiled soils. The expansion potential of the finish-grade soils shall be tested at grading completion.</p> <p>Slabs-on-grade shall have a minimum thickness of 5 inches for support of nominal live loads and be reinforced with No. 3 bars spaced 24 inches or less on-centers both ways. Slab reinforcement shall be supported on concrete chairs so that the desired placement is properly placed per the design engineer. Structural design elements of slabs-on-grade, including but not limited to thickness, reinforcement, and joint spacing of more heavily loaded slabs shall be dependent upon the anticipated</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>loading conditions and the modulus of subgrade reaction (200kcf) of the supporting materials and shall be designed by a structural engineer.</p> <p>Subgrade for slabs-on-grade shall be firm and uniform. All loose or disturbed soils, including under-slab utility trench backfill shall be recompacted. Prior to placing concrete, the subgrade soils below all floor slabs shall be pre-watered to achieve a moisture content that is equal to 100 percent of the optimum moisture content of the subgrade soils. The moisture content should penetrate to a minimum depth of 12 inches. This should promote uniform curing of the concrete and minimize the development of shrinkage cracks.</p> <p>MM GEO-3 Corrosive Materials. Prior to issuance of a building permit, the Director of the City Public Works Department, or designee, shall verify that the Project Applicant/Developer has retained the services of a licensed corrosion engineer to provide detailed corrosion protection measures. Where steel may come in contact with on-site soils, project construction shall include the use of steel that is protected against corrosion. Corrosion protection may include, but is not limited to, sacrificial metal, the use of protective coatings, and/or cathodic protection. Additional site testing and final design evaluation regarding the possible on-site presence of significant volumes of corrosive soils shall be performed by the Project Geotechnical Consultant to refine and enhance these recommendations. On-site inspection during grading shall be conducted by a qualified corrosion consultant and City of Director of Public Works/City Engineer, or designee, to ensure compliance with geotechnical specifications as incorporated into Project plans.</p>
<p>Impact 4.7-7 Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>MM GEO-4 In areas of documented or inferred archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan based on the recommendations of a qualified cultural preservation expert. Additionally, a paleontological resource monitoring plan (PRMP) would be prepared and implemented. Periodic paleontological spot checks would be conducted when excavation exceeds depths of 5 feet to determine if older, paleontologically sensitive sediments are present. If present, monitoring would be implemented. Prior to the start of construction, a paleontological resource monitoring plan (PRMP) would be prepared and implemented. The Project's PRMP would implement the following procedures:</p> <ul style="list-style-type: none"> ▪ A trained and qualified paleontological monitor would perform spot-check and/or monitoring of any excavations on the Project that have the potential to impact paleontological resources in undisturbed native sediments below five feet in depth. The monitor would have the ability to redirect construction activities to ensure avoidance of adverse impacts to paleontological resources.

Resource Impact	Level of Significance	Mitigation Measure(s)
		<ul style="list-style-type: none"> ▪ The Project paleontologist may re-evaluate the necessity for paleontological monitoring after examination of the affected sediments during excavation, with approval from Lead Agency and Client representatives. ▪ Any potentially significant fossils observed shall be collected and recorded in conjunction with best management practices and Society of Vertebrate Paleontology professional standards. ▪ Any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution for the benefit of current and future generations. ▪ A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, shall be prepared and submitted to the appropriate personnel.
Section 4.8: Greenhouse Gas Emissions		
<p>Impact 4.8-1 Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?</p>	Less than Significant with Mitigation Incorporated	<p>Refer to MM AQ-2 through AQ-6 in Section 4.3: Air Quality. MM GHG-1 Project development proposals with building permit applications on file with the City shall implement Screening Table Measures that achieve at least 100 points per the Screening Tables. The City shall verify that Screening Table Measures achieving the 100-point performance standard are incorporated in development plans prior to the issuance of building permit(s) and/or site plans (as applicable). The City shall verify implementation of the selected Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. At the discretion of the City, measures that provide GHG reductions equivalent to GHG emissions reductions achieved via the Screening Table Measures may be implemented. Multiple development proposals may, at the discretion of the City, be allowed to collectively demonstrate achievement of at least 100 points per the Screening Tables.</p>
<p>Impact 4.8-2 Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?</p>	Significant and Unavoidable Impact	<p>Refer to MM AQ-2 through MM AQ-6 in Section 4.3: Air Quality and MM GHG 1 (refer to Impact Threshold 4.8-1).</p>
Section 4.9-1: Hazards and Hazardous Materials		
<p>Impact 4.9-1 Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	Less Than Significant with Mitigation Incorporated (Phase I Project) and Significant and Unavoidable (Phase II Only)	<p>MM HAZ-1 Construction period testing. Construction at the Project site shall be conducted under a Project-specific Construction Risk Management Plan (CRMP) to protect construction workers, the general public, and the environment from subsurface hazardous materials previously identified and to address the possibility of encountering unknown contamination or hazards in the subsurface. The CRMP shall summarize soil and groundwater analytical data collected on the Project sites during past investigations and during site investigation activities;</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>delineate areas of known soil and groundwater contamination, if applicable; and identify soil and groundwater management options for excavated soil and groundwater, in compliance with local, state, and federal statutes and regulations. The CRMP shall:</p> <ul style="list-style-type: none"> ▪ Provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during Project excavation and dewatering activities, respectively. ▪ Require the preparation of a Project-specific Health and Safety Plan that identifies hazardous materials present, describes required health and safety provisions and training for all workers potentially exposed to hazardous materials in accordance with State and Federal worker safety regulations, and designates the personnel responsible for Health and Safety Plan implementation. ▪ Require the preparation of a contingency plan that shall be applied should previously unknown hazardous materials be encountered during construction activities. The contingency plan shall include provisions that require collection of soil and/or groundwater samples in the newly discovered affected area by a qualified environmental professional prior to further work, as appropriate. The analytical results of the sampling shall be reviewed by the qualified environmental professional and submitted to the appropriate regulatory agency. The environmental professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the County or regulatory agency, as appropriate. ▪ Designate personnel responsible for implementation of the CRMP. The CRMP shall be submitted to the County for review and approval prior to the issuance of construction and demolition permits. <p>MM HAZ-2 Soil Management Plan. Prior to issuance of a grading permit, the Project applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan that details procedures and protocols for on-site management of soils containing potentially hazardous materials. The SMP would be implemented during grading activities on-site to ensure that soils containing</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>residual levels of hydrocarbons or arsenic are properly identified, monitored, and managed on-site, and include the following:</p> <ul style="list-style-type: none"> ▪ A certified hazardous waste hauler shall remove all potentially hazardous soils. In addition, sampling of soil shall be conducted during excavation to ensure that all petroleum hydrocarbon and arsenic impacted soils are removed, and that Environmental Screening Levels (ESLs) for non-residential uses are not exceeded. Excavated materials shall be transported per California Hazardous Waste Regulations to a landfill permitted by the State to accept hazardous materials. ▪ Any subsurface materials exposed during construction activities that appear suspect of contamination, either from visual staining or suspect odors, shall require immediate cessation of excavation activities. Soils suspected of contamination shall be tested for potential contamination. If contamination is found to be present per the Department of Toxic Substances Control Screening Levels for industrial/commercial land use (DTSCSLi) and the U.S. EPA Regional Screening Levels for industrial/commercial land use (EPARSLi), it shall be transported and disposed of per state regulations to an appropriately permitted landfill. ▪ The SMP shall include a Health and Safety Plan (HSP) that addresses potential safety and health hazards and includes the requirements and procedures for employee protection; each contractor will be required to have their own HSP tailored to their particular trade that addresses the general project safety requirements. The HSP shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. ▪ The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. The SMP shall require the timely testing and sampling of soils so that contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. Anticipated testing includes total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and semi-volatile organic compounds (SVOCs). During excavation, Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>approved vapor suppressant or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated soils from becoming airborne. Under Rule 1166, contaminated soils shall be transported from the project site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment.</p> <ul style="list-style-type: none"> ▪ All SMP measures shall be printed on the construction documents, contracts, and project plans prior to issuance of grading permits. ▪ The SMP would also include procedures for the safe handling and transportation of soils on the Project Site that may impact sensitive receptors such as schools. <p>MM HAZ-3 Prior to the commencement of any construction-related site activities (clearing, demolition, grading etc.), all above-ground storage tanks (ASTs) and underground storage tanks (USTs) shall be removed. ASTs storing diesel shall be disposed of by a State of California licensed contractor and in compliance with the required San Bernardino County Fire Department (SBCFD) Hazardous Materials Division regulations for tank removals. For stained soils in the vicinity of diesel containing ASTs, as identified in the Phase I Environmental Site Assessment (ESA) dated July 29, 2021 soil samples shall be collected, as directed by the SBCFD inspector, for chemical analysis at a laboratory licensed by the State of California. If contaminated soils are encountered, a soil management plan shall be prepared to manage the stained soils during redevelopment. USTs shall be removed through reviewing available files at the SBCFD and ensuring the proper removal of the UST and a subsurface investigation to determine if the UST had impacted the subsurface.</p> <p>MM HAZ-4 Prior to the issuance of grading permits, the Project applicant shall conduct testing for the presence of methane on the Project site, in accordance with DTSC methane assessment guidelines. The Project applicant shall prepare a methane gas soil survey and implement grading activity recommendations to the satisfaction of the City Building Department. This survey and recommendation shall include a post-construction soil gas investigation and installation of methane gas mitigation systems where post-grading methane levels exceed 5,000 ppmv, should any such levels occur.</p> <p>MM HAZ-5 Following drainage of the on-site ponds, the Project applicant shall conduct a limited Phase II subsurface assessment of sediments to evaluate the sediments for chemical risks to human health and the environment. If contamination from dairy and animal-related wastes is encountered at a level above Environmental Screening Levels (ESLs) for non-residential uses, the appropriate</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>environmental agency (Regional Water Quality Control Board, Department of Toxic Substance Control, South Coast Air Quality Management District) shall be notified. Any contamination identified as a result of such testing/sampling shall be investigated and removed or remediated to the satisfaction of the environmental agency and established Regional Screening Levels with evidence provided to the City, such that there are no residual significant impacts following mitigation. Prior to allowing the commencement of any soil removal or hauling activities at the Proposed Project, the City will review and/or evaluate potential air quality impacts (criteria pollutants and toxic air contaminants from equipment exhaust, earthmoving, and other on-site remedial activities, as applicable) to verify that impacts are properly assessed and disclosed in accordance with CEQA.</p> <p>MM HAZ-6 Prior to the issuance of a demolition permit for any buildings or structures on-site, the Project applicant shall conduct comprehensive ACM and mercury contamination surveys to identify the locations and quantities of ACM and mercury in above-ground structures. The Project applicant shall retain a licensed or certified asbestos consultant to inspect buildings and structures on-site. The consultant’s report shall include requirements for abatement, containment, and disposal of ACM, if encountered, in accordance with the South Coast Air Quality Management District’s Rule 1403.</p> <p>Prior to issuance of a demolition permit of the onsite structure, preparation of a demolition plan for the safe dismantling and removal of building components and debris including a plan for lead and asbestos abatement shall be required. The demolition plan shall be submitted to the City for review and approval prior to commencement of construction activities.</p>
<p>Impact 4.9-2 Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>	<p>Less Than Significant with Mitigation Incorporated (Phase I Project) and Significant and Unavoidable (Phase II Only)</p>	<p>Refer to MM HAZ-1 through MM HAZ-6.</p>
<p>Impact 4.9-3 Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<p>Less Than Significant Impacts with Mitigation Incorporated (Phase I Project) and Significant and Unavoidable (Phase II Only)</p>	<p>Refer to MM HAZ-2.</p>
<p>Impact 4.9-4 Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to</p>	<p>Less Than Significant Impacts with Mitigation Incorporated</p>	<p>Refer to MM HAZ-5.</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		
Section 4.16: Tribal Cultural Resources		
<p>Impact 4.16-1 Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code 5020.1(k), or</p> <p>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<p>Less than Significant Impact with Mitigation Incorporated</p>	<p>Refer to Section 4.5: Cultural Resources for MM CUL-6 and MM CUL-7.</p>

2.0 INTRODUCTION AND PURPOSE

2.1 Purpose of the Environmental Impact Report

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This Draft Environmental Impact Report (EIR) has been prepared to satisfy CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). The EIR is a public document designed to provide decision-makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental impacts and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth-inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

CEQA requires each EIR to reflect the independent judgment of the “Lead Agency.” The Lead Agency is “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment” (PRC Section 21067). The City of Ontario (City) has the principal responsibility for approval of the Euclid Mixed Use Specific Plan Project (“Project” or “proposed Project”). For this reason, the City is the CEQA Lead Agency for this Project.

The Lead Agency exercises its independent judgment on questions, including but not limited to the thresholds of significance used to analyze project impacts, analyses, and conclusions regarding the level of significance of impacts both before and after mitigation, the identification and application of mitigation measures to avoid or reduce project-related impacts, and the consideration of alternatives to the proposed Project. In preparing this EIR, the City has employed CEQA and environmental technical specialists, but, the City, as the Lead Agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports. Therefore, the analyses and conclusions set forth in this EIR reflect the independent judgment of the City as Lead Agency.

The intent of the Draft EIR is to provide sufficient information on the potential environmental impacts of the Project to allow the City to make an informed decision regarding approval of the Project. The Draft EIR is also intended to inform responsible agencies, decision-makers, and the general public about the potential environmental effects of the development and operation of the Project. Specific discretionary actions to be reviewed by the City are described in **Section 3.0: Project Description**.

2.2 Notice of Preparation

The City determined that an EIR would be required for this Project and issued a Notice of Preparation (NOP) (see **Appendix A: Notice of Preparation and Scoping Meeting Materials**). CEQA Guidelines §15063 provides that if a lead agency determines that an EIR will clearly be required for a project, an Initial Study is not required; therefore, an Initial Study was not prepared for this project. Comments received during

the public review period, from February 10, 2023, to March 13, 2023, are provided in **Appendix A**. In addition, a public scoping meeting was held on February 22, 2023, via Zoom. Members of the public, the Project applicant and its consultants, and staff were able to participate in the meeting via Zoom. The meeting was recorded, and the meeting presentation is contained in **Appendix A**.

A total of eight letters were received in response to the NOP. The comment letters received during the NOP comment period are included in **Appendix A**.

Table 2-1: NOP Written Comments Summary compiles the comment letters received from commenting agencies/persons during the NOP process and identifies the section(s) of the Draft EIR where the issues are addressed.

Table 2-1: NOP Written Comments Summary

Commenting Agency/Person		Letter Dated	Summary of Comments	Issue Addressed in:
Native American Heritage Commission	Cameron Vela, Cultural Resource Analyst	February 14, 2023	<ul style="list-style-type: none"> Tribal Consultation recommendation for Californian Native American Tribes that are traditionally and culturally affiliated with the geographic area of the Project. AB 52 and SB 18 compliance and additional requirements. 	Section 4.5: Cultural Resources and Section 4.16: Tribal Cultural Resources
Council of Carpenters	Mitchell M. Tsai, Attorneys for Southwest Regional	February 22, 2023	<ul style="list-style-type: none"> The City should require the use of a local workforce to benefit the community’s economic development and environment. The City should impose training requirements for the project’s construction activities to prevent community spread of Covid-19 and other infectious diseases. 	Not Applicable
Riverside County Airport Land Use Commission	Jackie Vega, Urban Regional Planner I	February 27, 2023	<ul style="list-style-type: none"> Project is located outside Riverside County and therefore not within our jurisdiction. Request to reference Chino Airport Compatibility plan and noted that Ontario Airport is another surrounding airport. 	Section 3.0: Project Description; Section 4.11: Land Use; Section 4.9: Hazards
Southern California Gas Company	Will Liao, Region Planning Supervisor	March 2, 2023	<ul style="list-style-type: none"> Request that the builder contact USA / Dig Alert prior to any excavation activities, so that personnel can go out to perform Locate & Mark. 	Not Applicable
Southern California Association of Governments	Frank Wen, Ph.D., Manager, Planning Strategy Department	March 9, 2023	<ul style="list-style-type: none"> Request further environmental documentation for review. 	Section 4.15: Transportation and Traffic; Appendix I
South Coast Air Quality Management District	Sam Wang, Program Supervisor, CEQA IGR	March 10, 2023	<ul style="list-style-type: none"> Recommends that South Coast AQMD’s CEQA Air Quality Handbook and website be used as guidance when preparing the air quality and greenhouse gas analyses. Use the CalEEMod2 land use emissions software. Quantify criteria pollutant emissions and compare the emissions to South Coast AQMD’s CEQA regional pollutant emissions significance thresholds and localized significance thresholds to determine the Proposed Project’s air quality impacts. Identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD’s regional air quality CEQA operational thresholds to determine the level of significance. 	Section 4.3: Air Quality; Section 4.8: Greenhouse Gas Emissions; Appendix B

Commenting Agency/Person		Letter Dated	Summary of Comments	Issue Addressed in:
			<ul style="list-style-type: none"> If diesel emissions generated from long-term construction or attracts diesel-fueled vehicular trips, perform a mobile source health risk assessment. In the event of significant adverse air quality impacts, all feasible mitigation measures that go beyond what is required by law be utilized to minimize impacts; any impacts resulting from mitigation measures must also be analyzed. 	
City of Chino	Chris Cortez, Assistant Planner	March 13, 2023	<ul style="list-style-type: none"> Any intersection in Chino where project trips are likely to reach 50 peak hour trips will be included for evaluation within the Project's EIR per Chino TIA Guidelines. Access points along Euclid should be minimized to meet/maintain the roadway classification of an expressway when considering the project's internal roadway network alignment. The project is in the vicinity of the City of Chino's water treatment facility. Grading and other associated construction activities performed at the various phases of development are pertinent to adhere to the State Water Resources Control Board's General Permit requirements to control dust and other pollution. The City of Chino has critical water main infrastructure within the right-of-way of Schaefer Avenue. Temporary and permanent construction activities shall provide protection of the existing 16-inch and 18-inch water mains. Installation of any sewer lines 24 inches or larger within 10 feet of the City of Chino water mains should be reviewed by City of Chino Water Division. Additionally, take note of the uses and setbacks on the south side of Schaefer Avenue, as these would likely extend easterly to the Eastside Water Treatment Facility. The SCE easement which also extends to the EWTF may also be affected by said setbacks. 	<p>Section 4.15: Transportation and Traffic; Appendix I</p> <p>Section 4.10: Hydrology and Water Quality; Appendix G</p>
Californians Allied for a Responsible Economy (CARE CA)	Jeff Modrzejewski, Executive Director	March 13, 2023	<ul style="list-style-type: none"> CARE CA respectfully requests complete analysis of CEQA impacts, imposition of all feasible mitigation and study of a reasonable range of alternatives, including at least two environmentally superior alternatives to the Project. Avoid developing narrow project objectives as to exclude any meaningful alternative other than the Project. Make all efforts to minimize air quality effects to the greatest extent possible. This in part means that a Health Risk Assessment must be 	<p>Section 4.1: Aesthetics through Section 7.0: Effects Found Not to be Significant</p> <p>See Appendix B: Air Quality – Greenhouse Gas Emissions Reports</p>

Commenting Agency/Person		Letter Dated	Summary of Comments	Issue Addressed in:
			<p>prepared as part of the DEIR. The HRA should include both construction and operational diesel PM emissions and cancer risk assessment, and account for other emission sources such as backup generators.</p> <ul style="list-style-type: none"> • To determine the significance of the Project’s GHG, the City should avoid attempts at threshold shopping to secure a favorable less than significant result for the Project. If the City adopts a qualitative analysis, then the DEIR should provide a detailed explanation if numeric thresholds, adopted by various air districts are not used in the analysis. We also urge the City to adopt thresholds that embody climate change’s existential threat to humankind. Aside from identifying an appropriate threshold backed with substantial evidence, we expect a detailed discussion on the Applicant’s plan to offset the Project’s GHG emissions. • Mitigation measures must be effective and enforceable. Every effort must be made to incorporate modern technology in the mitigation measures and MMRP. • Provide all sources and referenced materials when the DEIR is made available. 	

The NOP process helps determine the scope of the environmental issues to be addressed in the Draft EIR. Based on this process for the Project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are addressed in this Draft EIR in detail, but effects found not to be significant are briefly discussed in **Section 7.0: Effects Found not to be Significant**.

Native American Consultation

The City initiated Native American consultation concurrent with the NOP scoping process, pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18. Letters were sent to the applicable tribes and are contained in **Appendix D: Cultural Resources Documentation**.

2.3 Scope of this Draft Environmental Impact Report

The scope of the Draft EIR was determined based on comments received in response to the NOP. A scoping meeting was also conducted by the City. Pursuant to State CEQA Guidelines, Sections 15126.2 and 15126.4, the Draft EIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

The information in **Section 3.0: Project Description**, establishes the basis for analyzing future, project-related environmental impacts.

Impacts Considered Less Than Significant

During preparation of the Draft EIR, the City determined that three environmental impact categories were not significantly affected by or did not affect the proposed Project. These categories are not discussed in detail in this Draft EIR.

- Mineral Resources
- Recreation
- Wildfire

Potentially Significant Adverse Impacts

The City determined that 17 environmental factors have potentially significant impacts if the proposed Project is implemented.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

Unavoidable Significant Impacts

This Draft EIR identifies several significant and unavoidable impacts, as defined by CEQA, that would result from implementation of the proposed Project. Unavoidable significant impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. Pursuant to State CEQA Guidelines Section 15093, for any project having unavoidable significant impacts, the City must prepare a “statement of overriding considerations” before it can approve the Project, attesting that the decision-making body has balanced the benefits of the proposed Project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable. The impacts that were found in the Draft EIR to be significant and unavoidable are found in these sections:

- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials

2.4 Incorporation by Reference

In accordance with State CEQA Guidelines Section 15150, the following documents are hereby incorporated by reference into this EIR and are made available for public review on their respective websites.

The Ontario Plan 2050: The City’s General Plan underwent a technical update and was adopted as The Ontario Plan (TOP) 2050 on August 16, 2022. TOP 2050 states long-term goals, principles, and policies for achieving Ontario’s Vision. It guides growth and development to achieve optimum results from the City’s physical, economic, environmental, and human resources. TOP 2050 is made up of nine elements: Land Use, Housing, Mobility, Safety (including Noise), Environmental Resources (including Conservation), Parks and Recreation (including Open Space), Community Economics, Community Design, and Social Resources. Environmental Justice is woven throughout the Policy Plan. The Policy Plan is intended to be a long-term policy document. It includes abiding principles for each element, goals, and policies. TOP 2050 can be found here: <https://www.ontarioca.gov/OntarioPlan>.

The Ontario Plan 2050 Supplemental EIR: The Ontario Plan (TOP) 2050 Supplemental EIR (SCH Number 2021070364) is an update to the approved TOP 2009; therefore, TOP 2050 Supplemental EIR relies on the findings of the 2009 Draft EIR, 2010 Recirculated Draft EIR, and 2010 Final EIR and, per CEQA Guidelines Section 15163, contains all of the information necessary to ensure that the certified TOP EIR fully evaluates the TOP 2050. These documents, though discussed separately here, are collectively referred to in the TOP 2050 Supplemental EIR as the 2010 Certified EIR. In accordance with CEQA Guidelines Sections 15148 and 15150, this TOP 2050 Supplemental EIR incorporates the 2010 Certified EIR (and its constituent parts) by

reference. TOP 2050 Supplemental EIR, certified August 2022, addresses the short and long-term effects of buildout of the City, which includes development of the Project area. Mitigation measures were imposed for impacts determined to be significant or potentially significant. Significant and unavoidable impacts were identified for agricultural resources, air quality, cultural resources, greenhouse gas emissions, noise, and transportation. TOP policies that are related to the proposed Project are cited in various sections throughout this EIR.

The TOP 2050 Supplemental EIR can be found here:

https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf .

Ontario Development Code: This Development Code is enacted to assist in the implementation of Federal and State planning, zoning, development, subdivision, and environmental laws, and TOP, and guide the orderly development of the City in a manner that promotes and protects the public health, safety, comfort, convenience, prosperity, and welfare of its inhabitants. The Development Code is referenced throughout this document as regulations governing development and land use activities within the City. Regulatory information from the Development Code is cited in various sections of this EIR. The development code can be found here: <https://www.ontarioca.gov/Planning/Applications>.

San Bernardino County Countywide Plan: The County of San Bernardino adopted the County Countywide Plan in 2020. The Countywide Plan is comprised of four sections: Policy Plan, Business Plan, Community Action Guides, and Environmental Documents. The County Policy Plan is an update and expansion of the County's General Plan for the unincorporated areas. As an update of the County's General Plan and Community Plans, the Policy Plan addresses physical, social, and economic issues facing the unincorporated portions of the County. It also addresses supportive services for adults and children, healthcare services, public safety, and other regional county services provided to both incorporated and unincorporated areas. As part of its Policy Plan, the County includes the following eight elements: 1) Land Use; 2) Infrastructure & Utilities; 3) Transportation & Mobility; 4) Natural Resources; 5) Hazards; 6) Personal & Property Protection; 7) Economic Development; and 8) Health & Wellness. The Policy Plan was used throughout this EIR since it contains information, policies, and regulations relevant to the proposed Project.

This document is available for review on the County's website at: <http://countywideplan.com/policy-plan>.

Southern California Association of Governments (Connect SoCal): The 2020-2045 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal embodies a collective vision for the region's future and addresses the cumulative impact of future development and associated infrastructure improvements for SCAG regions. It is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within SCAG regions such as San Bernardino County and the City. Connect SoCal can be found here: <https://scag.ca.gov/connect-socal>.

Ontario Ranch Business Park Final Subsequent EIR. The Ontario Ranch Business Park Final Subsequent EIR addressed the environmental effects and comments from public agencies and interested parties associated with the implementation of the Ontario Ranch Business Park Specific Plan Amendment project, located south of the proposed Euclid Mixed Use Specific Plan Project area. The Ontario Ranch Business Park Final Subsequent EIR is specifically relevant as it addressed the impacts of constructing regional infrastructure necessary to serve the developing southwestern industrial sector of the City of Ontario.

This document is available for review on the City’s website at:

<https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Environmental%20Documents/ORBP/01%20ORBP%20II%20SPA%20Final%20SEIR.pdf>.

2.5 Environmental Impact Report Process

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

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

- City of Ontario, Planning Department, 303 East “B” Street, Ontario, CA 91764
- Ontario Main Library 215 East “C” Street, Ontario, CA 91764
- City’s website: <https://www.ontarioca.gov/Planning/Reports/EnvironmentalImpact>

3.0 PROJECT DESCRIPTION

3.1 Project Location and Settings

The Euclid Mixed Use Specific Plan Project (Project) is made up of 18 existing parcels totaling 84.1 acres in the City of Ontario (City). The City is located approximately 40 miles east of downtown Los Angeles, 20 miles west of downtown San Bernardino, and 30 miles north from the Orange County line. (See **Figure 3-1: Regional Location**).

Regional access to the Project site is provided by State Route 83 (SR-83; Euclid Avenue), which connects to State Route 60 (SR-60) and Interstate 10 (I-10) to the north; Interstate 15 (I-15) approximately 5.5 miles to the east; and State Route 71 (SR-71) approximately 4.3 miles to the west. SR-71 connects the Project to State Route 91 (SR-91) in unincorporated Riverside County.

The Project site is in the southwestern portion of the City, immediately east of the City of Chino in San Bernardino County. The proposed Project site is bounded by Schaefer Avenue on the north, Sultana Avenue on the east, Edison Avenue on the south, and Euclid Avenue on the west (See **Figure 3-2: Local Vicinity Map** and **Figure 3-3: Project Boundary**). The Assessor Parcel Numbers (APNs) for this Project are 1053-071-01, -02, -03, -04; 1053-211-01, -02, -05; 1053-281-01, -02, -03, -04, -05, -07, -08; 1053-081-01, -02, -03, -04.

The Project specific plan will create guidelines that will: address the Project's consistency with The Ontario Plan (TOP) 2050 Update; provide a development plan, which specifies land uses, circulation, infrastructure, streetscape, and landscape plans applicable to properties within the Project area; establish procedures for reviewing individual projects; implement design guidelines to create a visually attractive environment; and summarizes the development review process; and specifies provisions for administration and implementation of the Project.

3.2 Project Site and Surrounding Land Uses

The 84.1-acre Project site is currently occupied by agricultural uses, including the raising of livestock, dairy farming activities, and a commercial nursery. Dairy farming and agriculture have been the primary uses of the Project site since before the 1930s. The majority of the site exists as fallow or cultivated fields. There is a private recreational vehicle facility in the southwestern portion of the site and a scrap yard at the intersection of Euclid Avenue and Edison Avenue. Various non-conforming single family residential structures, as well as agricultural related buildings and open structures are located within the Project site. Two Southern California Edison (SCE) easements extend across the Project site. No structures are located within the SCE easements; however, they have been used for various agricultural uses historically.

Existing uses surrounding the Project site are similar to those on the site. Ongoing crop farming is located to the north of the Project site and a vacant property that was a former dairy farm is located to the east of the site. The property to the south is currently utilized for residential, farming, or trucking related uses. North across Schaefer Avenue is an existing dairy farm; south across Edison Avenue is an existing trucking facility; east across Sultana Avenue is vacant land and an existing trucking facility; west across

Euclid Avenue, is the City of Chino with existing commercial and residential uses, and a truck/trailer storage yard (see **Figure 3-4: Surrounding Land Uses**).

Existing Zoning and Land Use Designations

The existing land use designations for the Project site are consistent with the TOP's existing land designations (see **Figure 3-5: Existing Land Use and Zoning**). The City's TOP designates the Project site for development of Business Park (BP) at 0.6 FAR, and Mixed-Use (MU) at 14.0 to 65.0 du/ac; 1.5 FAR office; 1.0 FAR retail, and includes portions designated for Open Space-Non-Residential (OS-NR).¹

TOP land use designations for the Project site by parcel number are as follows:

- Business Park
 - APN: 1053-071-01, -02, -03, -04; 1053-211-01, -02, -05; 1053-081-01, -02, -03, -04.
- Mixed-Use
 - APN: 1053-281-01, -02, -03, -04, -05, , -07, -08.

Additionally, the southern portion of the Project site is located within TOP 2050 South Euclid District Place Type. Lying at the southwest corner of the City, the South Euclid District Place Type is envisioned to develop as a vertically- and horizontally mixed-use area to serve the populations of newly developing Ontario Ranch and adjoining communities.² The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect the "Great Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and transit stops with amenities.

The southern portion of the Project site is also within the Great Park Corridor. Sites within the Great Park Corridor are currently zoned Specific Plan (SP) Zoning District with an Agricultural Overlay (SP-AG), but no specific plan has been adopted, and they will be rezoned to SP-AG Affordable Housing (AH) for inclusion in the Affordable Housing Overlay District described within the City's Housing Element.³ The SP-AG-AH Overlay will establish a minimum density of 20 du/ac, and allow TOP 2050 designation to govern the maximum densities for each site. The Agriculture Overlay District will remain in place until the parcel is ready for development consistent with TOP 2050 and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential. Sites in this area would have TOP 2050 designations of Medium Density Residential and Mixed-Use (MU). Medium-Density Residential will allow a range of 20-30 du/ac for projects with at least 25 percent of units affordable to lower incomes, and a range of 20-25 du/ac for all other projects. Two different MU areas are proposed in this opportunity area, Mixed-Use Eucalyptus/Chino Airport (MU-EU) allowing 20-45 du/ac and Mixed-Use Great Park allowing

¹ City of Ontario. 2022. *TOP 2050, Figure LU-01, Official Land Use Plan*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/Land%20Use/Figure%20LU-01%20Official%20Land%20Use%20Plan_0.pdf. (accessed October 2022).

² City of Ontario. 2022. *TOP 2050, Page 107*. <https://www.ontarioca.gov/OntarioPlan>. (accessed March 2023).

³ City of Ontario. 2022. *TOP 2050, Housing Element, page H-282*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/housing>. (accessed July 2023).

20-65 du/ac. With TOP 2050 and zoning changes noted in Program 13, all sites identified support densities necessary to facilitate lower- and moderate-income housing development.⁴

TOP designates the surrounding areas in Ontario Ranch for Commercial, Residential, and Mixed-Use development.

The existing zoning designation is Specific Plan (SP) Zoning District with an Agricultural (AG) Overlay.⁵ The SP District designation requires approval of a specific plan by the City for urban development of the Project site. The Specific Plan will be the zoning for the Project site, consistent with TOP 2050.

Surrounding Land Uses

The existing uses in the vicinity include:

- North across Schaefer Avenue: dairy farm
- South across Edison Avenue: trucking facility
- East across Sultana Avenue: vacant and existing trucking facility
- West across Euclid Avenue (City of Chino): existing commercial and residential uses, truck/trailer storage

Environmental Characteristics

Topography

The Project site slopes gently from the northeast to the southwest and south. Drainage appears to flow south and southwest. Site elevations range from approximately 730 feet above mean sea level (msl) in the northeast portion of the site to approximately 690 feet above msl in the southwest portion of the site.

Biology

As a part of the Biological Resources Technical Report prepared for the Project (**Appendix C: Biological Resources Reports**), species and habitat information were gathered from relevant databases to determine which species and/or habitats would be expected to occur on-site. Based on the results of the field investigation, no special-status plant or animal communities were observed on-site. No impacts to jurisdictional waters would occur based on the limits of the improvements and therefore no regulatory permits are necessary. Refer to **Section 4.4: Biological Resources**, for further discussion.

Hydrology

According to the Geotechnical Investigation conducted for the Project (**Appendix E: Geotechnical Reports**), groundwater was not encountered during the investigation. Based on the available data and the findings of the investigation, the historical high groundwater level and the current groundwater level is estimated to be deeper than 137 feet below ground surface. Groundwater is not expected to be encountered during construction of the Project. It should be noted that the groundwater level could vary

⁴ Ibid.

⁵ City of Ontario. 2022. *Zoning Map*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Zoning%20Map/Zoning_20220415_Rev1.pdf. (accessed March 2023).

depending upon the seasonal precipitation and possible groundwater pumping activity in each site vicinity. Perched water layers at depth may be present locally, particularly following high precipitation and irrigation events. Refer to **Section 4.10: Hydrology and Water Quality**, for further discussion.

Seismic Conditions

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no evidence of faulting was identified during the Geotechnical Investigation. There are no Alquist-Priolo Earthquake Fault Zones within the Project area. The nearest Alquist-Priolo Earthquake Fault Zone, the Elsinore Fault Zone, is approximately 3.5 miles southwest of the Project site.⁶ This fault is a north to northwest trending reverse fault that dips steeply towards the southwest.

There have been no notable earthquakes, of a magnitude of 5.5 or more, affecting the Ontario-Chino region within the last 50 years. The most recent earthquake, the 2008 Chino Hills Earthquake, occurred southwest of the Project site and had a magnitude of 5.4. See **Section 4.6: Geology and Soils** for further discussion.

Flood Zone Information

According to the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program's Flood Insurance Rate Maps (FIRM) (Map No. 06071C8620H and 06071C9335H, rev. August 28, 2008), the majority of the Project site lies Zone D, an area where there are possible but undetermined flood hazards.⁷ See **Section 4.9: Hazards and Hazardous Materials** and **Section 4.10: Hydrology and Water Quality**, for further discussion.

Hazards and Hazardous Materials

According to the Phase I and II Environmental Site Assessment conducted for the Project (**Appendix F: Phase I and II Environmental Site Assessment**), the site was previously developed for agricultural uses from as early as 1933 to the present day. Between 1946 and the present, the Project site was used agriculturally, including one dairy operation on the western portion of the site, and another dairy operation on the northeastern portion of the site. From as early as 2006, the current plant nursery operation on the southwestern portion of the Property was noted as well. Recognized Environmental Conditions were identified on-site. Refer to **Section 4.9: Hazards and Hazardous Materials**, for further discussion.

Airport Influence Areas

Ontario International Airport Influence Area

The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was adopted by the Ontario City Council on April 19, 2011. The intent of a compatibility plan is to avoid conflicts between airport

⁶ California Geological Survey. 2023. *Earthquake Zones of Required Investigation*. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. (accessed July 2023).

⁷ Federal Emergency Management Act. ND. *National Flood Hazard Layer (NFHL) Viewer*. <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-117.81426821289033,33.99346556420189,-117.48193178710954,34.1356709592875>. (accessed January 2023).

operations and surrounding land uses. The Project area is not within the safety, noise impact, or airspace protection zones of the ONT ALUCP; however, it is within the Airport Influence Area, as is the entire City.

Chino Airport Overlay Zone

The Project site is located directly north of the Chino Airport and within the Chino Airport, airport influence areas. The City is currently preparing an ALUCP for Chino Airport which relies on the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics. The Chino ALUCP will establish policies and criteria for the four types of compatibility impacts which include safety, noise, airspace protection, and overflight. The Project site is not within the Chino Airport noise impact zone. Projects within the Project specific plan boundary shall be required to be consistent with the policies and criteria of the ALUCP for Chino Airport.

Williamson Act Contracts

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The motivation for the Williamson Act is to promote voluntary land conservation, particularly farmland conservation. There are no active Williamson Act contracts located within the Project area.

3.3 Project Objectives

Objectives for the Project are defined in the Project specific plan to aid decision makers in their review of the Project and its associated environmental impacts. The Project objectives have been refined throughout the planning and design process for the Project and are listed below:

- Optimize the movement of goods throughout the region by designing a mixed-use center to create a highly walkable and pedestrian-oriented site design and road network which leverages the Bus Rapid Transit (BRT) investments;
- Create a mixed-use center to serve the populations of the newly developing Ontario Ranch and adjoining communities, by providing a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails;
- Develop and operate a large format mixed-use center to allow the City of Ontario to compete on a domestic scale through the efficient and cost-effective movement of goods;
- Provide a flexible planning framework that responds to changing physical and market driven aspects of future development opportunities;
- Specify a coordinated phasing of infrastructure, utilities, and public services for this area of Ontario Ranch;
- Promote compatible uses and interfaces between adjacent properties;
- Create a professional, well maintained and attractive environment for the development of a vibrant mixed-use development along Edison Avenue and a multi-purpose business park complex;

- Provide the entitlement and framework for office retail development and multiple family residential units;
- Provide the entitlements and framework for the development of business park uses;
- Provide employment opportunities for the surrounding community;
- Facilitate the implementation of roads, utilities, and other infrastructure investments that will be sufficiently sized to serve the Project site;
- Expand Ontario’s retail, office and business park uses in proximity to local airports and regional transportation networks;
- Create an economic driver for future growth in western portion of Ontario Ranch that acts as a catalyst for the development of infrastructure improvements in the area and implementation the City’s long term planning vision;
- Provide opportunities for residents to live, work and shop within close proximity;
- Provide a logical extension of planned community trails and bikeways; and
- Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project. Enhance Project identity through architecture, landscaping, walls, fencing, signage and entry treatments.

3.4 Proposed Project

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

“...the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Section 65100-65700. (State CEQA Guidelines Section 15378[a]).”

Description of the Project

The proposed Project consists of a Specific Plan to allow for a business park and mixed-use development on 18 parcels covering 84.1 acres in the City. The development would include up to 290,110 square feet of commercial retail/office uses, up to 466 residential units, and 1,386,777 square feet of business park uses, and associated on-site and off-site infrastructure improvements, as described further below. The Project site is anticipated to be developed in two phases within five planning areas (PAs), with only Phase I proposed at a project-level entitlement. Note there are two applicants for the Project Specific Plan – the private Applicant for Phase I and the City for Phase II.

Phase I would include PAs 1, 2A, and 3A, proposing the construction of 13 buildings. The 13 Phase I buildings would provide up to 1,473,026 square feet of business park and commercial retail/office mixed uses (the maximum development allowed in the proposed Specific Plan). A conceptual site plan for Phase I envisions a less dense site, at approximately 1,000,595 square feet of development (depicted in **Figure**

3-6: Phase I Conceptual Site Plan). However, the EIR conservatively evaluates the maximum development potential for Phases I and II as permitted in the proposed Specific Plan. Note that the applicant intends to process a Development Plan and Tentative Parcel Map for the Phase I Project following processing of the Project Specific Plan. Phase I is expected to start construction in 2024, with an anticipated opening year in 2032.

The EIR also evaluates, at a “programmatic” level, potential future development of Phase II, comprised of PAs 2B and PA 3B. Phase II is being evaluated at the programmatic level for a number of reasons, consistent with CEQA Guidelines Section 15168 (Program EIR). These reasons include: 1) the private Applicant does not own the parcels within the Phase II area (PAs 2B and PA 3B); 2) the City is the Applicant for these parcels and no specific development proposals have been identified for the Phase II area at this time; and 3) the extent the Phase II area is developed it will be at an unknown, later date following Phase I.

Combined, the Phase I and Phase II portions of the Specific Plan would allow up to 1,676,887 square feet of non-residential business park and commercial retail/office mixed uses in addition to up to 466 residential units, as shown in **Table 3-1: Maximum Project Buildout**, below.

Land Use Plan

The Project consists of five PAs accommodating a variety land uses including commercial retail/office uses, high density residential uses and open space areas, low-intensity office, and other similar uses that are compatible with the Project site’s location and surrounding existing and proposed land uses. The Project Specific Plan’s Land Use Plan implements the vision of TOP by providing opportunities for employment in manufacturing, distribution, and research and development at intensities designed to meet the demand of current and future market conditions. The Land Use Plan identifies the location of the land use designations for the Project area. The Project zoning mirrors the TOP Land Use Districts and is identified along with the five PAs (see **Figure 3-7: Land Use Plan**).

Business Park (BP) Zoning District: The BP zoning district accommodates business park and related commercial, low intensity office uses, and certain light industrial uses. Development within this district is typically multi-tenant in nature; however, single-tenant buildings are not precluded.

Development within the Business Park District will be set back from Euclid Avenue, separated by a 50-foot landscaped Neighborhood Edge with an 8-foot-wide multi-purpose trail. Smaller scale buildings will face Euclid Avenue and will be designed to create an attractive frontage that reflects a commercial/office character within the allowable building heights. Parking and vehicle storage areas will be sited behind buildings or will be heavily screened from perimeter street view.

Mixed-Use (MU) Zoning District: The MU zoning district accommodates a wide variety of retail commercial, office and high-density residential development in conformance with TOP. It is anticipated that the Mixed-Use development will be comprised of 10 percent Office, 20 percent Commercial/Retail, and 70 percent Residential.

The southern portion of the site that is comprised of approximately 20 acres along the north side of Edison Avenue and is zoned for Mixed Use development. This area is part of a much larger mixed-use area identified in TOP as the Great Park Mixed Use Area. Approximately 170 additional contiguous acres are located south of Edison Avenue. This Mixed Use Area is intended to encourage commercial/retail, office, and higher density residential development opportunities to serve the western portion of the Ontario Ranch and to provide a west anchor to the City of Ontario Great Park.

Open Space/Non-Recreational (OS-NR) Zoning District: The OS-NR Zoning District defines the utility corridors (SCE) easement areas within the City, including the Project boundary. This zoning district allows for low intensity uses such as vehicle and truck storage, nursery and limited agricultural uses, parking, etc., subject to written approval from SCE. The OS-NR Zoning District encompasses the utility easement corridors within the Project Specific Plan boundary. These areas are designated for non-recreational uses. While no building are proposed within this district, it is suitable for uses such as landscape plant nurseries, recreational vehicle and truck/trailer storage and other uses allowed by the City zoning.

The land use types proposed by the Project are summarized below in **Table 3-1: Maximum Project Buildout**. **Table 3-1** provides the maximum development intensity, addressing full buildout per the Project Specific Plan (allowable gross building area and maximum residential development for each PA based on the allowable floor area ratio or residential density respectively). Development standards, such as setback requirements, parking, open space, minimum landscaping, infrastructure, and site design, may reduce the maximum gross square footage or density.

The EIR will evaluate the total maximum allowable development in the Project Specific Plan, which is 1,676,887 square feet of business park and mixed-use land uses, up to 466 residential units and associated on-site and off-site infrastructure improvements. Additional on-site improvements would include landscaping, utility infrastructure, and internal roadways. Off-site improvements may include various street improvements, storm drain infrastructure, sewer infrastructure, domestic water infrastructure, recycled water infrastructure, and underground electric utility infrastructure.

Conceptual Site Plan

The conceptual site plan for the Project is presented in **Figure 3-6: Phase I Conceptual Site Plan**. Under this conceptual plan, PA 1, 2A, and 3A would be developed with 13 buildings with approximately 1,000,595 square feet of business park and commercial retail/office mixed use development. Note that the applicant intends to process a Development Plan and Tentative Parcel Map for the Phase I Project concurrently or following processing of the Project Specific Plan.⁸

⁸ The Applicant has submitted applications for a Development Permit and Tentative Parcel Map for the Phase I area. These applications are currently in City staff review and may be considered by the City concurrent with the Specific Plan if those applications have completed City staff review.

Table 3-1: Maximum Project Buildout

Planning Area	Land Use Designation	Site Acreage	Maximum Building Square Footage
Phase I			
1	Business Park	24.60	642,946
2A	Business Park	20.66	539,970
3A	Mixed-Use (Office; Retail)	5.71	290,110
4	Open Space/Non-Recreational	6.28	-
Subtotal		57.25	1,473,026
Phase II			
2B	Business Park	7.80	203,861
3B	Mixed-Use (Residential)	13.32	-
5	Open Space/Non-Recreational	5.73	-
Subtotal		26.85	203,861
Total		84.1	1,676,887
Notes:			
<ol style="list-style-type: none"> 1. The numbers were rounded to present a conservative estimate. 2. The EIR will evaluate the total maximum allowable development in the Project Specific Plan. The Floor Area Ratio (FAR) may be increased to the TOP max levels of 0.60 for BP respectively with appropriate CEQA analysis. 3. Phase II uses are being evaluated at programmatic level only; no specific development applications have been submitted; no specific development dates are known. 4. Specific Plan proposed a minimum of 20,000 square feet of retail within PA 3A. Maximum density allowed may exceed 35 du/ac on any parcel as long as a maximum of 466 du is not exceeded within the Project Specific Plan area. 			

Table 3-2: Phase I Conceptual Site Plan, shows the anticipated actual amount of square footage upon Project buildout based upon market conditions. The conceptual site plan reflects current market trends, site conditions, and planned infrastructure. However, the conceptual site plan may be modified, provided it does not exceed the maximum building area presented in **Table 3-1** and complies with this Project and applicable provisions of the City of Ontario Development Code. To be conservative, this EIR addresses the maximum development potential of the Phase I and Phase II areas.

Table 3-2: Phase I Conceptual Site Plan

Land Use Designation	Building Numbers	Site Acreage	Ground Floor Area (SF)
Planning Area 1			
Business Park	1	2.73	46,010
Business Park	2	2.58	50,325
Business Park	3	2.32	39,506
Business Park	4	2.79	54,710
Business Park	5	4.70	91,464
Business Park	6	6.51	160,171
Business Park	7	4.73	92,790
Subtotal		26.36	534,976
Planning Area 2A			
Business Park	8	4.65	95,481
Business Park	9	5.10	108,293
Business Park	10	3.68	83,410
Business Park	11	1.69	29,205
Business Park	12	1.64	26,332
Subtotal		16.76	342,721
Planning Area 3A			
Mixed-Use (Office)	13	6.09	122,898
Subtotal		6.09	122,898
Total		49.20	1,000,595
Planning Area 4			
Open Space/Non-Recreational	-	6.28	-
Notes:			
1. The numbers were rounded to present a conservative estimate.			
2. The Project is proposed in two phases. Phase I, comprised of Planning Areas (PA) 1 and 2, 3A, and 4, envisions approximately 1,000,595 SF of business park and mixed-use development and open space uses. Phase I consists of the construction of Buildings 1 through 13 as numbered in Figure 3-6: Phase I Conceptual Site Plan . This phase may be developed in several subphases in response to market demands and according to the logical and orderly completion of infrastructure improvements.			
3. Actual Phase I development may be greater , up to the maximum allowed in the Specific Plan as set forth in Table 3-1.			

Circulation Plan

The Circulation Plan (**Figure 3-8: Circulation Plan**) facilitates movement of vehicles, pedestrians and cyclists around and within the Project site, consistent with the City of Ontario Roadway Classification System (**Figure 3-9: City of Ontario Roadway Classification System**). See **Section 4.15: Transportation** for additional information on vehicular and truck circulation, trip distribution, and truck routing.

Figure 3-10: Street Sections, presents typical street cross sections for Euclid Avenue, Schaefer Avenue, Sultana Avenue, and Edison Avenue. Roadway, sidewalk, and trail improvements within the Project site must be approved by the City’s Engineering Department. Preliminary improvement responsibilities are indicated in the cross sections; however, final fair share responsibilities for street improvements shall be as determined in a Development Agreement with the City. Conceptual streetscape design is presented in the Project specific plan’s design Guidelines for this Project. Road surface, sidewalk, and trail improvements within the Project area shall be approved by the City’s Engineering Department.

Refer to the Development Plan discussion below for the site-specific development proposal being evaluated in this EIR, for the Phase II portion of the Project. Note that the Development Plan includes

slightly less square footage than the maximum allowed for under the Project specific plan zoning (see **Table 3-2**).

Final site planning and off-site design shall be subject to City approval pursuant to the provision of the Project specific plan. In addition to the typical street section described and depicted, additional right-of-way and geometric enhancements such as an additional left turn and right turn lanes, including but not limited to those at intersections, may be required to adequately mitigate impacts identified in the Traffic Impact Analysis/Specific Plan EIR.

Local Circulation

Driveways shall conform to access requirements of the City Traffic and Transportation Design Guidelines and be to the satisfaction of the City Engineer. Driveway locations, specifically those that are in proximity to master-planned or future traffic signals, shall be located so as not to interfere with queues as projected in the Traffic Impact Analysis. Fair share responsibilities for street improvements would be addressed in a Development Agreement with the City.

Euclid Avenue (State Route 83)

Euclid Avenue is a State Route under Caltrans' jurisdiction that is designated as an eight-lane Other Principal Arterial in TOP. The centerline of this street forms the boundary between the City of Ontario to the east and the City of Chino to the west. Euclid Avenue is designed with a 200-foot-wide right-of-way, a 66-foot-wide center median, and 52 feet of pavement including curbs and gutter. The existing half-width street right-of-way is 100 feet; therefore, no dedication is required.

The Euclid Avenue streetscape design illustrated in the Project Specific Plan's Design Guidelines, for the east side of the street adjacent to the Project site specifies a 15-foot-wide parkway including a 5-foot-wide sidewalk and an 8-foot-wide on-site multipurpose trail within a 35-foot-wide landscape buffer, creating a 50-foot-wide neighborhood edge as specified in the Ontario Ranch Colony Streetscape Master Plan.

Edison Avenue

Edison Avenue is located along the southern boundary of the Project site, providing east/west access to the site. Edison Avenue is designated as an Other Principal Arterial Street in TOP. The Project Specific Plan specifies a 160-foot-wide right-of-way with a 26-foot landscaped median and a 52-foot paved section on each side.

The Edison Avenue streetscape design presented in the Project Specific Plan's Design Guidelines, for the north side of the street adjacent to the Project site specifies a 15-foot-wide parkway including a 10-foot-wide curb-adjacent landscaped area and a 5-foot-wide sidewalk. The south side also provides an 8-foot-wide on-site multipurpose trail within a 23-foot-wide landscape buffer setback. Together, the parkway and landscape buffer setback create a 38-foot-wide neighborhood edge, per the City's Master Plan of Streets.

Schaefer Avenue

Schaefer Avenue is designated as a four lane Collector Street per the City’s Master Plan of Streets and provides east-west access to the Project’s northern boundary. The Project Specific Plan specifies a 108-foot-wide right-of-way and 84 feet of pavement including curb and gutter for Schaefer Avenue.

The Schaefer Avenue streetscape design presented in the Project’s Specific Plan Design Guidelines, for the south side of the street adjacent to the Project site includes a Class II on-street bike lane at the edge of the street, a 7-foot-wide curb-adjacent landscaped area, and a 5-foot-wide sidewalk. An 8-foot-wide multi-purpose trail is located within a 23-foot-wide landscape buffer setback. Together, these improvements establish a 35-foot-wide neighborhood edge, per in the City’s Master Plan of Streets.

Sultana Avenue

Sultana Avenue is designated as a Local Street with a 66-foot-wide right-of-way and 48 feet of pavement including curb and gutter. The Sultana Avenue streetscape presented in the Project Specific Plan Design Guidelines, specifies a 9-foot-wide parkway including a 4-foot-wide landscape planter and a 5-foot-wide sidewalk. The west side of the street adjacent to the Project site, provides a 10-foot-wide landscape buffer setback. Sultana Avenue is not yet developed adjacent to the Project site. However, the right-of-way exists, and no dedication is required.

Traffic Control Devices

Traffic signs regulating, warning, and/or guiding traffic on public roads shall conform to the California Manual on Uniform Traffic Control Devices (MUTCD), latest edition. Traffic-control signs, whether on public or private property, shall conform to the California MUTCD.

Pedestrian Circulation

Sidewalks would be provided along all streets abutting the Project site to improve safety and the pedestrian experience, connect the various parts of the Project area, and expand access to nearby land uses.

Trails and Bike Paths

Trails and bicycle paths provide an additional mode of circulation in and around the Project site. Multipurpose trails would be provided on the east side of Euclid Avenue, on the south side of Schaefer Avenue and on the south side of Edison Avenue (see **Figure 3-11: Bicycle and Pedestrian Plan**).

The Ontario Plan Mobility Element specifies a Class II bicycle lane on the north side of Schaefer Avenue adjacent to the Project site. Class II bicycle lanes are defined as dedicated (striped) lanes along streets, with no parking allowed in the bicycle lane. This bicycle lane provides linkages to the City’s bicycle path system (see **Figure 3-12: City of Ontario Trail and Bicycle Paths Plan**). The trail and bicycle path improvements would be installed along the Project frontages in conjunction with street improvements.

Transit

Transit options provide an alternative mode of transportation for motorists and a primary mode for the transit dependent. The City is coordinating with regional transit agencies to implement Bus Rapid Transit

(BRT) service to target destinations and along corridors, including Euclid Avenue on the western boundary of the Project site.

Domestic Water Plan

The City's ultimate domestic water system will consist of five pressure zones. Most of Ontario Ranch (including the Project site area) is in the 925 Pressure Zone. The overall water infrastructure plan to serve the City of Ontario as well as the required water infrastructure required to be constructed to serve the Project site is shown on **Figure 3-13: City of Ontario Ultimate Water System**. The developer of the Project will be responsible to provide the required water lines to connect to the existing improvements constructed by the Ontario Ranch Business Park development to the south of the site.

In addition to extending the 925 Pressure Zone (PZ) Phase 2 West Backbone, the Project site requires a connection between the 925 PZ Phase 2 West Backbone and the 1010 PZ. This would supply a second source of potable water to the Project site. The connection to the 1010 PZ would require extending the Phase 2 West Backbone at Eucalyptus Avenue and Grove Avenue by installing a 30-inch potable water main north on Grove Avenue to Chino Avenue. The connection to the 1010 PZ would require installing an 18-inch potable water main in Chino Avenue easterly to the existing 18-inch potable water main located on the west side of the Cucamonga Creek channel and installing a Pressure Reducing Station between the 1010 PZ and 925 PZ near the intersection of Grove Avenue and Chino Avenue.

Other elements of the Phase 2 Water System are shown on **Figure 3-13**. The elements shown north of Chino Avenue would be constructed by others. The balance of Phase 2 Water System would be completed as required by future development of Ontario Ranch. The Project would be required to participate in the future Phase 2 Water System improvements, as detailed in the development agreement with the City.

Water service to the Project site would be provided by the City. Currently, there are no City domestic water mains or City water infrastructure in the vicinity of the Project site. The extension of City master planned domestic water infrastructure is being developed within the western portion of Ontario Ranch. The Project is responsible to provide domestic water service to serve future development and would construct a 16-inch line in Euclid Avenue and a 12-inch line along the remaining perimeter of the Project site in Schaefer, Sultana, and Edison Avenues. The Project site would extend the 12-inch line in Schaefer Avenue to connect to the future line at Grove Avenue and the 16-inch line in Euclid Avenue south to connect to the future line in Eucalyptus Avenue. Water mains required to serve the Project would need to be constructed prior to or concurrent with on-site water improvements. Within the Project site, a private network of 2- to 4-inch water lines for domestic water service and 10- to 12-inch water lines for fire service water would be installed. The on-site water system includes connections to the water main in Edison Avenue, Euclid Avenue, Schaefer Avenue and Sultana Avenue. Refer to **Figure 3-14: Domestic Water Plan** for further detail.

Recycled Water Plan

Recycled water is provided to the City of Ontario by the Inland Empire Utility Agency (IEUA) from its four wastewater reclamation plants. The entire Project site is within the City's master planned 930 Pressure Zone. Recycled water infrastructure improvements requiring the planning, design, and construction of

new 930 Pressure Zone (PZ) Recycled Water Master Plan main lines area would be required (see **Figure 3--15: City of Ontario Future Recycled Water System**).

The City requires all new development in Ontario Ranch to connect to and use recycled water for all approved uses, including but not limited to landscape irrigation. Currently, there are no City owned recycled water mains or City recycled water infrastructure in the vicinity of the Project site. There is an existing 30-inch IEUA recycled water main in Eucalyptus Avenue south of the Project site. The Project is responsible to provide recycled water service to serve future development and would construct a 12-inch line in Euclid Avenue and an 8-inch line along the perimeter of the Project site. The Project would extend the 12-inch line in Euclid Avenue south to connect to the existing line in Eucalyptus Avenue. See **Figure 3-16: Recycled Water Plan** for further detail.

The 12-inch line in Sultana Avenue may be reduced to an 8-inch line if the development to the east is required to provide individual meters to serve future development.

Sewer Plan

Regional wastewater treatment services are provided to the City and its neighboring agencies by the IEUA. Several regional trunk sewers collect sewage generated in the City and transport it to IEUA's Regional Plant No. 1 and Regional Plant No. 5 for treatment. The City's sewer service area is divided into eight sewer sheds, primarily based on the outlet points where the City's system ties into the IEUA downstream facility. Ontario Ranch is located in Sewer Shed 8. Refer to **Figure 3-17: City of Ontario Ultimate Sewer System**.

There are no sewer mains located in Euclid Avenue or the other streets adjacent to the Project area. The extension of City master planned sewer infrastructure is being developed within the western portion of Ontario Ranch. The City's master planned sewer system has been constructed in Euclid Avenue at Eucalyptus Avenue and along Eucalyptus Avenue between Euclid and Sultana Avenues.

The Project is responsible to provide sewer service to serve future development and would construct a 16-inch line approximately 2,650 feet in length along the Project frontage of Euclid Avenue and extend an 18-inch main line along the Euclid Avenue to the south to connect to the Kimball Interceptor Sewer. The Project would construct an 8-inch line along approximately 1,320 feet in length along the eastern boundary of the Project site to Edison Avenue and extend the 12-inch line in Sultana Avenue to connect to the existing line in Merrill Avenue. A sewer line may be extended along a portion of Edison Avenue, if necessary to serve the adjacent parcels to the north (see **Figure 3-18: Sewer Plan**).

Storm Drain Plan

Storm drain systems to serve the Project site would be installed according to the City of Ontario Storm Drain System (see **Figure 3-19: City of Ontario Ultimate Storm Drain System**). Currently, there are no City domestic storm drain trunk lines in the vicinity of the Project site. The extension of City master planned storm drain infrastructure is being developed within the western portion of Ontario Ranch. The Project is responsible to provide storm drains to serve future development and would construct a 90-inch line in Euclid Avenue along the western perimeter of the Project site, a 48-inch to 90-inch line in Schaefer Avenue

along the northern perimeter of the Project site, and a 78-inch to 96-inch in Edison Avenue along the southern perimeter of the Project site. The Project would construct a 102-inch trunk line in Euclid Avenue south to connect to the existing 108-inch line at Euclid Avenue and Eucalyptus Avenue.

Catch basins located throughout the site would collect runoff. On-site storm drain systems serving the Project site would connect to the master planned system in Euclid Avenue to serve the Project site development. The Project site storm drain improvements are shown in **Figure 3-20: Storm Drain Plan**.

National Pollutant Discharge Elimination System (NPDES) Compliance

The grading and drainage of the Project area would be designed to retain/filter, harvest, and reuse or treat surface runoff to comply with the current requirements of the San Bernardino County NPDES Stormwater Program's Water Quality Management Plan (WQMP) for significant new development projects. Water quality impacts may be minimized through the implementation of site designs that reduce runoff and pollutant transport by minimizing impervious surfaces and maximizing on-site infiltration, employing Source Control Best Management Practices (BMP's), or using on-site structural Treatment Control BMP's where the infeasibility of installing Low Impact Development BMP's is demonstrated.

New development within the Project site would utilize a variety of Low Impact Development site drainage designs to manage stormwater, including but not limited to retention/filtration basins, trenches and swales, and above ground bio-retention systems. Development projects within the Project site would incorporate features including but not limited to:

- Landscape designs that promote water retention and incorporation of water conservation elements such as use of native plants and drip irrigation systems;
- Permeable surface designs in areas with low traffic;
- Parking lots that drain to landscaped areas to provide retention and infiltration, or bio-treatment where infiltration is infeasible; or
- Limit soil compaction during grading operations within landscaped storm water infiltration areas to no more than 80 percent compaction.

Prior to the issuance of a grading or construction permit, a Storm Water Pollution Prevention Plan (SWPPP), Erosion and Sediment Control Plan sheets, and a WQMP would be prepared and approved. The SWPPP and Erosion and Sediment Control Plan Sheets would identify and detail all appropriate BMP's to be implemented or installed during construction of the Project, and the WQMP would describe all post-construction BMP's designed to address water quality and quantity of runoff for the life of the Project.

All Priority Land Use (PLU) areas within the Project site shall comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB) and trash requirements in the most current San Bernardino County Area-Wide MS4 Permit. PLU includes high-density residential (defined as a land use with at least 10 dwelling units per acre), industrial, commercial, mixed urban, and public transportation station. Drainage from the PLU shall be designed with conveyance tributary to a sub-regional Full Trash Capture System such as a Debris Separating Baffle Box (DSBB), Continuous Deflective System (CDS), or an equivalent hydrodynamic separator which has been approved by the SWRCB.

Conceptual Grading Plan

The topography of the site is moderately flat, sloping from the north to the south. There is an approximately 25-foot elevation change across the Project site.

The grading activities for the Project area would generally consist of clearing and grubbing, demolition of existing structures, and moving surface soils to construct building pads, driveways, and streets.

A Conceptual Grading Plan would be prepared in conjunction with future subdivision mapping and approvals. The grading plan would provide a balance of cut and fill for the Project site. Grading plans for each development project within the Project site will be reviewed and approved by the City of Ontario prior to the issuance of grading permits. Grading plans and activities would conform to the City's grading ordinance and dust and erosion control requirements.

All landscaped areas within the Project site would be designed to accept runoff water from impervious surfaces. Landscape slopes shall not be greater than 3:1 on all slopes, including within neighborhood edge areas and slopes over five feet in height.

Dry Utilities Plan

Utility services provided to the site shall be installed underground in accordance with City guidelines.

Communication System

Developments in Ontario Ranch are required to install and provide fiber conduit to all improved lots. Proposed on-site facilities would be placed underground within a duct and structure system that would be installed by the developer, see **Figure 3-21: Fiber Optical Plan**. Pursuant to the City of Ontario 2013 Fiber Optic Master Plan, the fiber optic network would be owned and operated by the City of Ontario and as such maintenance of the installed system would be the responsibility of the City and/or Special District fiber optic entity and not the developer. According to the City's Fiber Optic Master Plan, the proposed fiber optic infrastructure, including approximately 23 miles of backbone fiber south of Riverside Drive, is an investment into a long-term capital asset using newly constructed and existing conduit to provide high speed communication links to key locations throughout the City. The Project site would be connected to the City's system as shown on **Figure 3-22: City of Ontario Ultimate Fiber Optical System**.

Natural Gas

The Southern California Gas Company would provide natural gas to the Project site. Gas mains would be installed to the individual development projects by the Southern California Gas Company, as necessary.

Electricity

Southern California Edison would provide electricity to the Project site from existing facilities in the vicinity. All new lines within the Project site would be installed according to City requirements.

Undergrounding of existing overhead power lines would be subject to Section 7-7 of the Ontario Municipal Code. Existing power poles along Edison Avenue would need to be relocated. The existing location is within the ultimate roadway.

Public Services

Public services within the Project site, including police, fire and solid waste disposal services would be provided as follows:

Police

The City of Ontario would provide police services to the Project site. The closest police station is located approximately four miles north of the Project site at 2500 South Archibald Avenue, just south of SR-60. This station is also the City of Ontario Police Department headquarters.

Fire

The City of Ontario would provide fire protection services to the Project site. The Ontario Fire Department currently has 10 stations, which are staffed with eight four-man paramedic engine companies and two four-man truck companies. The closest operational fire station, Station 2, is located at 544 W. Francis Street, approximately three miles north of the Project site.

Solid Waste Disposal

The City of Ontario would provide solid waste services to the Project site. Solid waste facilities will follow the “Solid Waste Department Refuse and Recycling Planning Manual.” The Manual establishes the City of Ontario’s requirements for refuse and recycling storage and access for service, as well as addresses the City’s recycling goals. The Mid-Valley Landfill is the nearest County of San Bernardino landfill located at 2390 North Alder Avenue in the City of Rialto, approximately 20 miles northeast of the Project site.

Development Standards and Design Guidelines

Upon adoption of the Project Specific Plan, the development standards and procedures established within the Project Specific Plan Chapter 5 would become the governing zoning standards for any new construction, addition, or remodel within the Project area. The Project Specific Plan outlines the allowable uses and standards for building heights, setbacks, parking, coverage, landscape, signage and other development standards within the Project area. Design Guidelines of the Project Specific Plan provide conceptual themes of site planning, architecture, and landscape design within the Project site. Refer to Project Specific Plan Chapter 5 for additional information.

Sustainable Design Strategies

The Applicant is committed to sustainable design strategies that integrate principles of environmental stewardship into the design and construction process. Appropriate strategies will be determined for each project within the Project site. Strategies include, but are not limited to:

Sustainable Construction & Technology Concepts

1. Design and construct energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
2. Employ passive design including skylights, building orientation, landscaping, and strategic colors to improve building energy performance.
3. Reduce the heat island effect by providing shade structures and trees that produce large canopies. In addition, choose roof and paving materials that possess a high level of solar reflectivity (cool roofs).
4. Use recycled and other environmentally-friendly building materials wherever possible.
5. Incorporate skylights into at least two percent of warehouse/distribution building roof area to provide natural light and reduce electric lighting demand.
6. Use energy efficient LED (or similar) products.
7. Provide interior or exterior bicycle storage consistent with the City Municipal Code requirements, including California Green Building Standards Code.
8. Use drought tolerant landscaping with drip irrigation and include plantings such as trees, shrubs, groundcovers and/or vines. Optional amenities include benches, trellises, thematic fencing, and decorative walkways.
9. Employ high performance dual pane window glazing in office storefronts.

Water Quality

1. Utilize landscape areas including retention/infiltration swales and basins or bio-treatment when infiltration is infeasible, as required by the San Bernardino County MS4 Permit and Water Quality Management Plan.
2. Select native and drought tolerant plants to reduce water demand.
3. Integrate permeable pavement and perforated curbs throughout the Project site as feasible to allow stormwater to enter planter areas, assist with filtration and control runoff.
4. Use captured runoff to augment irrigation systems whenever possible.
5. Employ irrigation systems that respond to changing weather conditions, irrigate by hydrazone, and use micro-irrigation techniques.
6. Use recycled water to irrigate landscape areas and for other appropriate uses. The use of recycled water for certain purposes is required by the City of Ontario Recycled Water Master Plan.

3.5 Construction and Phasing

Development phasing of the Project site would be determined by the landowner and/or developer based upon real estate market conditions. Phasing would occur as appropriate levels of infrastructure are provided. Phasing sequencing is subject to change over time to respond to various market and local factors and as such, individual phases may overlap or develop concurrently. Infrastructure improvements, as required and approved by the City Engineer to support the development, would be installed by the

developer. **Figure 3-23: Conceptual Phasing Plan**, describes the general phases of development anticipated for the Project site.

Project backbone infrastructure would be installed by the Project developer, in accordance with the applicable City adopted infrastructure plan for the area, as well as the provisions of the Project Specific Plan and an approved Development Agreement. Fair share responsibilities for improvements would be addressed in a Development Agreement with the City of Ontario. The timing for installation of infrastructure and utilities within the Project site would be determined as part of the City's approval of future subdivision maps and development plans. Infrastructure would be constructed and made available in a timely manner as development progresses. Phasing of required infrastructure would be determined per separate Development Agreement.

3.6 Agreements, Permits and Approvals Required

This Draft EIR examines the environmental effects of the proposed Project's Specific Plan. Note that the Applicant intends to process a Development Plan and Tentative Parcel Map for the Phase I Project concurrent with or following processing of the Project specific plan. This Draft EIR also addresses various actions by the City and others to adopt and implement the proposed Project. It is the intent of this Draft EIR to evaluate the environmental effects of the Project, thereby enabling the City, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The following summarizes the requested Project approval. For additional details and review of all application materials, including the Project Specific Plan, they are available for review at the City of Ontario Planning Department, refer to Project submittals on file and available for review.

Euclid Mixed Use Specific Plan (PSP22-001)

The Project Specific Plan provides regulations for development of the Project site by establishing permitted land uses, development standards, infrastructure requirements, and implementation requirements. Implementation of the proposed Project Specific Plan would achieve the intent of TOP for the Project site.

Anticipated Approvals

The anticipated approvals required for this Project are listed in **Table 3-3: Anticipated Permits and Approvals Required**, below:

Table 3-3: Anticipated Permits and Approvals Required

Lead Agency	Action
City of Ontario City Council	<ul style="list-style-type: none"> • Certification of the Final EIR • Adoption of the Mitigation Monitoring and Reporting Program • Adoption of the Euclid Mixed Use Specific Plan (PSP22--001)
Responsible Agencies	Action
San Bernardino County	<ul style="list-style-type: none"> • Well removal permit from County Health Department (if required)
City of Chino	<ul style="list-style-type: none"> • Street and drainage improvements
Caltrans	<ul style="list-style-type: none"> • Encroachment permit (if required)
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit
Federal Aviation Administration	<ul style="list-style-type: none"> • Obstruction evaluation
South Coast Air Quality Management District	<ul style="list-style-type: none"> • Issuance of Air Quality permits for construction

Future Agreements, Permits and Approvals

Development proposed within the Project area shall be subject to Development Plan review pursuant to Section 4.02.025 of the Ontario Development Code. The review is intended to ensure compliance with the provisions of the Project Specific Plan, protect the integrity and character of the physical composition of the City, and encourage high-quality development. The following future agreements, permits and approvals are anticipated, concurrent with or following City approval of the Specific Plan.

Development Plan (PDEV23-011)

A Development Plan application is proposed for the Project site area which constitutes PAs 1 and 2A, 3A, and 4 (Phase I). PAs 2B, 3B, and 5 (Phase II) are not owned by the Applicant at this time and therefore, Phase II is programmatically planned under the Project and no specific development is proposed at this time.

Tentative Parcel Map (PMTT23-005)

Concurrent with submitting the Development Plan for Phase I, the applicant has submitted a Tentative Parcel Map (TPM) for Phase I of the Project (PAs 1 and 2A, 3A, and 4).

Development Agreement (PDA23-004)

The applicant is requesting approval of a development agreement pursuant to California Government Code §65864 et seq. The Development Agreement will include, but not be limited to, methods for financing, acquisition, and construction of necessary infrastructure (no other physical improvements are anticipated to be associated with the Development Agreement other than that which is described in this EIR). The Development Agreement is intended to be fully executed prior to recordation of the first Final Map.

Subdivision Maps

In addition to the Phase I Tentative Parcel Map noted above, development within the Project may require the processing of additional tentative and final tract or parcel maps and/or lot line adjustments or mergers. Subdivision maps and lot changes shall be reviewed and approved pursuant to the Ontario Development Code and other applicable City codes and regulations, California Government Code Section 66410 (Subdivision Map Act), as well as the provisions of the Project Specific Plan.

Conditional Use Permit

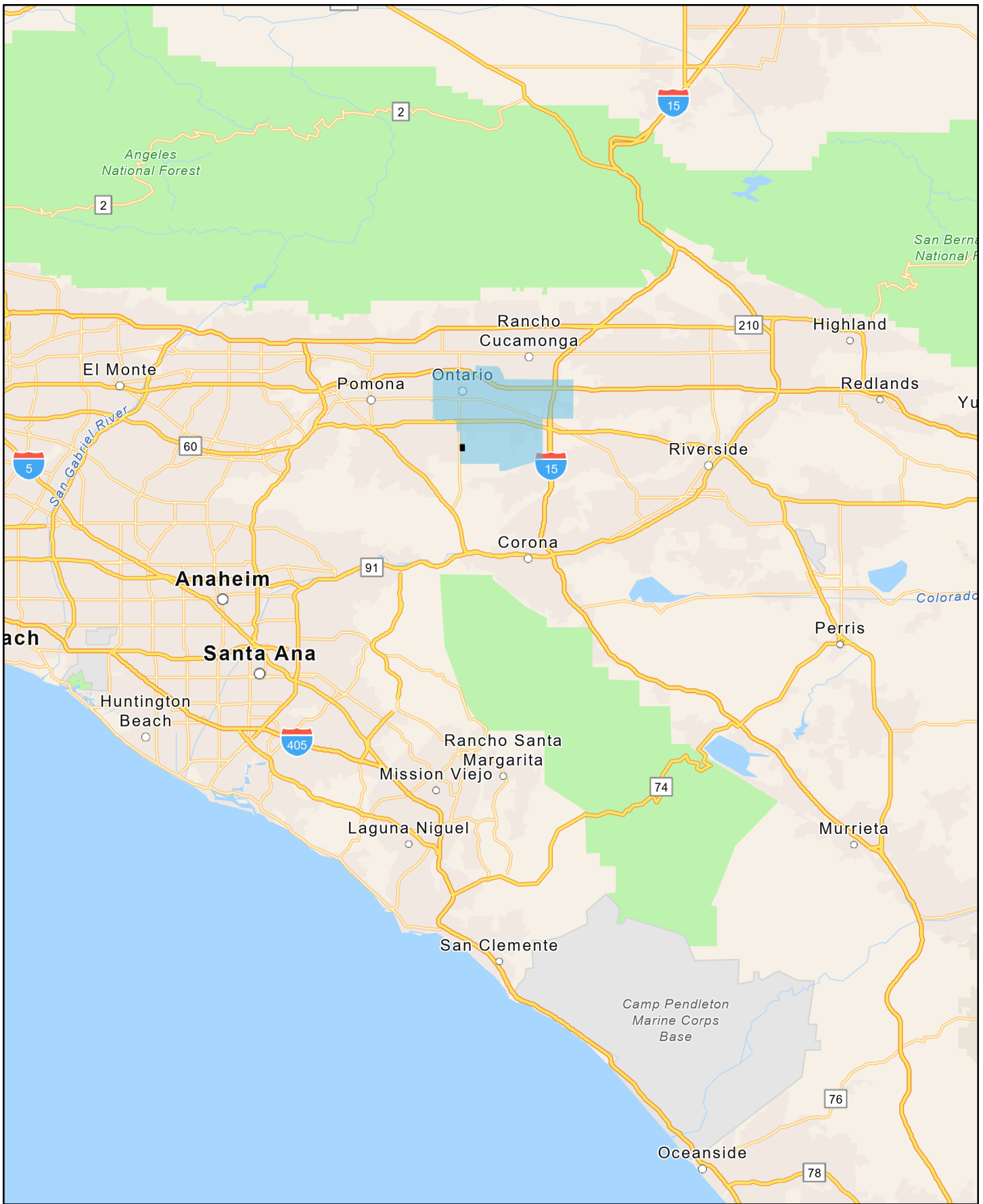
A Conditional Use Permit shall be required for uses specified as “conditionally permitted” in the Specific Plan. Applications for a Conditional Use Permit shall be processed pursuant to Section 4.02.015 of the City Development Code.

Administrative Use Permit

An Administrative Use Permit shall be required for uses specified as “administratively permitted” in the Specific Plan. Applications for an Administrative Use Permit shall be processed pursuant to Section 4.03.015 of the City Development Code.

Maintenance Plan

Final determination of maintenance responsibilities for the public and private improvements constructed in association with the Project Specific Plan shall be specified in the approved Development Agreement, which shall be executed prior to recordation of the first Final Map. However, it is anticipated that maintenance shall be generally shared by three entities as described further in the Project Specific Plan Section 6.



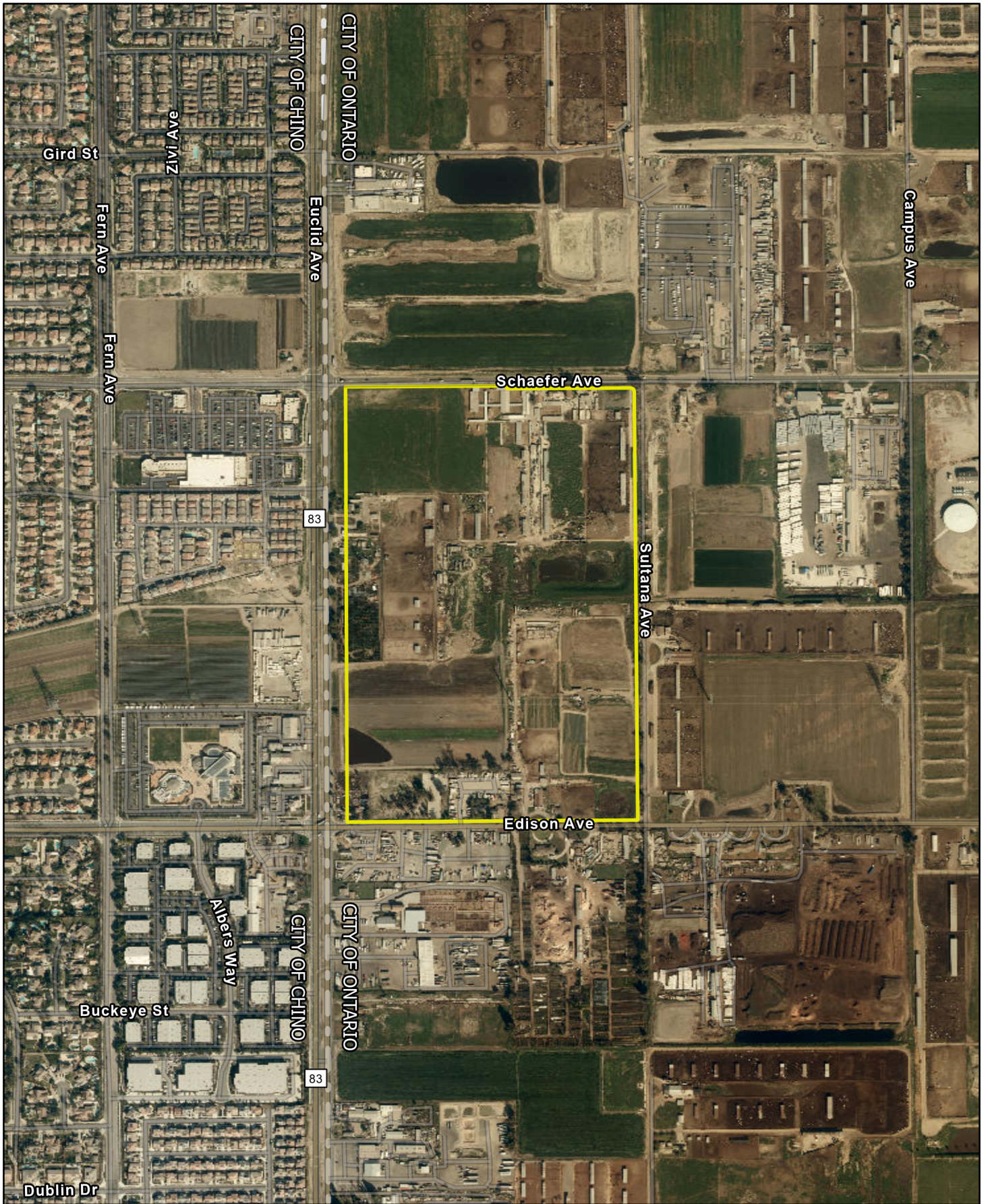
PROJECT SITE
 CITY OF ONTARIO

Source: County of San Bernardino, 2021; ESRI, 2022

FIGURE 3-1: Regional Location
Euclid Mixed Use Specific Plan

Not to scale

Kimley»Horn




 PROJECT SITE

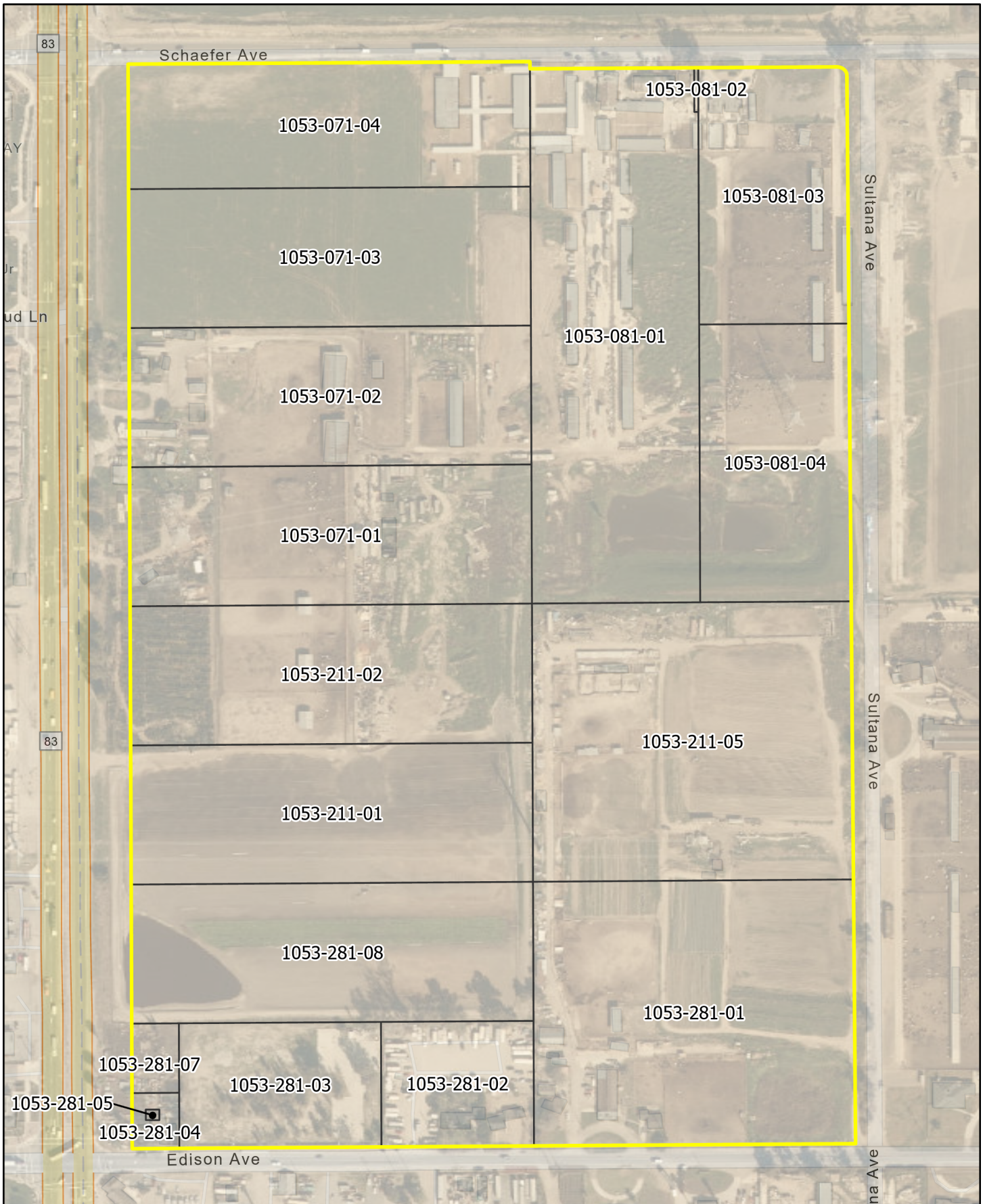
 CITY BOUNDARY

Source: ESRI.

FIGURE 3-2: Local Vicinity Map
Euclid Mixed Use Specific Plan

 Not to scale


Kimley»Horn



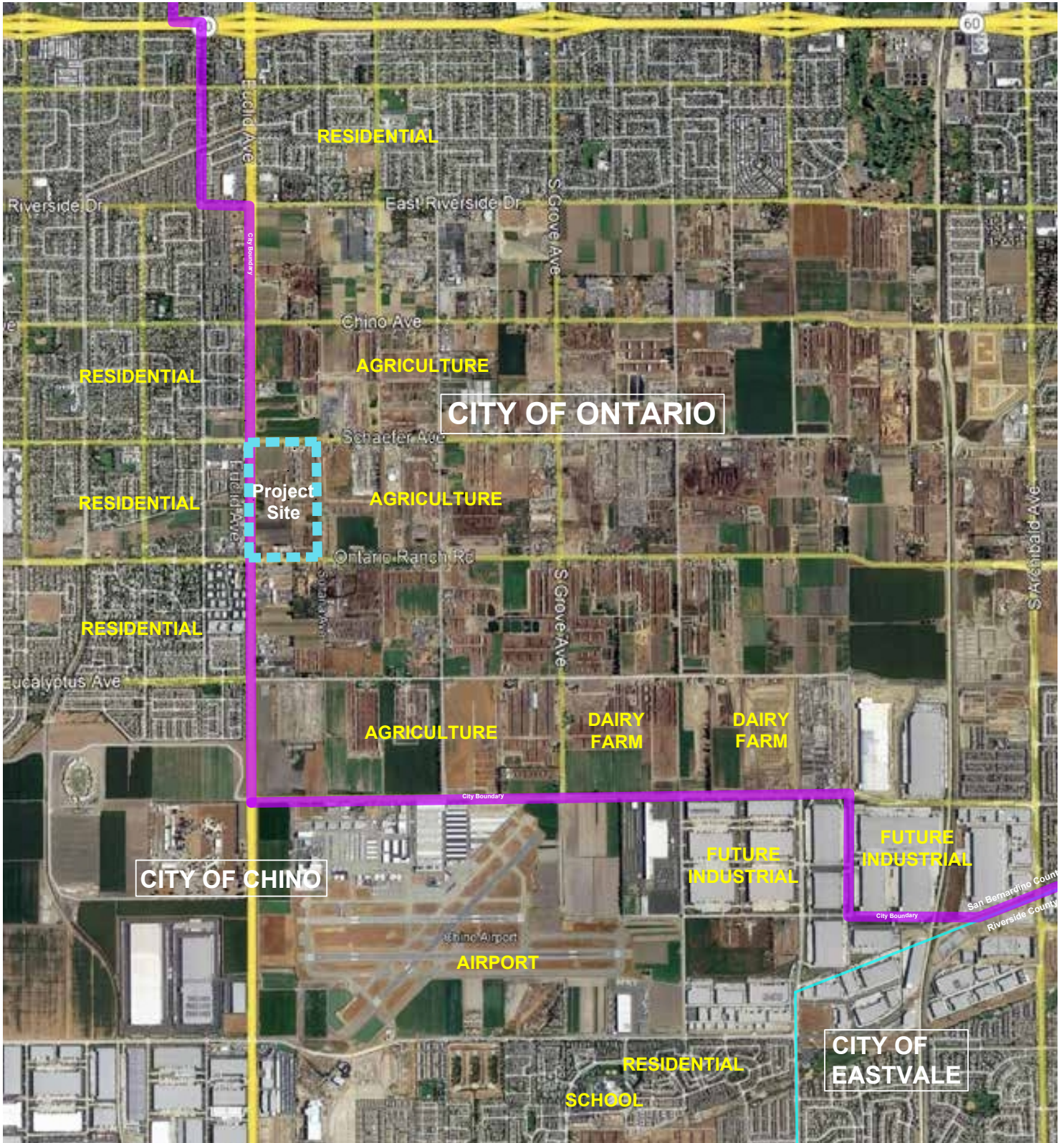
 PROJECT SITE  PROJECT PARCELS

Source: County of San Bernardino, 2022; ESRI.

FIGURE 3-3: Project Boundary
Euclid Mixed Use Specific Plan

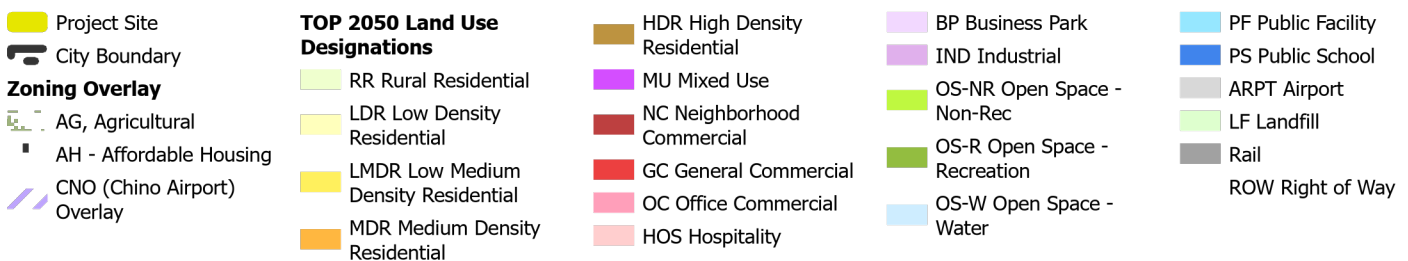
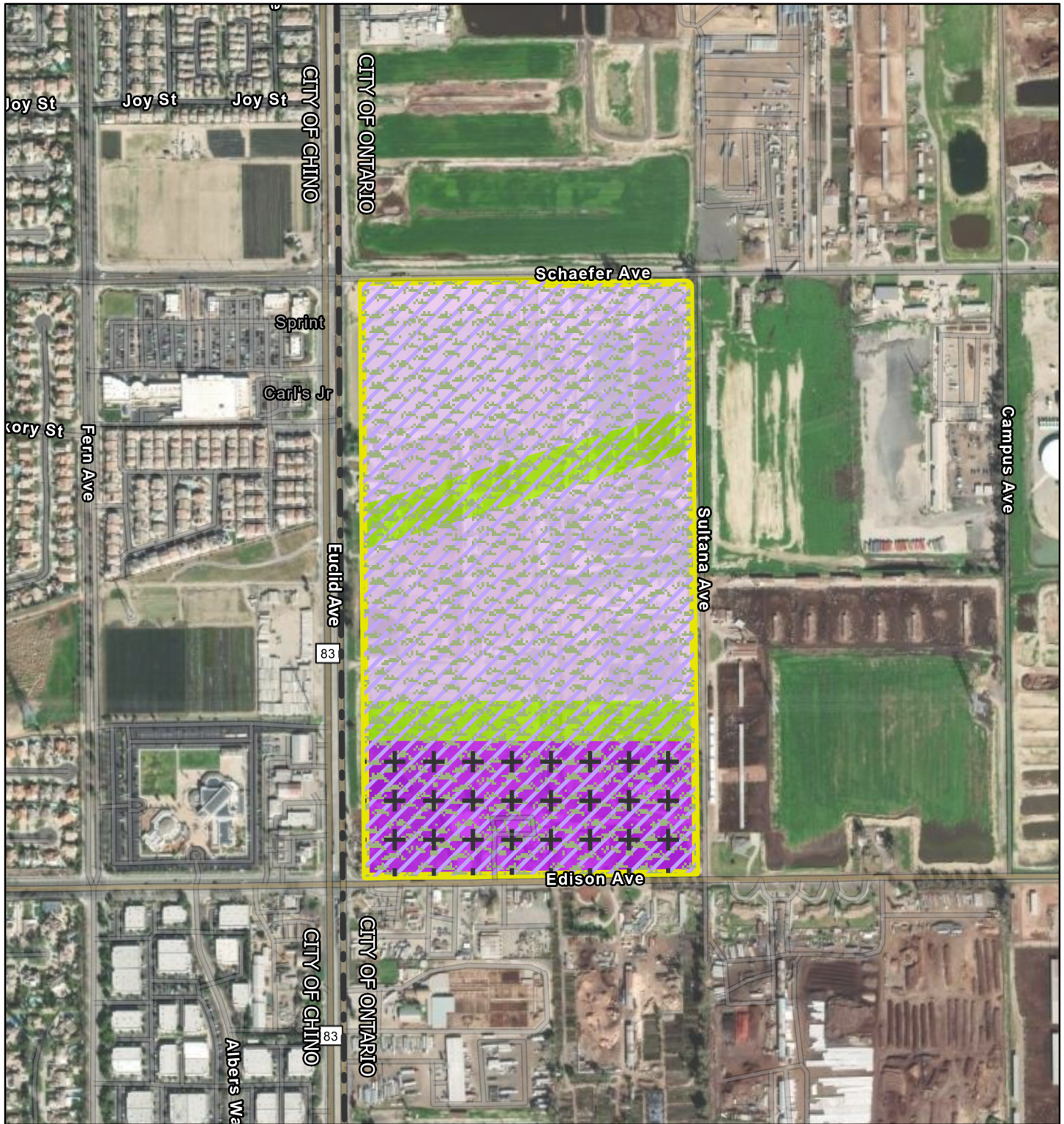
 Not to scale

Kimley»Horn



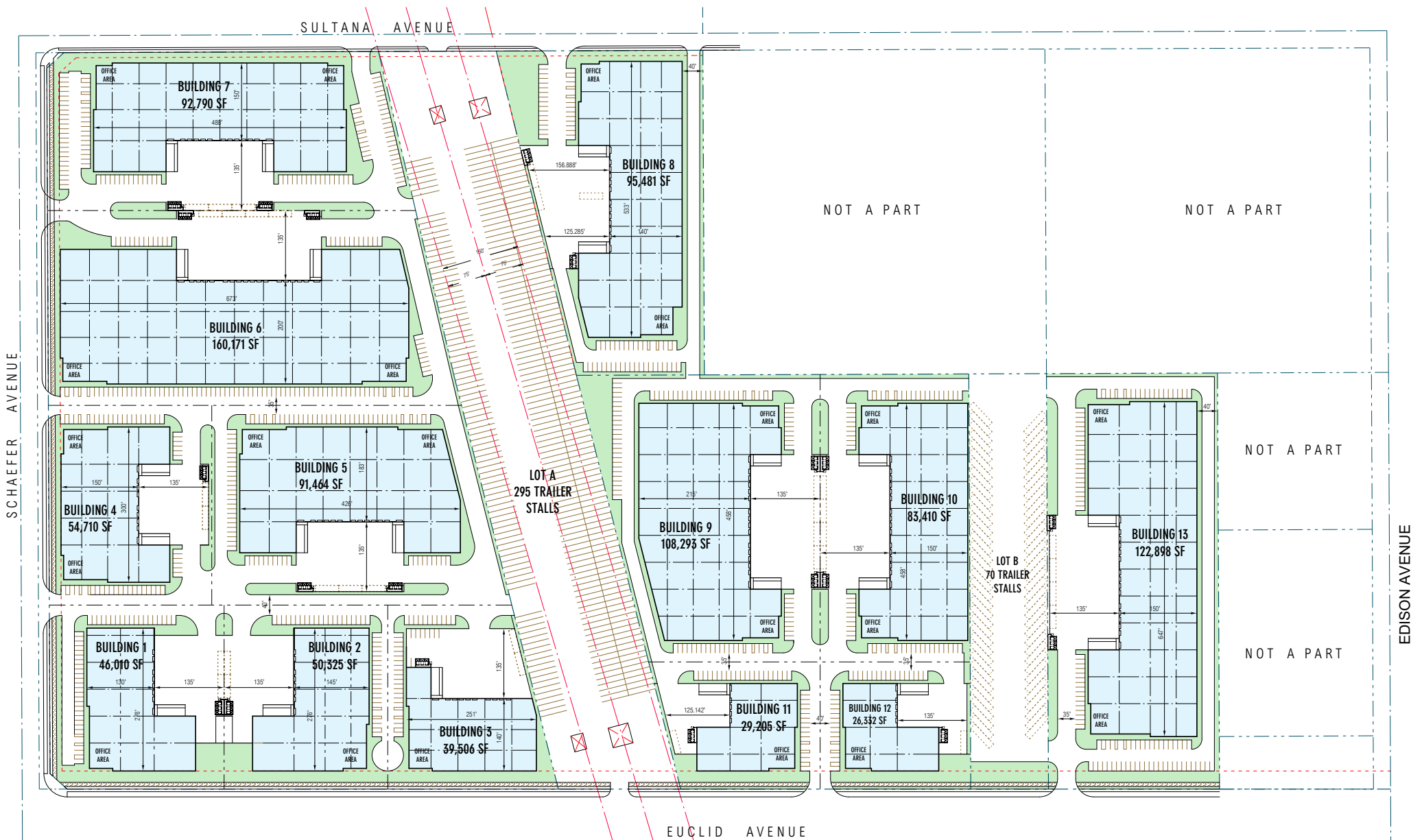
Source: Euclid Mixed Use Specific Plan, 2023, Figure 2.1 Surrounding Land Uses.

FIGURE 3-4: Surrounding Land Uses
Euclid Mixed Use Specific Plan



Source: Placeworks, 2022; County of San Bernardino, 2021; ESRI.

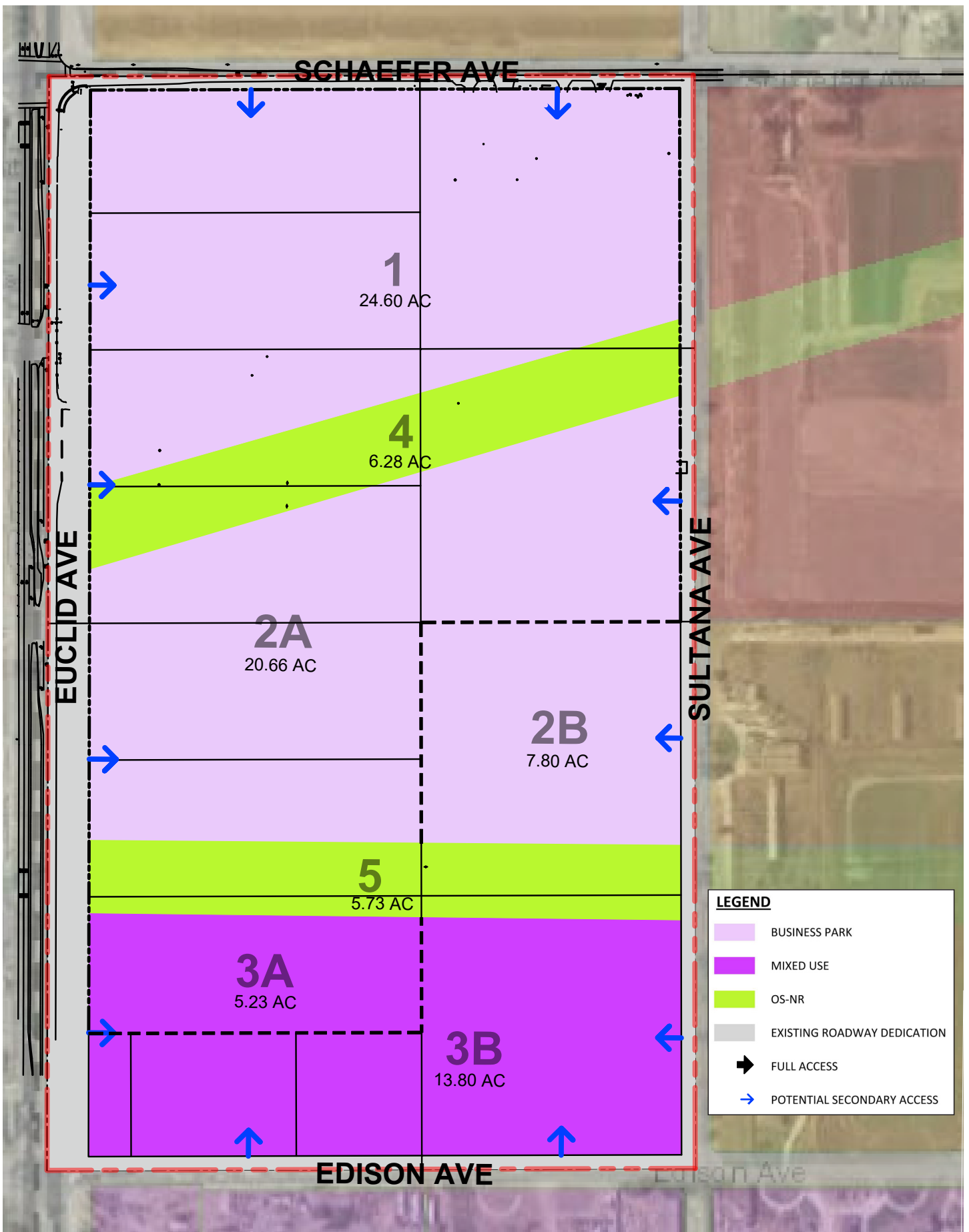
FIGURE 3-5: Existing Land Use and Zoning
Euclid Mixed Use Specific Plan



Source: RGA Office of Architectural Design, 2022

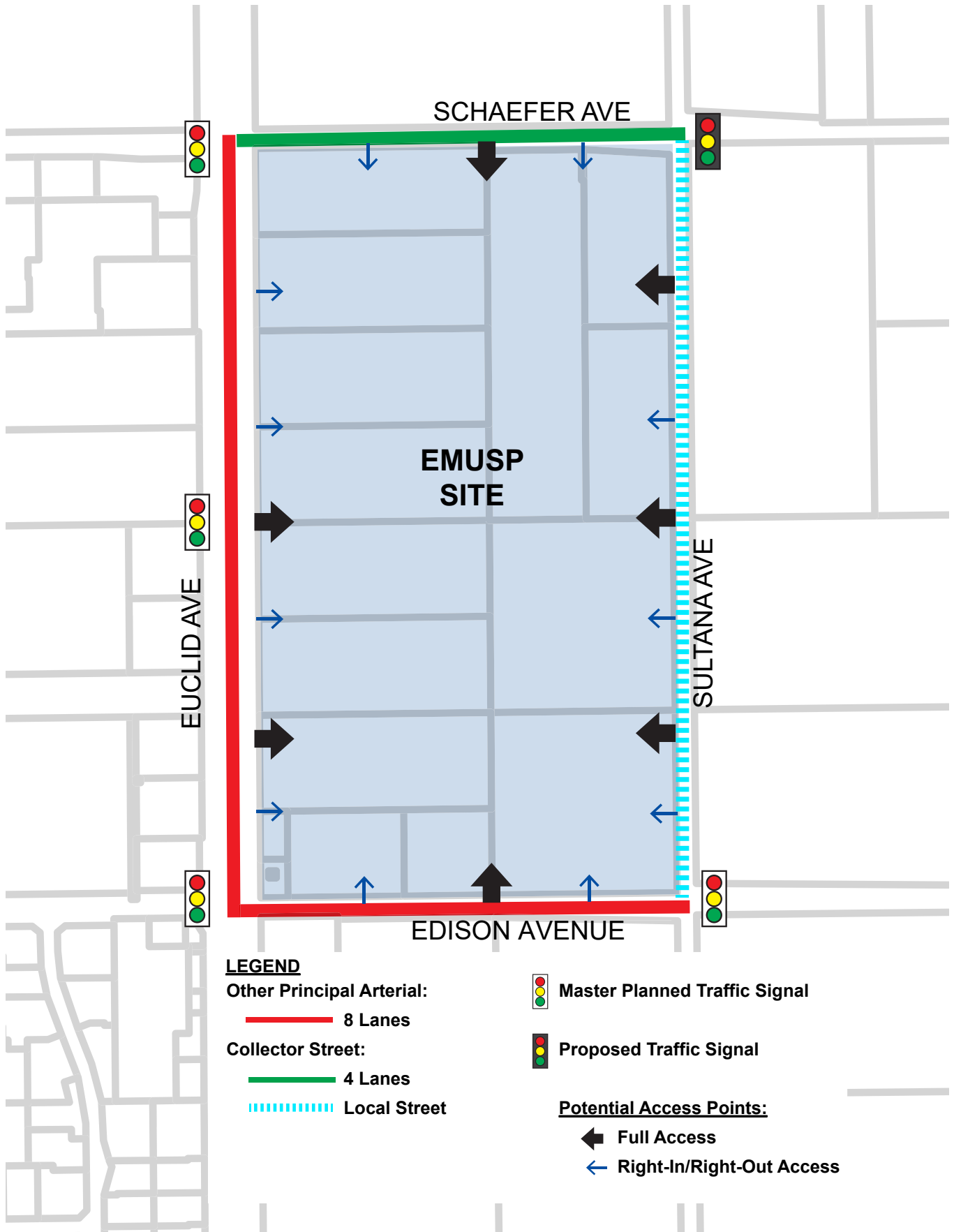
Note: The Project is proposed in two phases. Phase I, comprised of Planning Areas (PA) 1 and 2, 3A, and 4, would allow approximately 1,000,595 SF of business park and mixed-use development and open space uses. Phase I consists of the construction of Buildings 1 through 13 and includes the Development Plan (PAs 1, 2, 3A, and 4). This phase may be developed in several sub-phases in response to market demands and according to the logical and orderly completion of infrastructure improvements.

FIGURE 3-6: Phase I Conceptual Site Plan
Euclid Mixed Use Specific Plan



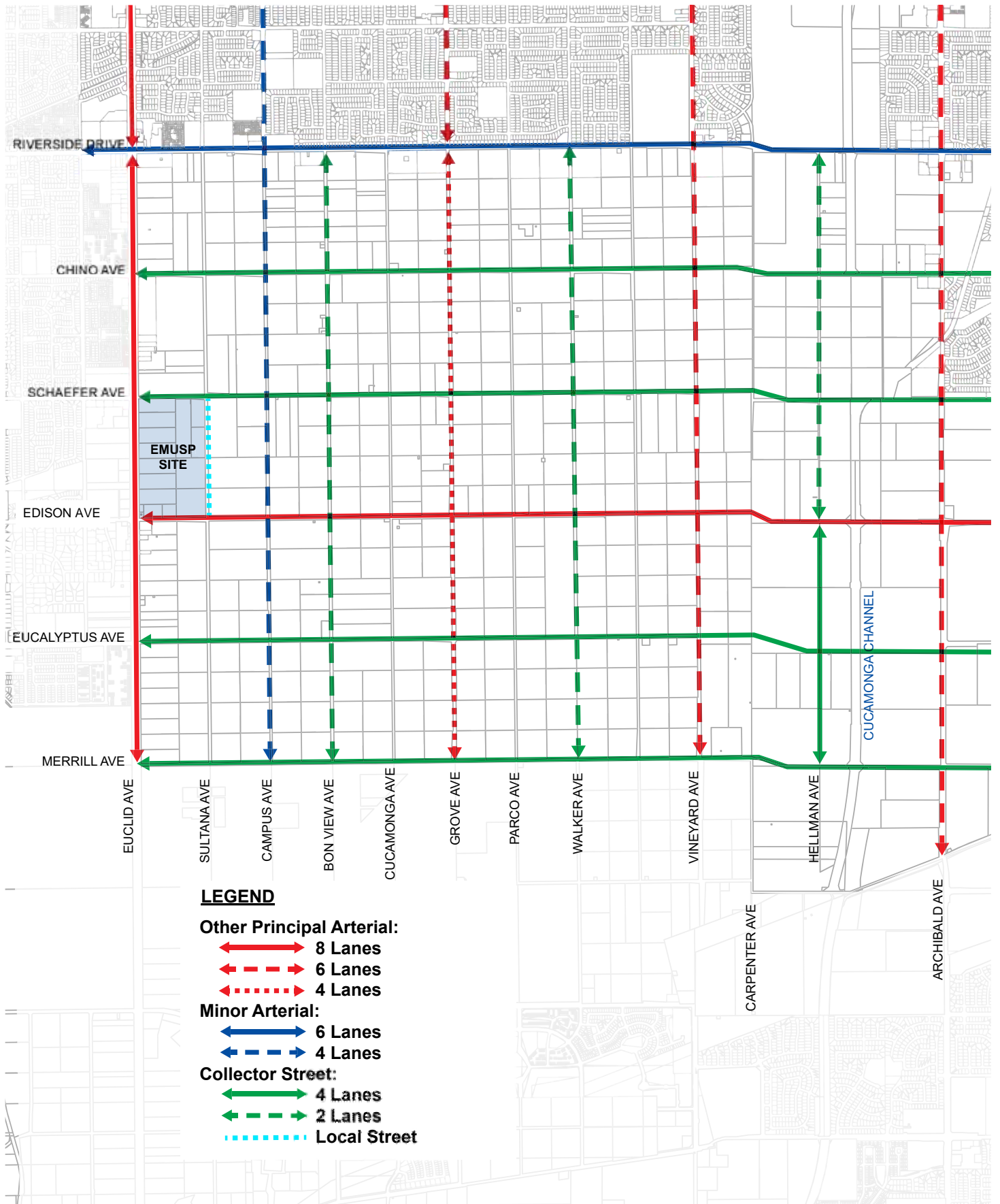
Source: Euclid Mixed Use Specific Plan, Figure 3.1, Land Use Plan

FIGURE 3-7: Land Use Plan
Euclid Mixed Use Specific Plan



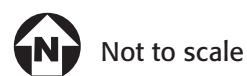
Source: Euclid Mixed Use Specific Plan, 2023, Figure 3.3 Circulation Plan

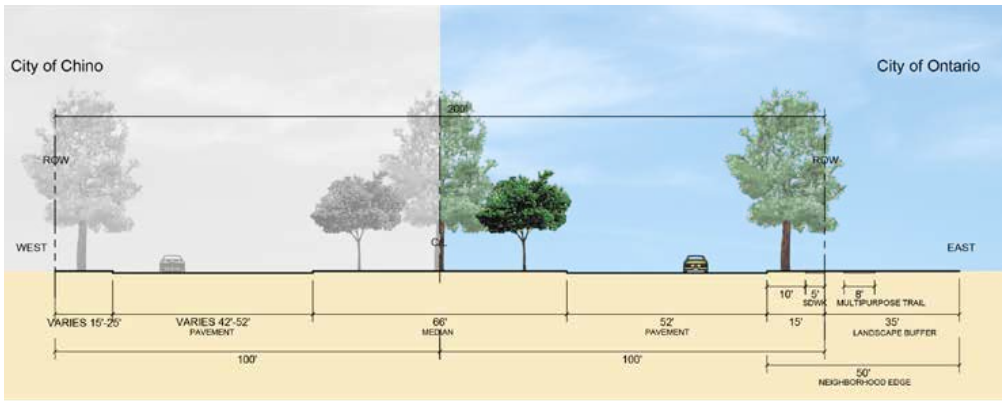
FIGURE 3-8: Circulation Plan
 Euclid Mixed Use Specific Plan



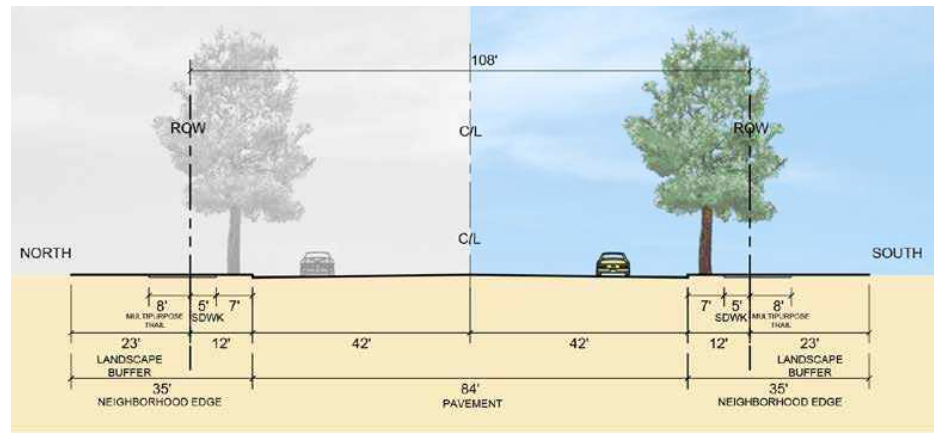
Source: Euclid Mixed Use Specific Plan, 2023, Figure 3.2 City of Ontario Road Classification System

FIGURE 3-9: City of Ontario Road Classification System
Euclid Mixed Use Specific Plan

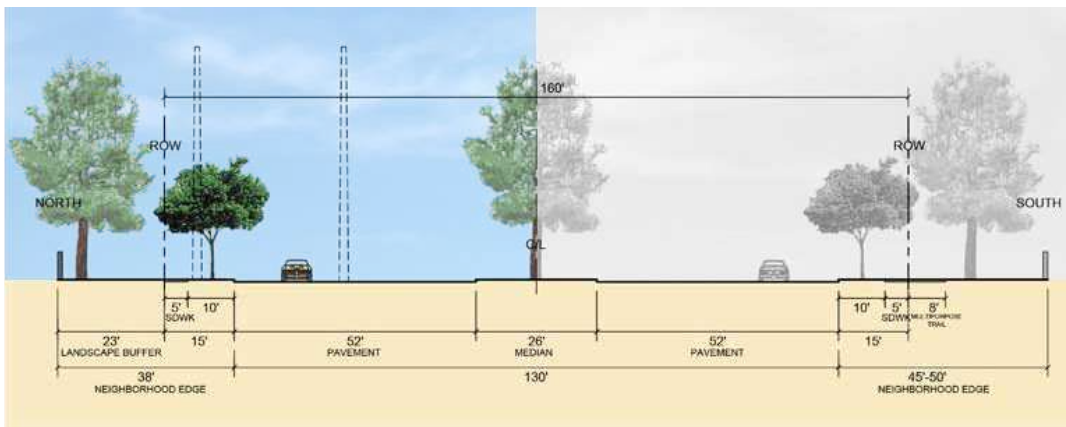




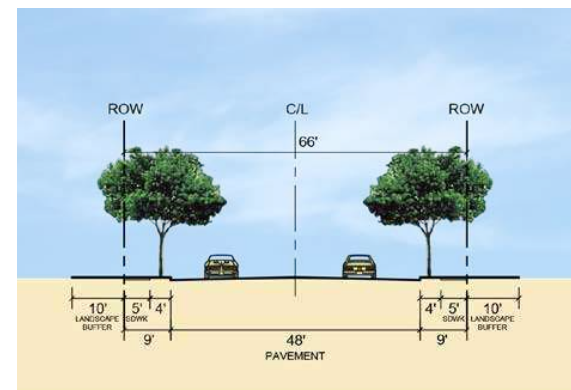
EUCLID AVENUE



SCHAEFER AVENUE



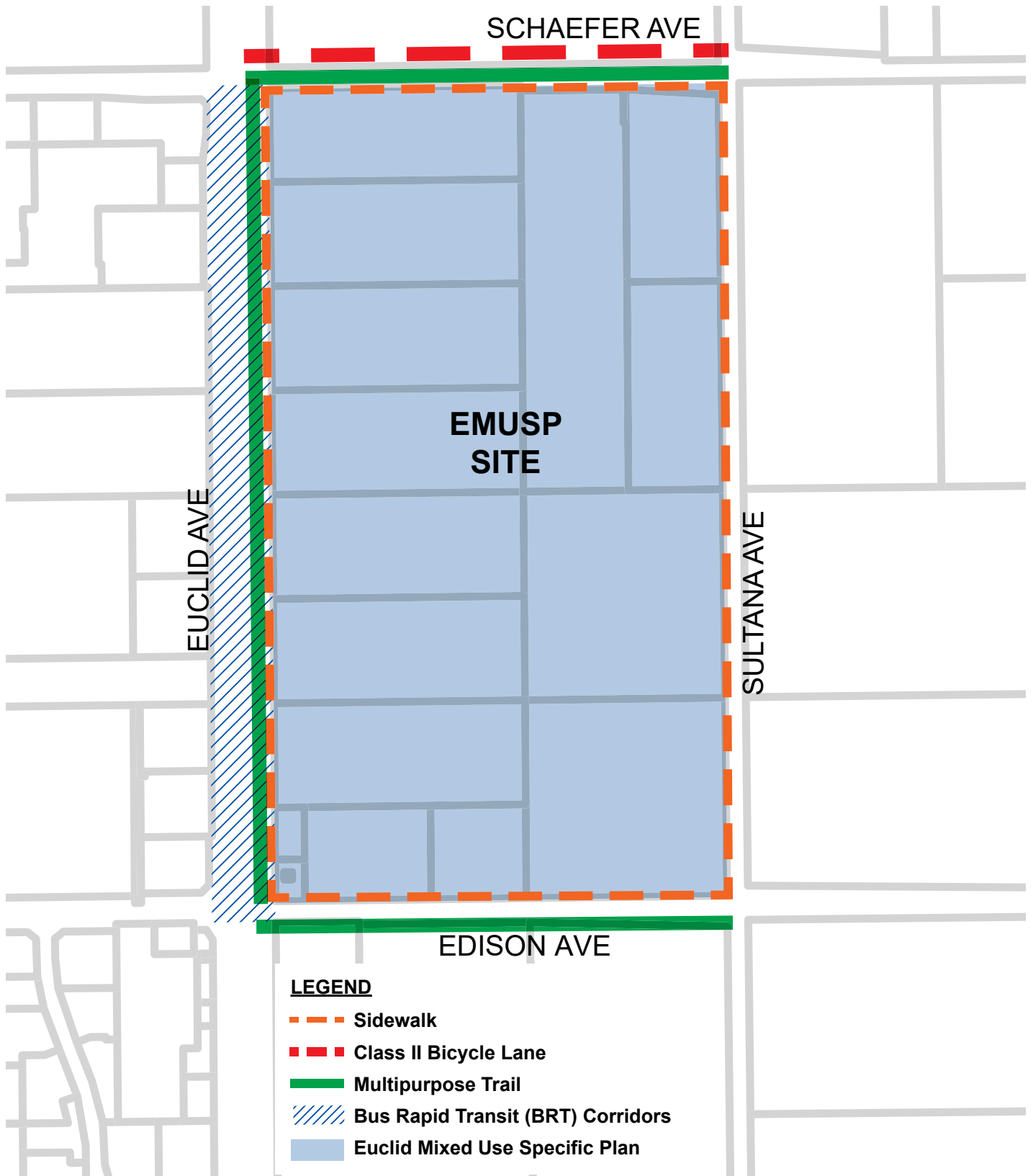
EDISON AVENUE



SULTANA AVENUE

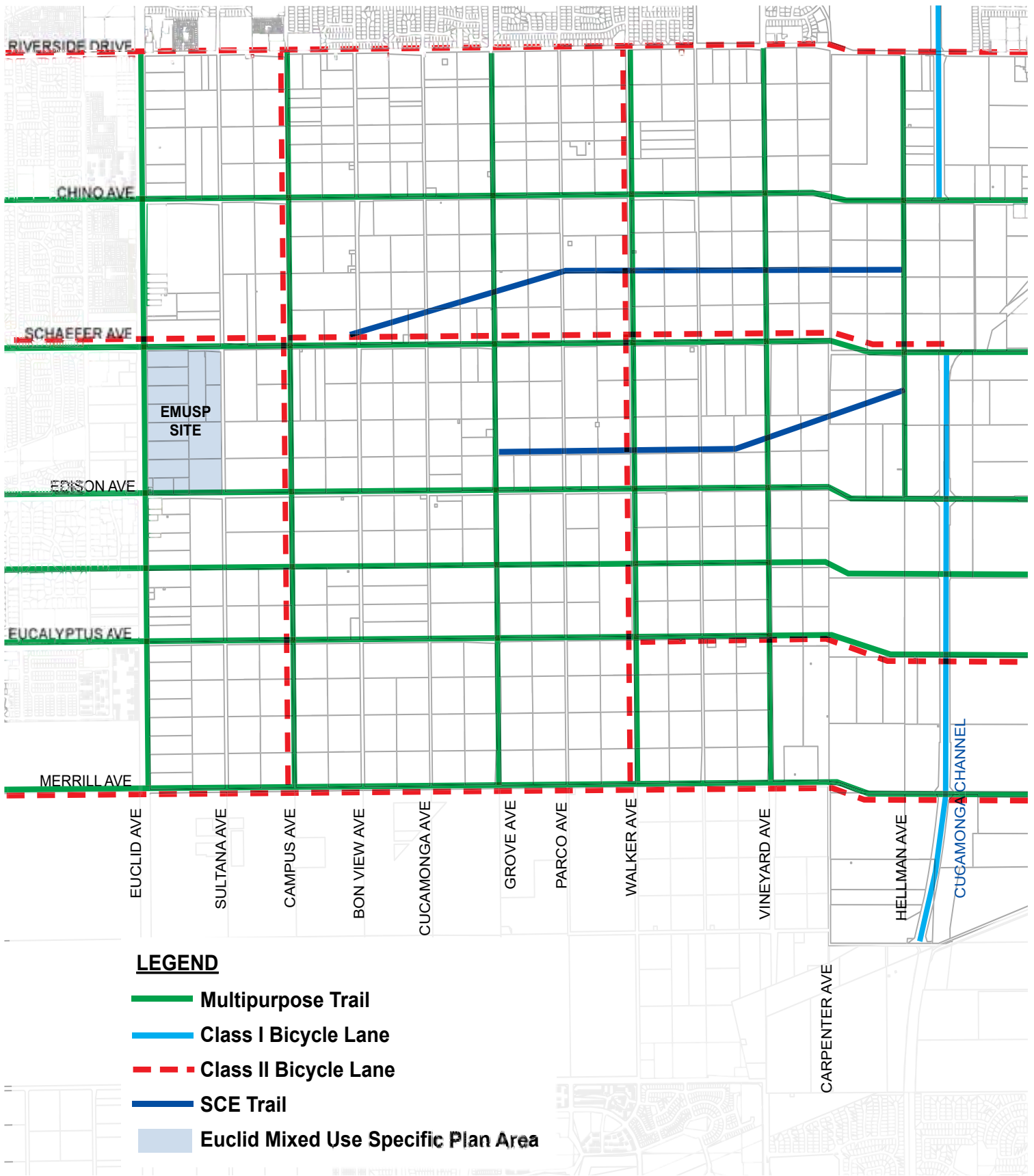
Source: Euclid Mixed Use Specific Plan, 2023, Figure 3.4 through Figure 3.7

FIGURE 3-10: Street Sections
Euclid Mixed Use Specific Plan



Source: Euclid Mixed Use Specific Plan, 2023, Figure 3.9 Bicycle and Pedestrian Plan

FIGURE 3-11: Bicycle and Pedestrian Plan
 Euclid Mixed Use Specific Plan

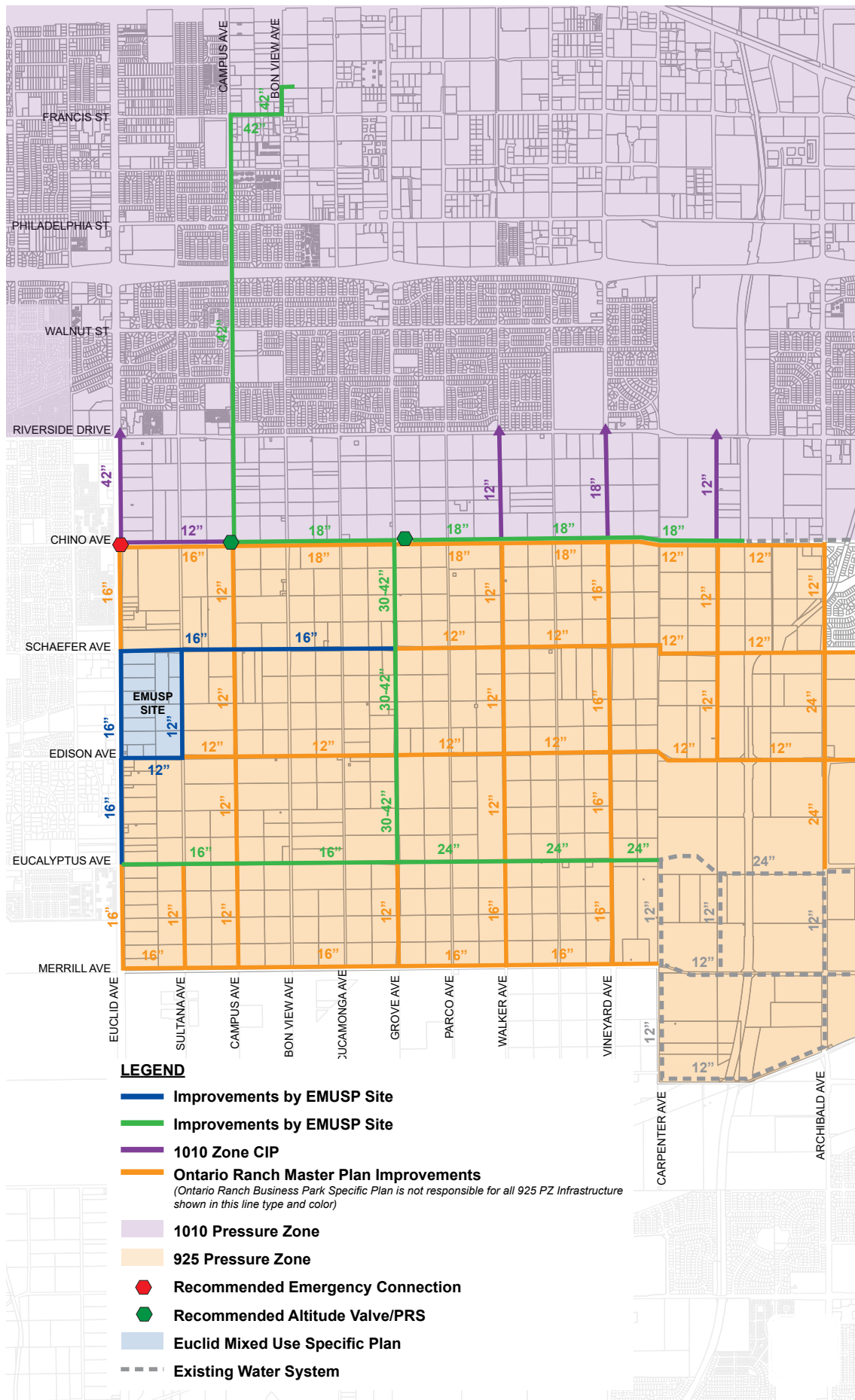


Source: Euclid Mixed Use Specific Plan, 2023, Figure 3.8 City of Ontario Trail and Bicycle Paths Plan

FIGURE 3-12: City of Ontario Trail and Bicycle Paths Plan
Euclid Mixed Use Specific Plan



Not to scale

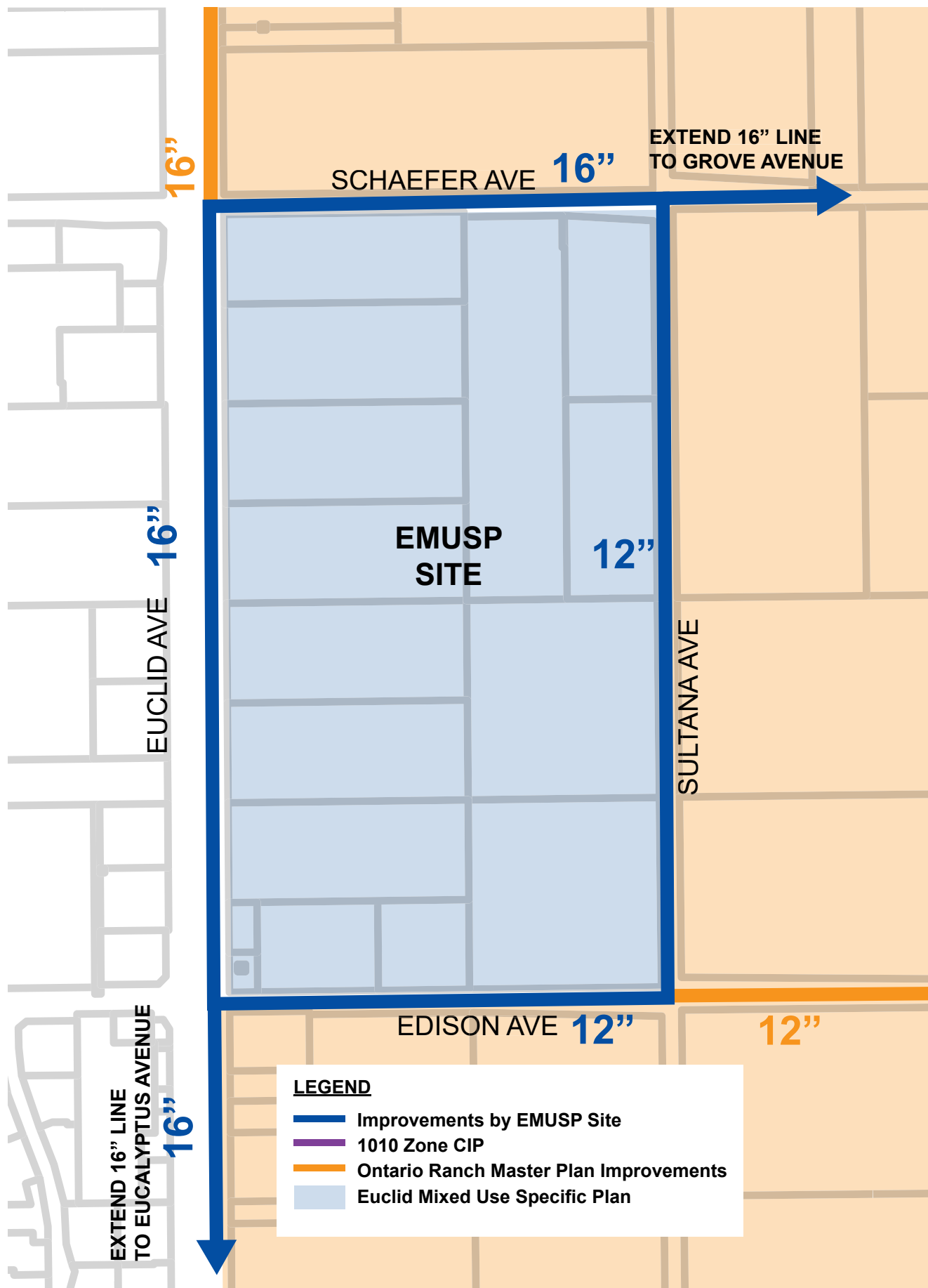


Source: Euclid Mixed Use Specific Plan, 2023, Figure 3.10 City of Ontario Ultimate Water System

FIGURE 3-13: City of Ontario Ultimate Water System
 Euclid Mixed Use Specific Plan

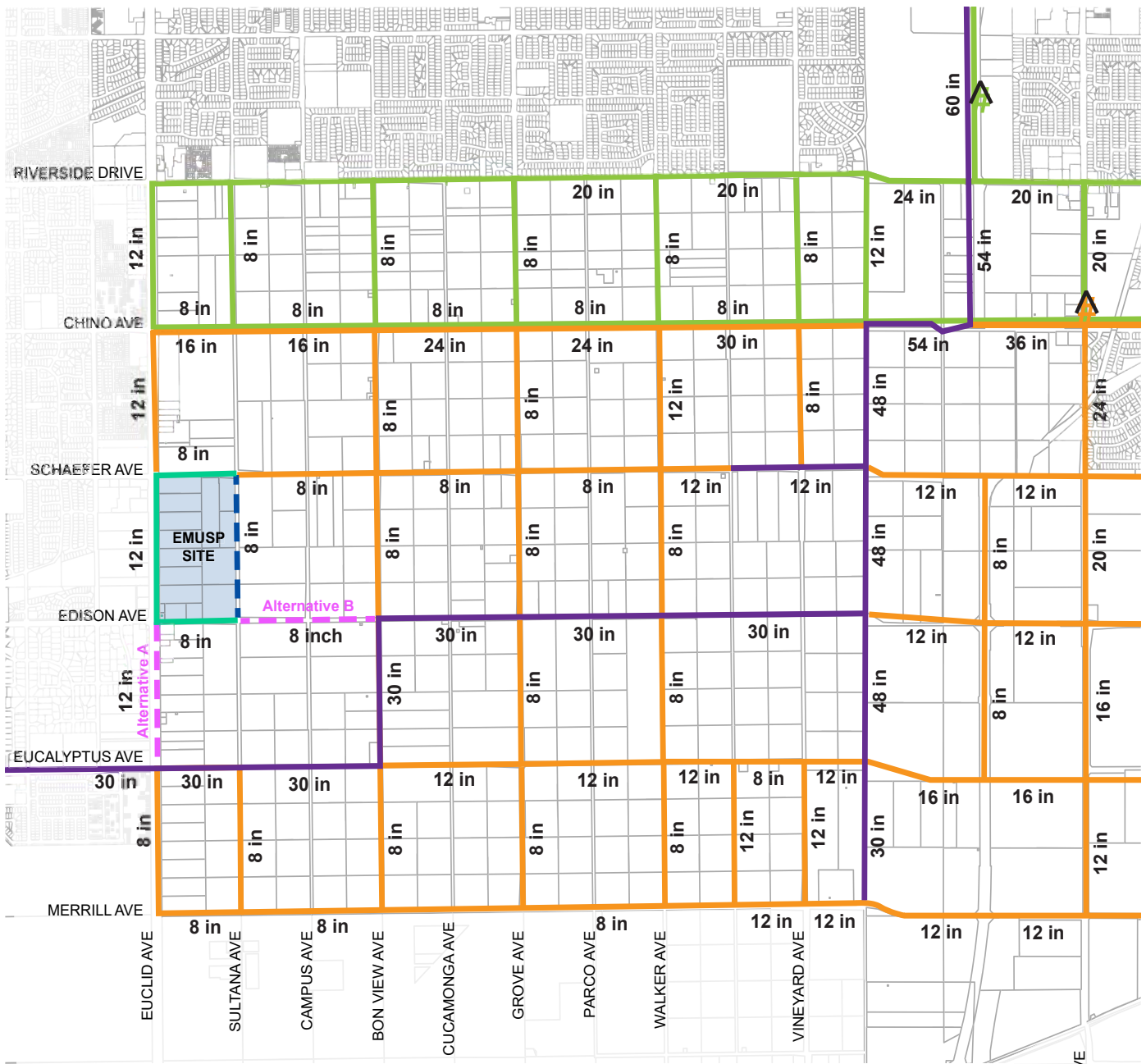


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Source: Euclid Mixed Use Specific Plan, 2023, Figure 3.11 Specific Plan Domestic Water System

FIGURE 3-14: Domestic Water Plan
Euclid Mixed Use Specific Plan

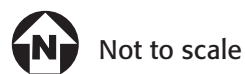


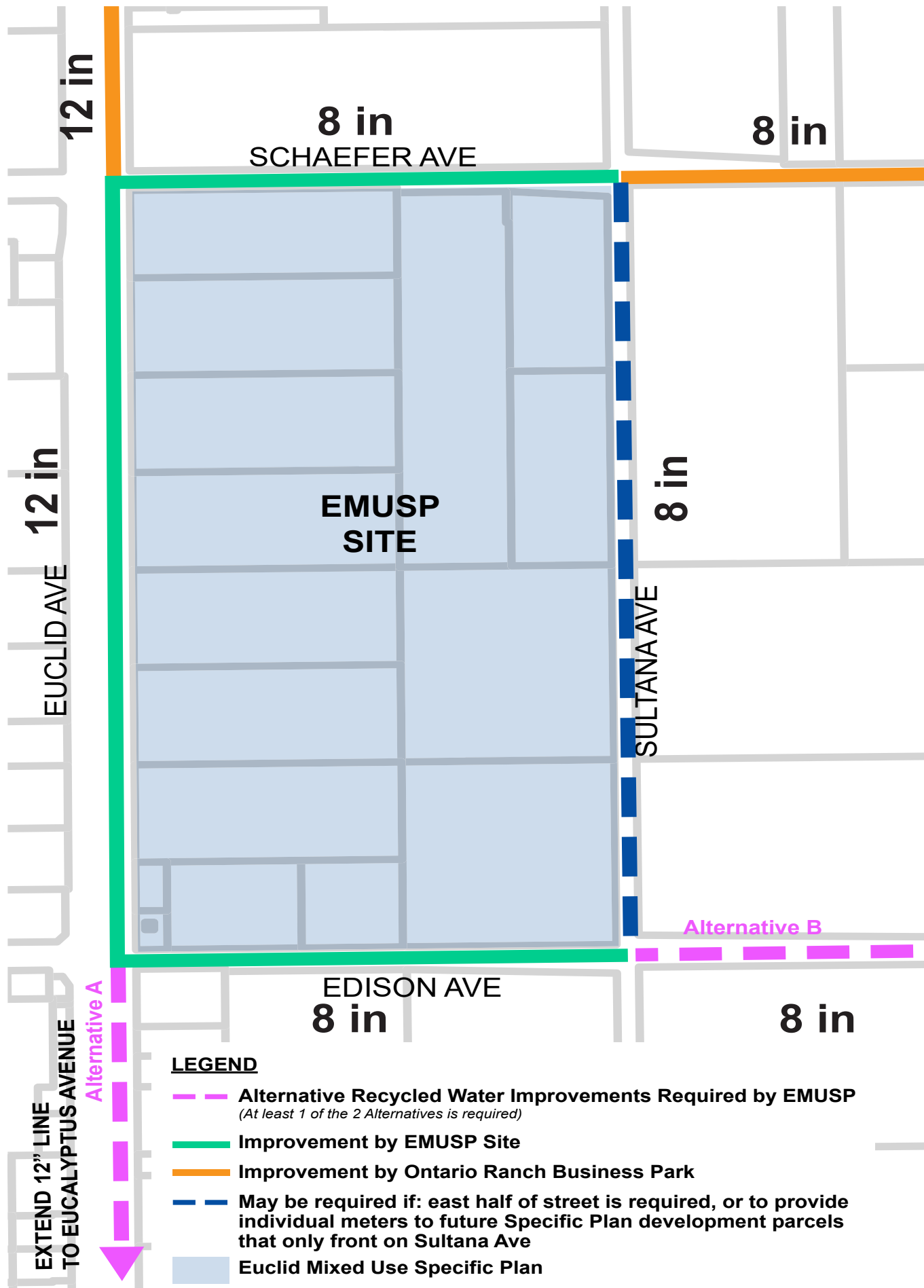
LEGEND

- **Alternative Recycled Water Improvements Required by EMUSP**
(At least 1 of the 2 Alternatives is required)
- **Improvement by EMUSP Site**
- **Improvement by Ontario Ranch Business Park**
- **May be required if: east half of street is required, or to provide individual meters to future Specific Plan development parcels that only front on Sultana Ave**
- **1050 Zone CIP**
- **Existing IEUA Pipeline**
-  **Pressure Reducing Station**
-  **Pressure Reducing Station**
- Euclid Mixed Use Specific Plan**

Source: Euclid Mixed Use Specific Plan, 2023, Figure 3.12 City of Ontario Ultimate Recycled Water System

FIGURE 3-15: City of Ontario Future Recycled Water System
Euclid Mixed Use Specific Plan



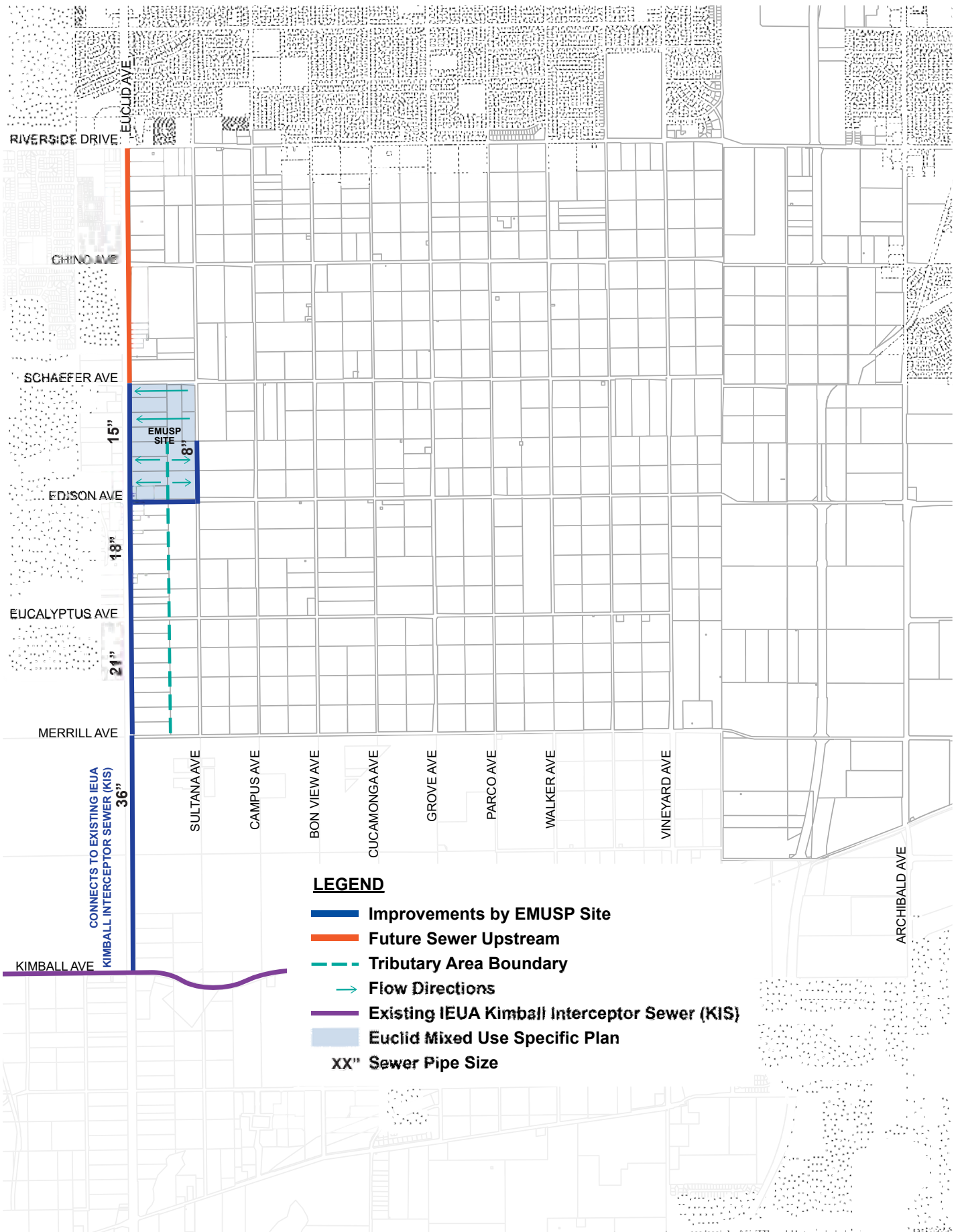


Source: Euclid Mixed Use Specific Plan, 2023, Figure 3.13 Specific Plan Recycled Water System

FIGURE 3-16: Specific Plan Recycled Water Plan
Euclid Mixed Use Specific Plan

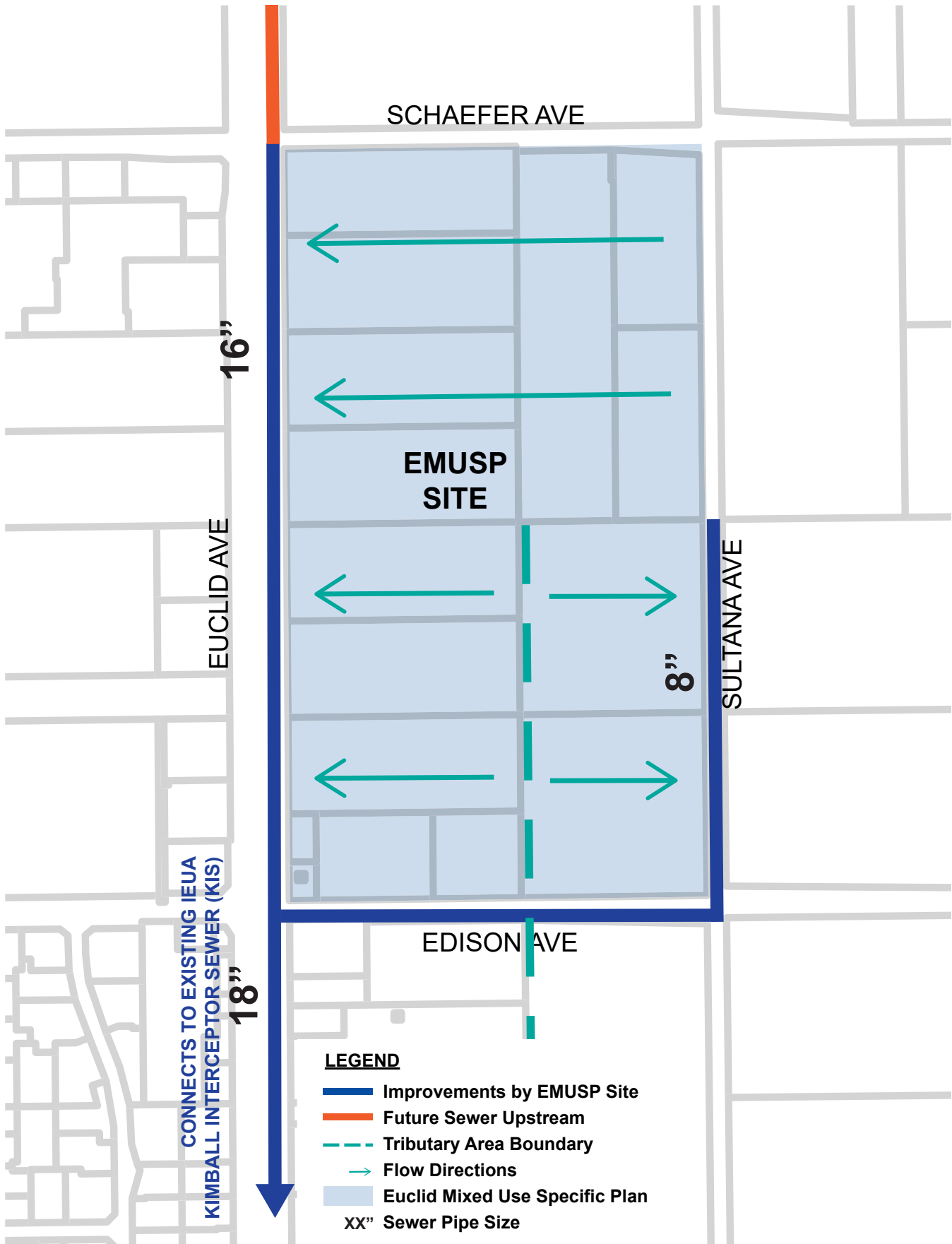


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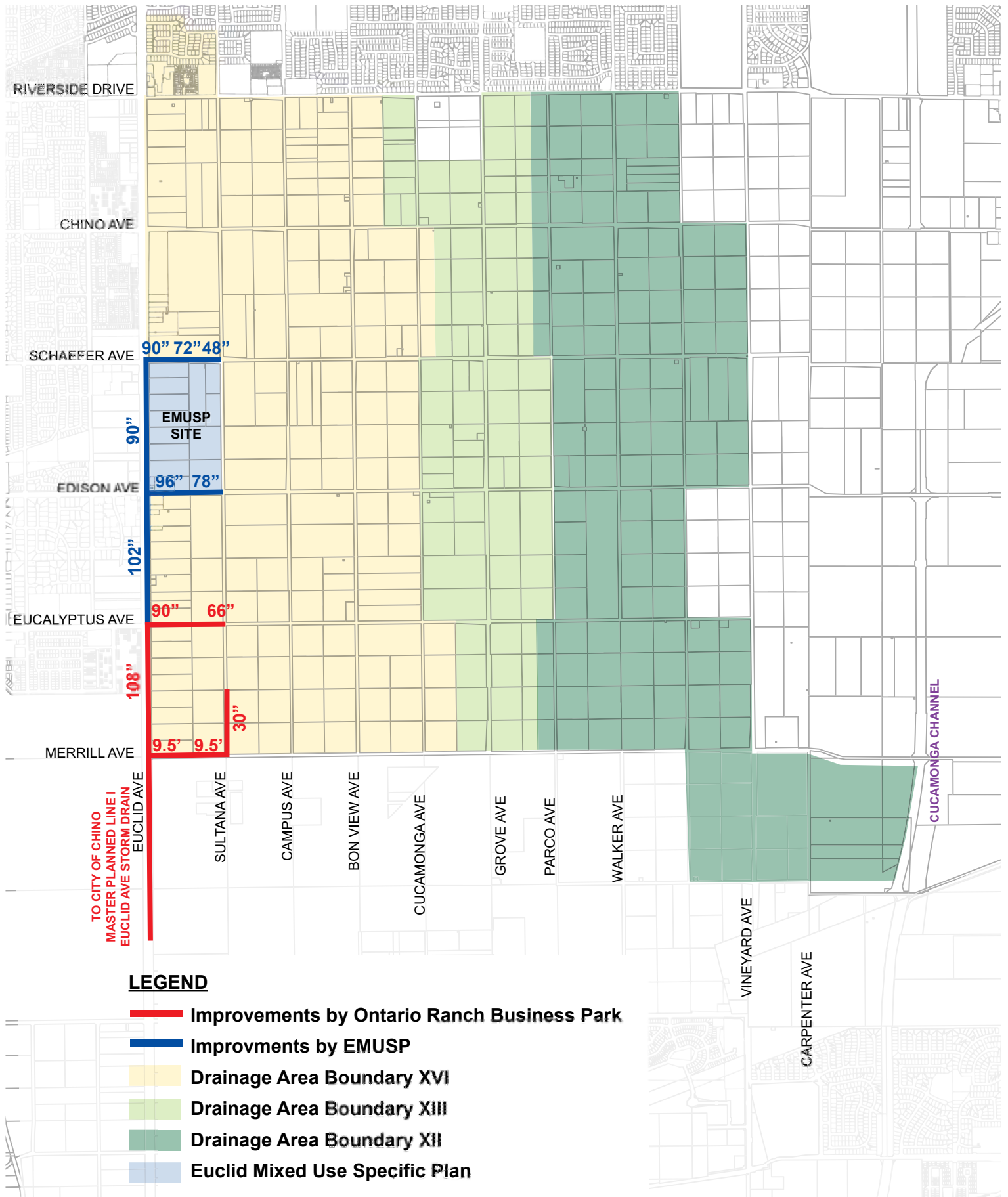
Source: Euclid Mixed Use Specific Plan, 2023, Figure 3.15 City of Ontario Ultimate Sewer System

FIGURE 3-17: City of Ontario Ultimate Sewer System
Euclid Mixed Use Specific Plan



Source: Euclid Mixed Use Specific Plan, 2023, Figure 3.16 Specific Plan Sewer Plan

FIGURE 3-18: Sewer Plan
Euclid Mixed Use Specific Plan



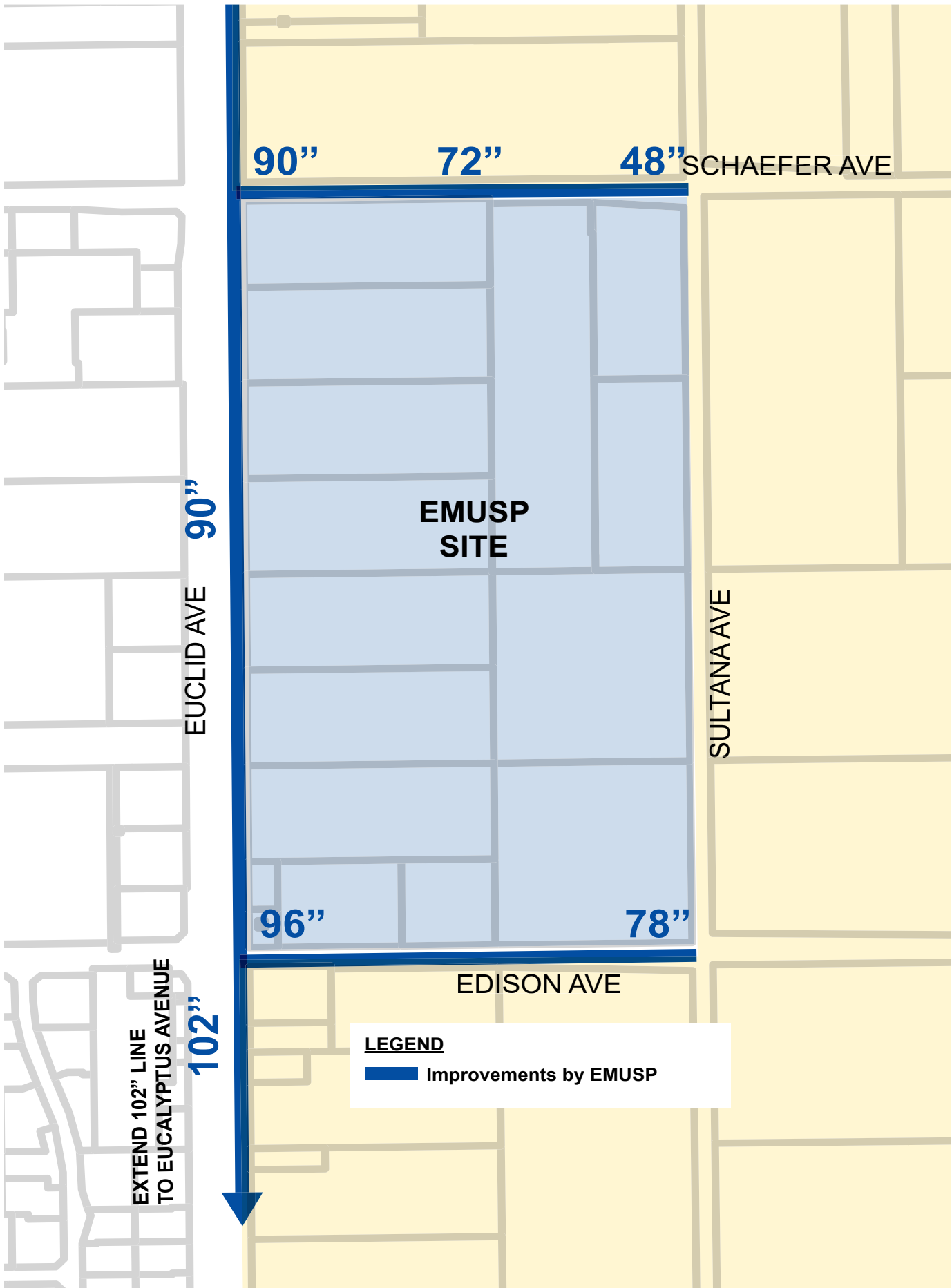
Euclid Mixed Use Specific Plan, 2023, Figure 3.20 City of Ontario Ultimate Storm Drain System

FIGURE 3-19: City of Ontario Ultimate Storm Drain System
Euclid Mixed Use Specific Plan



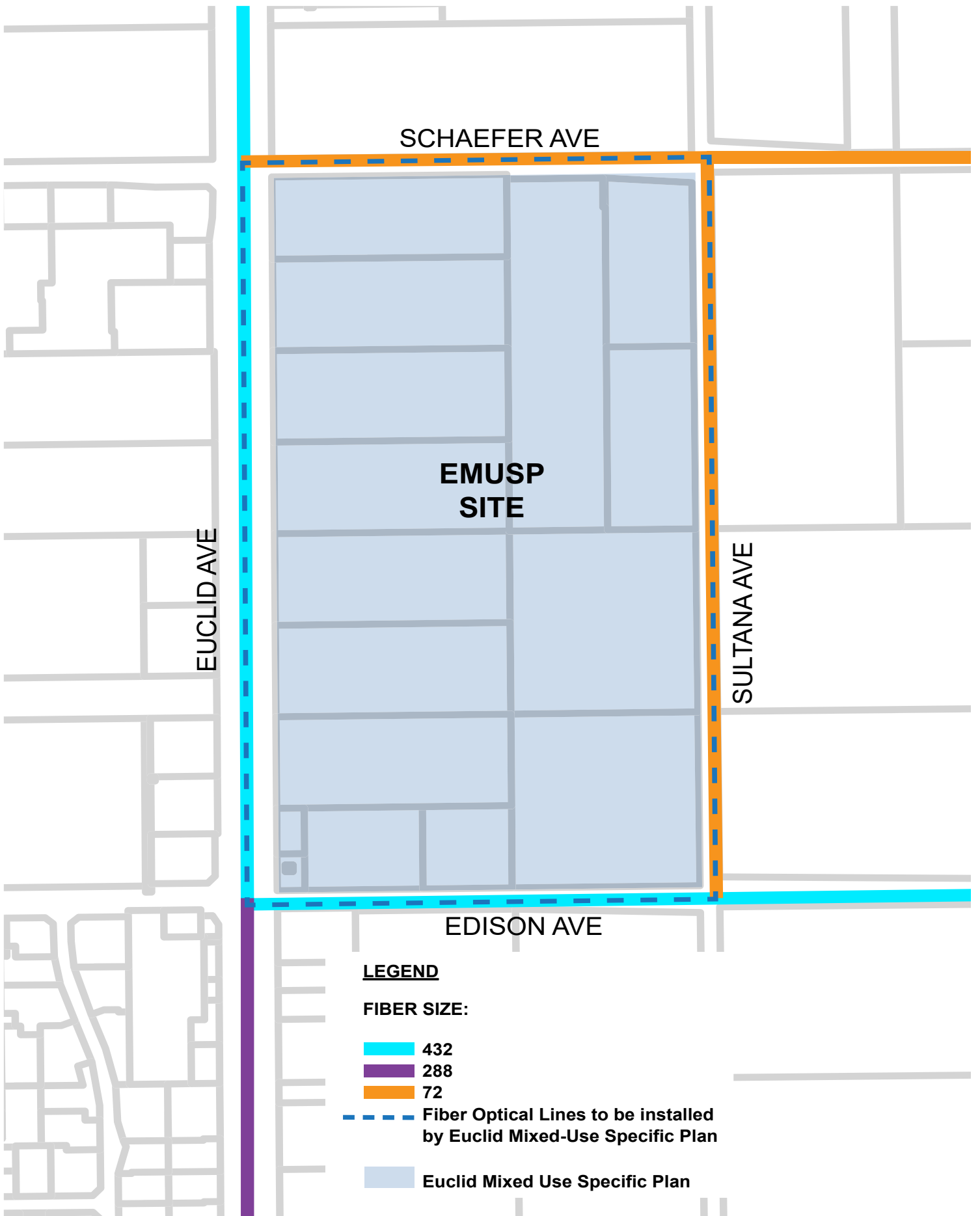
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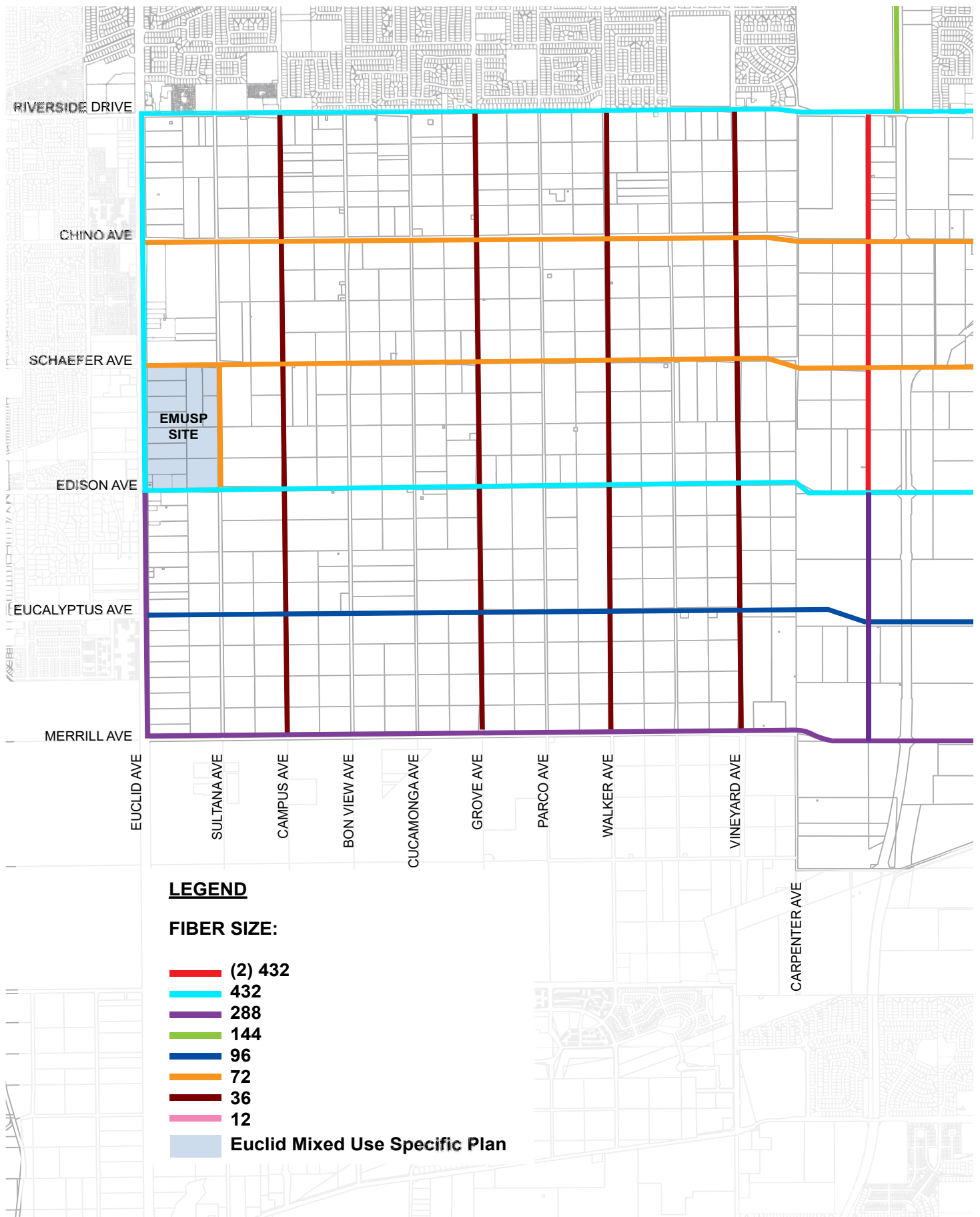
Euclid Mixed Use Specific Plan, 2023, Figure 3.21 Specific Plan Storm Drain Plan

FIGURE 3-20: Storm Drain Plan
Euclid Mixed Use Specific Plan



Euclid Mixed Use Specific Plan, 2023, Figure 3.19 Specific Plan Fiber Optic Plan

FIGURE 3-21: Fiber Optic Plan
Euclid Mixed Use Specific Plan

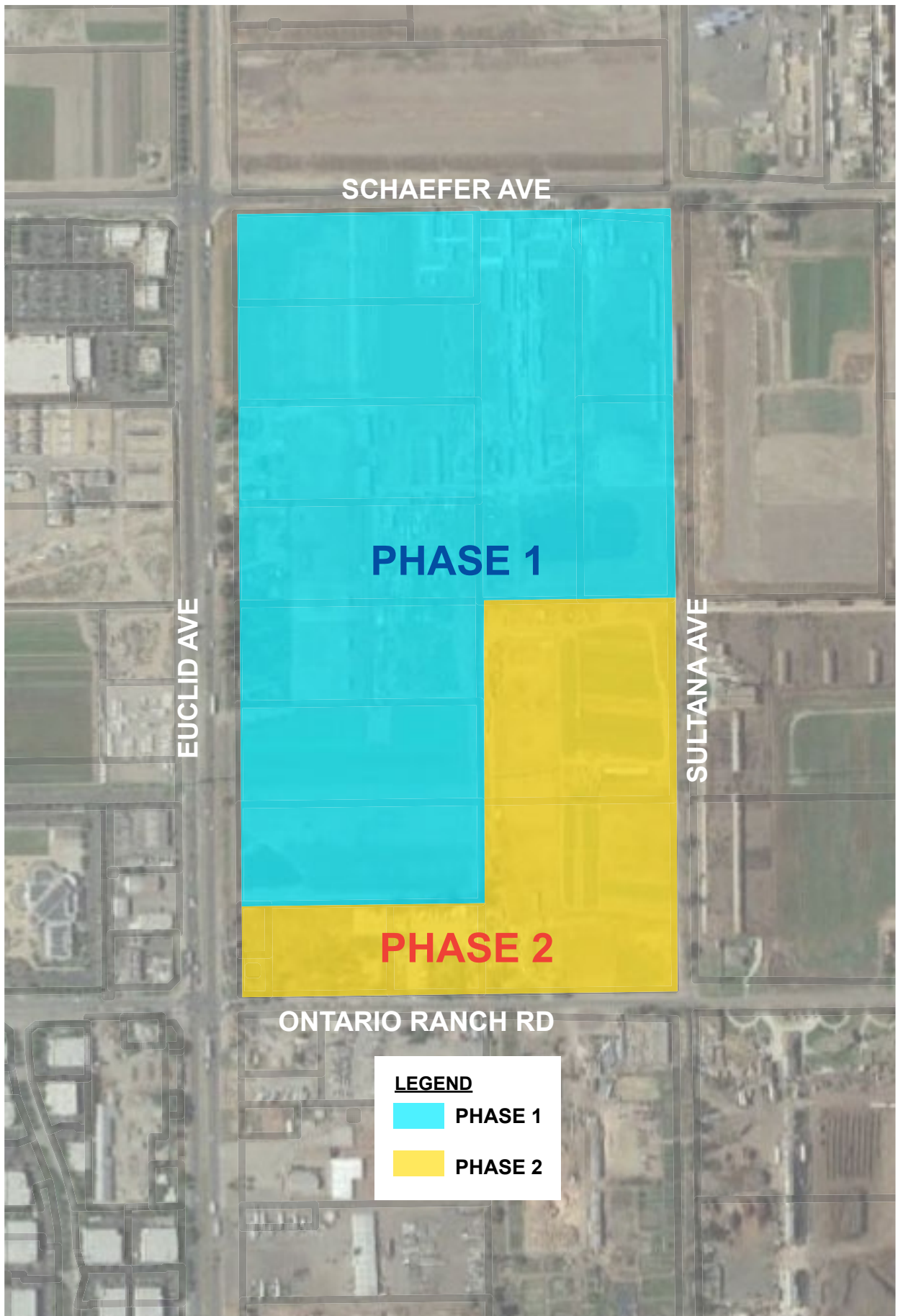


6 R X U Euclid Mixed Use Specific Plan, 2023, Figure 3.18 City of Ontario Ultimate Fiber Optical System

FIGURE 3-22: City of Ontario Ultimate Fiber Optical System
Euclid Mixed Use Specific Plan

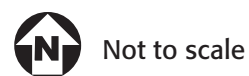


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6 R X U Euclid Mixed Use Specific Plan, 2023, Figure 3.22 Specific Plan Phasing Plan

FIGURE 3-23: Conceptual Phasing Plan
 Euclid Mixed Use Specific Plan



4.0 ENVIRONMENTAL IMPACT ANALYSIS

This section examines the environmental setting of the Euclid Mixed Use Specific Plan Project (Project), analyzes the Project's effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This section contains separate sections for each environmental resource area that was determined to need further study in this Draft Environmental Impact Report (EIR). This scope was determined through the Notice of Preparation (NOP), which was published February 10, 2023 (see **Appendix A**), and through public and agency comments received during the NOP comment period from February 10, 2023, to March 13, 2023 (see **Appendix A**). Additionally, a scoping meeting was held on February 22, 2023. Environmental resource areas and their corresponding sections are:

- Section 4.1: Aesthetics
- Section 4.2: Agriculture and Forestry Resources
- Section 4.3: Air Quality
- Section 4.4: Biological Resources
- Section 4.5: Cultural Resources
- Section 4.6: Energy
- Section 4.7: Geology and Soils
- Section 4.8: Greenhouse Gas Emissions
- Section 4.9: Hazards and Hazardous Materials
- Section 4.10: Hydrology and Water Quality
- Section 4.11: Land Use and Planning
- Section 4.12: Noise
- Section 4.13: Population and Housing
- Section 4.14: Public Services
- Section 4.15: Transportation
- Section 4.16: Tribal Cultural Resources
- Section 4.17: Utilities and Service Systems

Sections 4.1 through **Section 4.17** provide a detailed discussion of the environmental setting, effects associated with the Project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure are also discussed.

During the scoping period it was also determined that certain thresholds under an environmental resource area would not be significantly affected by implementation of the Project. These resource areas, Mineral Resources, Recreation, and Wildfire, are discussed in **Section 7.0: Effects Found Not to be Significant**.

4.0.1 Approach to Environmental Analysis

Organization of Environmental Analysis

Each potentially significant environmental resource area is addressed in a separate EIR Section (**Section 4.1** through **4.17**) and is organized into the following subsections:

1. Introduction
2. Environmental Setting
3. Regulatory Setting
4. Impact Thresholds and Significance Criteria

5. Plans, Programs, and Policies
6. Impacts and Mitigation Measures
7. Cumulative Impacts
8. Significant Unavoidable Impacts
9. References

In addition, **Section 1.0: Executive Summary**, has **Table 1-1: Summary of Significant Environmental Impacts and Proposed Mitigation Measures** that summarizes all impacts by environmental resource.

Terminology Used in this Draft EIR

The threshold of significance is identified for each impact in this Draft EIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

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

4.0.2 Cumulative Impact Methodology

State CEQA Guidelines Section 15130 states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. State CEQA Guidelines Section 15355 defines cumulative impacts as “...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The State CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of two sources:

- A. A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency.
- B. A summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.

The cumulative impact analysis in this Draft EIR uses a hybrid approach of both Method A and Method B. Method A uses a quantitative analysis approach, compiling a list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those projects outside the control of the agency. Method B uses the City’s General Plan which was comprehensively updated and adopted as The Ontario Plan (TOP) 2050 on August 16, 2022. TOP 2050 states long-term goals, principles, and policies for achieving Ontario’s Vision. It guides growth and development to achieve optimum results from the City’s physical, economic, environmental, and human resources.¹ Cumulative impact analyses will use the projections in the TOP and other long-range planning documents—such as Ontario’s 2020 Urban Water Management Plan for water supply and the Southern California Association of Government’s (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for land use and planning. A list of cumulative projects surrounding the Project area and their land use summary can be found in the Traffic Analysis Study (**Appendix I**). These projects are further described below in **Table 4 1: Related Approved and Pending Projects**.

Cumulative impact analyses for several topical sections are also based on the most appropriate geographic boundary for the respective impact. For example, cumulative hydrological impacts are based on the area’s watershed (Santa Ana River Watershed), and wastewater impacts are based on the Inland Empire Utilities Agency (IEUA) service boundary, which includes other jurisdictions besides the City of Ontario. The approach is further discussed below and in each respective topical section. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality, greenhouse gases, traffic) have been addressed in the context of various regional plans and their significance thresholds. The following is a summary of the approach and extent of cumulative impacts, which is further detailed in each topical environmental section.

- **Aesthetics.** Aesthetic impacts are assessed relative to a project’s viewshed, state and local regulations and/or planning documents.
- **Agriculture and Forestry Resources.** Agriculture and forestry resources impacts are assessed relative to federal, state, and local agricultural and forestry resource regulations.
- **Air Quality.** Air quality impacts are based on the regional boundaries of the South Coast Air Basin.
- **Biological Resources.** Regional evaluation considering regional habitat loss, protected species, and wildlife corridors, based primarily upon the San Bernardino Valley area.
- **Cultural Resources.** Cultural resources impacts are site specific and generally do not combine to result in cumulative impacts. The cumulative analysis of historical resources includes the Project site and immediately surrounding area.
- **Energy.** Energy impacts are assessed based on state and regional regulatory compliance and evaluate the use of electricity and natural gas.
- **Geology and Soils.** Geologic and soils impacts are site specific and generally do not combine to result in cumulative impacts.

¹ Note that the City’s TOP2050 Final Supplemental EIR evaluated cumulative build-out of the City based upon TOP 2050 land uses. As the proposed Project is consistent with TOP 2050 land uses, the City’s TOP 2050 Final Supplemental EIR is hereby incorporated by reference for evaluation of cumulative build-out impacts.

- **Greenhouse Gas (GHG) Emissions.** Potential GHG impacts are not bounded by geography but affect global climate change. The assessment of cumulative GHG impacts, therefore, is based on consistency with regional plans and per-capita GHG reduction thresholds to achieve targeted reductions.
- **Hazards and Hazardous Materials.** Cumulative analysis highlights the regulatory requirements related to both airport hazards and wildfire hazards. Project impacts, however, are site specific, and generally would not combine with impacts of other projects to result in cumulatively considerable impacts.
- **Hydrology and Water Quality.** Cumulative hydrological impacts are based on the Santa Ana River Watershed, and water quality impacts are based on potential cumulative impacts on the Chino Groundwater Basin (Chino Basin).
- **Land Use and Planning.** Cumulative analysis is based on applicable jurisdictional boundaries and related plans, including TOP 2050, Ontario International Airport Land Use Compatibility Plan, and regional land use planning based on the SCAG 2020-2045 RTP/SCS.
- **Noise.** Cumulative traffic noise is assessed relative to applicable City General Plan noise-level standards. The study area is aligned with the traffic study area.
- **Population and Housing.** Cumulative impacts are assessed relative to citywide jobs-housing balances, applicable city general plan (including housing element), regional plans (RTP/SCS), and population/housing projections.
- **Public Services.** Cumulative impacts are based on a potentially related development within the applicable service provider boundaries (Ontario Fire Department and Police Department) and assessed relative to applicable plans and projections.
- **Transportation.** The traffic study considers both Project-specific impacts and the Project's cumulative contribution to traffic in the Project vicinity. To assess cumulative traffic conditions, existing traffic is combined with Project trips, regional ambient growth, and trips generated by the projects specified in **Table 4-4: Cumulative Development Land Use Summary**, of the Traffic Analysis Study (**Appendix I** of this Draft EIR). Future traffic forecasts also include the effects of related projects expected to be implemented in the vicinity of the Project site prior to the buildout date of the Project. A total of 63 cumulative projects were identified in the study area and are listed in **Table 4-1: Related Approved and Pending Projects** and shown on **Figure 4-1: Related Approved and Pending Projects**, below.
- **Tribal Cultural Resources.** Considers Native American territory that includes the Project site, as provided by the Native American Heritage Commission.
- **Utilities and Service Systems.** Water supply and distribution system impacts would be contiguous with IEUA service area. Wastewater conveyance and treatment would be contiguous with the IEUA service area. Cumulative impacts related to stormwater drainage would be contiguous with Upper Santa Ana River basin hydrologic units and the Santa Ana Regional Water Quality Control Board service area. Solid waste collection and disposal services would be contiguous with the City and natural gas and electricity services would be contiguous with the Southern California Gas Company and Southern California Edison service areas, respectively.

- **Wildfire.** Wildfire impacts are analyzed through regulatory compliance at the federal, state, and local levels. Fire Hazard Severity Zones are determined by CalFire.

Related Projects

The list of related projects was prepared based on data received from the City of Ontario, City of Chino, City of Chino Hills, City of Eastvale, and City of Jurupa Valley. A total of 63 cumulative projects were identified in the study area for the traffic study, shown on **Table 4-1** and **Figure 4-1** below. These related projects are expected to be implemented in the vicinity of the Project site prior to the buildout date of the Project.

Table 4-1: Related Approved and Pending Projects

No.	Project/Location	Land Use	Quantity Units ¹
City of Ontario			
O1	Ontario Ranch Business Park	Business Park	227.951 TSF
		High-Cube Fulfillment Center Warehouse	913.053 TSF
		High-Cube Cold Storage Warehouse	179.135 TSF
		Warehouse	320.551 TSF
O2	Subarea 29 & Amendment (75% complete)	Single Family Detached	716 DU
		Shopping Center	87.000 TSF
O3	Ontario Ranch Commerce Center	High-Cube Fulfillment Warehouse	1,447.123 TSF
		Business Park	457.904 TSF
O4	South Ontario Logistics Center	Business Park	1,075.235 TSF
		High-Cube Fulfillment Warehouse	2,819.282 TSF
		High-Cube Cold Storage Warehouse	563.857 TSF
		Warehousing	954.218 TSF
O5	Parkside Specific Plan	Single Family Detached	804 DU
		Multifamily Housing (Low-Rise)	2,046 DU
O6	Merrill Commerce Center	Park	58.860 AC
		High-Cube Fulfillment Warehouse	7014.000 TSF
O7	Parente Home Ranch SP	Business Park	1441.000 TSF
		Single Family Detached	270 DU
O8	Countryside Armstrong Ranch	Condo/Townhouse	1,872 DU
		General Office	462.281 TSF
		Shopping Center	194.278 TSF
		Single Family Detached	819 DU
O9	The Avenue (50% Complete)	Armstrong Ranch Single Family Detached	994 DU
		Single Family Detached	2,020 DU
		Multi-Family Attached (Apartments)	586 DU
O10	Grand Park (80% Complete)	Shopping Center	250.000 TSF
		Single Family Detached	Single Family Detached
O11	West Haven	Multi-Family Attached (Apartments)	843 DU
		Single Family Detached	149 DU
		Multifamily Housing	654 DU
		Elementary School	650 STU
O12	Haven Gateway	Shopping Center	87.000 TSF
		General Light Industrial	42.160 TSF
O13	PDEV10-008 - Dry Food Storage	High-Cube Warehouse	168.640 TSF
		Mini-Warehouse	17.000 TSF

No.	Project/Location	Land Use	Quantity Units ¹
O14	Esperanza (50% Complete)	Single Family Detached	914 DU
		Multi-Family Attached (Apartments)	496 DU
O15	Edenglen (50% Complete)	Single Family Detached	310 DU
		Multi-Family Attached (Condo)	274 DU
		Shopping Center	217.520 TSF
		Business Park	550.000 TSF
O17	Tuscana Village	Single Family Detached	176 DU
		Shopping Center	26.000 TSF
City of Chino			
C1	Bickmore Street Residential (TM 18858) (30% complete)	Single Family Detached	185 DU
C2	TM17574 (80% complete)	Condo/Townhouse	108 DU
C3	Pines Community	Single Family Detached	552 DU
		Public Park	3.0 AC
		Self-Storage & RV Storage	120.000 TSF
		Sports Park	41.8 AC
C4	Tract 19980 (Homecoming Phase 4) TTM No. 20166 & 20167 Brio & TTM No. 21065 & 20168 (Orchards)	Apartments	454 DU
		Single Family Detached	148 DU
		Single Family Detached	239 DU
C5	Farmer Boys	Fast-food w/ Drive-Thru	3.218 TSF
		Shopping Center	2.300 TSF
C6	Euclid & Bickmore Warehouse	Warehousing	205.820 TSF
		General Light Industrial	51.030 TSF
		Business Park	110.620 TSF
C7	Kimball Business Park	Business Park	146.550 TSF
		Multifamily Housing (Low-Rise)	698 DU
		Multifamily Housing (Mid-Rise)	440 DU
C8	Falloncrest at the Preserve	Public Parks	21.60 AC
		General Office	77.597 TSF
		Commercial Retail	77.597 TSF
C9	Chino Parcel Delivery	Parcel Delivery Facility	765.274 TSF
C10	Altitude Business Centre	Warehousing	715.000 TSF
		Light Industrial	255.000 TSF
		Business Park	233.000 TSF
C11	Majestic Gateway	Self-Storage	110.000 TSF
		Specialty Retail	25.000 TSF
		Pharmacy/Drugstore w/ Drive-Thru	13.000 TSF
		Fast-Food w/ Drive-Thru	8.600 TSF
C12	Bouma Residential	Single Family Detached	106 DU
		Condo/Townhouse	94 DU
C13	Fairfield Inn & Suites (PL 17-0060 & PL 17-0061)	Hotel	111 RM
C14	Watson Industrial Park (40% complete)	High-Cube Warehouse	3,889.900 TSF
C15	Chino Business Park	General Light Industrial	165.500 TSF
		Business Park	21.500 TSF
C16	Flores Site	Shopping Center	4.000 TSF
		Gas Station w/ convenience store	16 VFP
		Express Car Wash	5.000 TSF
C17	The Campus at College Park	Church	27.000 TSF
		General Office	16.969 TSF

No.	Project/Location	Land Use	Quantity Units ¹
		Commercial Retail/Restaurants	33.661 TSF
C18	Archibald's (PL 17-0037)	Fast-Food w/ Drive-Thru	3.147 TSF
C19	TM 18972 (80% complete)	Single Family Detached	147 DU
C20	Rancho Miramonte	Single Family Detached	691 DU
		Condo/Townhouse	132 DU
		Neighborhood Retail	21.780 TSF
		Church	400 SEAT
C21	Majestic Chino Heritage	High-Cube Fulfillment Warehouse	1982.700 TSF
		High-Cube Cold Storage Warehouse	100.000 TSF
C22	Church	Church	47.979 TSF
		Daycare	190 STU
C23	Appesetche Residential	Single Family Detached	60 DU
		Condo/Townhouse	160 DU
C24	Tract 19951, 19952, 19953, 19935 & 18479	Single Family Detached	Single Family Detached 151 DU
		Condo/Townhouse	150 DU
C25	Ag. Buffer, Bungalow, Lic. Product, Liberty Deluxe, Lyon 2 & 3	Single Family Detached 474 DU	474 DU
C26	The Preserve Town Center (Blocks 6 and 7)	Multifamily Housing	549 DU
		Office	16.300 TSF
		Shopping Center	36.800 TSF
		Pharmacy w/ Drive-Thru	12.900 TSF
		Supermarket	45.000 TSF
		Fast-Food Restaurant w/ Drive-Thru	6.500 TSF
		Fast Casual Restaurant	13.750 TSF
C27	The Preserve Civic Center	Quality Restaurant	13.750 TSF
		Elementary School	1,200 STU
		Library	10.00 AC
		Community Center 10.00 AC	10.00 AC
C28	Euclid & Schaefer Shopping	Park	Park 8.00 AC
		Commercial Retail + Gas + Car wash	74.756 TSF
City of Eastvale			
E1	The Merge	Warehousing	336.501 TSF
		Shopping Center	4.750 TSF
		Supermarket	30.000 TSF
		Gas Station w/ convenience store	16 VFP
		Pharmacy/Drugstore w/ Drive-Thru	14.600 TSF
		Fast-Food w/ Drive-Thru	6.000 TSF
		Automated Car Wash	4.000 TSF
		Fast-Food without Drive-Thru	7.750 TSF
		Coffee/Donut Shop w/ Drive-Thru	2.500 TSF
E2	TR29997	Single Family Detached	122 DU
E3	13-0632 - Sumner Residential (Stratham Homes)	Single Family Detached	129 DU
		Condo/Townhouse	243 DU
E4	TR35751	General Light Industrial	738.430 TSF
E5	PP23219 (PM35865) (50% complete)		
E6	Eastvale Shopping Center	Free-Standing Discount Superstore	192.000 TSF
		Specialty Retail	9.200 TSF
		Fast-Food without Drive-Thru	7.200 TSF
		Coffee/Donut Shop w/ Drive Thru	2.000 TSF

No.	Project/Location	Land Use	Quantity Units ¹
		Fast-Food w/ Drive-Thru	3.500 TSF
		Gas Station w/Convenience Store & Car Wash	16 VFP
E7	Van Leeuwen	Single Family Detached	224 DU
E8	SP00358 - The Ranch at Eastvale	Shopping Center	267.200 TSF
		General Light Industrial	801.500 TSF
		Business Park	1,121.100 TSF
E9	SC Limonite, LLC	Single Family Detached	330 TSF
E10	Leal Master Plan	Lifestyle Center (Commercial)	1,300.000 TSF
		General Commercial	225.000 TSF
		Office	920.000 TSF
		Hotel	450 RM
		High Density Residential	500-660 DU
E11	Eastvale Commerce Center	Shopping Center	650.000 TSF
E12	S. Milliken Warehouse	High-Cube Warehouse	280.000 TSF
E13	15-1508 - Industrial Warehouse	Warehousing	155.000 TSF
City of Chino Hills			
CH1	Vila Borba Specific Plan (TR 16414)	Single Family Detached	172 DU
CH2	Country Club Villas	Condo/Townhouse	46 DU
CH3	The Goddard School	Daycare	10.587 TSF
CH4	Heritage Professional Center	Hospital	55.000 TSF
		Medical Office Building	86.952 TSF
		Hotel	120 RM
		Shopping Center	38.848 TSF
		Restaurant	7.200 TSF
Source: Appendix 11 , Table 4-4.			
¹ TSF = Thousand Square Feet; DU = Dwelling Unit; VFP = Vehicle Fueling Position ; AC = Acres; RM = Rooms			

Please refer to **Sections 4.1** through **4.17** of this Draft EIR for a discussion of the cumulative impacts associated with development and growth in the City and region for each environmental resource.

4.1 AESTHETICS

4.1.1 Introduction

The purpose of this section is to describe the existing regulatory and environmental conditions related to aesthetics and other visual resources in the vicinity of the Euclid Mixed Use Specific Plan Project (Project), within the City of Ontario (City). This section of the Draft Environmental Impact Report (EIR) identifies potential impacts that could result from the Project. This chapter discusses the visual changes that would occur upon implementation of the Project, and as necessary, recommends mitigation measures to avoid and/or reduce the significance of impacts. Aesthetic and other visual resources include both natural and built environments. Impacts are discussed in terms of the changes that would result from Project implementation and includes analysis of adverse effects on a scenic vista(s), changes to scenic resources (e.g., trees, rock outcroppings, or historic buildings) within a state scenic highway, and/or degradation of the sites or the surrounding visual character. Impacts could also result from the creation of a new source of substantial light or glare.

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

Visual Resource Terminology and Concepts

When viewing a landscape, people can have different responses to that landscape based on what is seen, their expectations of views, and because of proposed or current changes to the visual landscape. Viewer responses will vary based upon the viewer's values, familiarity, concern, or expectations of that landscape as well as the scenic quality. Because each person's attachment to and value for a landscape is unique, visual changes to that landscape inherently affect viewers differently. Nonetheless, generalizations can be made about viewer sensitivity to scenic quality and visual changes. Recreational users (e.g., hikers, equestrians, tourists, and people driving for pleasure) generally have high concern for scenery and landscape character. People commuting daily through the same landscape generally have a moderate concern for scenery, while people working at an industrial site would generally have a lower concern for scenic quality or changes to existing landscape character. Regarding travelers navigating through a landscape, the visual sensitivity of these types of viewers is affected by the travel speed at which they are moving, the landscape they are viewing, and area in which they are traveling, for example, an interstate or scenic highway. Other considerations may include changes as seen by viewers from hiking trails or stationary viewers from a residence.

The visual sensitivity of a viewer also is affected by variables such as the viewing distances to the landscape. For example, a project feature or natural environment can be perceived differently by people depending on the distance the observer is from the viewed object. At closer ranges greater detail of an object or landscape is visible. In these instances, changes to viewed object have a greater potential to influence the visual quality of the object because changes to form or scale (the object's relative size in

relation to the viewer) are more noticeable. When the same object is viewed at background distances, details may be imperceptible while changes to the overall forms of terrain and vegetation may be evident. In the middle ground, some detail is evident (e.g., the foreground), and landscape elements are seen in context with landforms and vegetative patterns (e.g., the background). Nonetheless, changes in views from all distances can result in negative consideration from viewers.

Specific terms and concepts are used to assess the visual elements, aesthetic setting, and potential for a project to have effects on visual resources. These terms are included in the discussions throughout this section and are listed below.

Scenic Vista. An area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, state, or local agency.

Scenic Highway. Any stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency.

Sensitive Receptors. Viewer responses to visual settings are inferred from a variety of factors, including distance and viewing angle, types of viewers, number of viewers, duration of view, and viewer activities. The viewer type and associated viewer sensitivity are distinguished among project viewers in recreational, residential, commercial, military, and industrial areas. Viewer activities can range from a circumstance that encourages a viewer to observe the surroundings more closely (such as recreational activities) to one that discourages close observation (such as commuting in heavy traffic). Viewers in recreational areas are considered to have high sensitivity to visual resources. Residential viewers generally have moderate sensitivity but extended viewing periods. Viewers in commercial, military, and industrial areas are generally considered to have low sensitivity.

Viewshed. A project's viewshed is defined as the surrounding geographic area from which the project is likely to be seen, based on topography, atmospheric conditions, land use patterns, and roadway orientations. "Project viewshed" is used to describe the area surrounding a project site where a person standing on the ground or driving a vehicle can view the project site.

Visual character typically consists of landforms, vegetation, water features, and cultural modifications that impart an overall visual impression of an area's landscape. Scenic areas typically include open space, landscaped corridors, and viewsheds. Visual character is influenced by many different landscape attributes including color contrasts, landform prominence, repetition of geometric forms, and uniqueness of textures among other characteristics.

4.1.2 Environmental Setting

Visual Setting

The Project site is approximately 84.1 acres in size and is comprised of five planning areas, comprised of rural uses, including a dairy farm and vacant land. The Project would allow for development of approximately 1.6 million square feet (SF) of business park and mixed-use land uses. The Project is also proposed in two phases which are discussed further below. The existing visual character of the Project

area is neither unique nor of special aesthetic value or quality. The Project site area is characterized by agricultural uses, and the topography is moderately flat, sloping from the north to the south. North across Schaefer Avenue is an existing dairy farm; south across Edison Avenue is an existing trucking facility; east across Sultana Avenue is vacant land and an existing trucking facility; west across Euclid Avenue, is the City of Chino with existing commercial and residential uses, and a truck/trailer storage yard.

Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Euclid Avenue Corridor and the Mission Boulevard Corridor are primary scenic resources in the City. Euclid Avenue borders the west side of the Project site. Euclid Avenue is a 200-foot wide right of way with a 60-foot-wide landscape median and 15-foot-wide parkways which are used for public activities and civic events. From G Street to I-10 Freeway, there are three lanes of travel in each direction. Visually, Euclid Avenue is the most defining corridor in the City. Mission Boulevard, approximately 3.8 miles north of the Project site, also has a wide landscaped median and runs east-west immediately south of the Ontario Airport.

Scenic Highways

The Ontario Plan (TOP) 2050 discusses that regional circulation to and through the City is provided by I-10 and SR-60, east to west, and by I-15 and SR-83 (Euclid Avenue), north to south. Access to the Project site is served by various highways. The Project site is bordered by SR-83, which connects to SR-60 and I-10 to the north, I-15 approximately 5.5 miles to the east, and SR-71 approximately 4.3 miles to the west and approximately 4.7 miles directly south. SR-71 connects the Project to SR-91 in unincorporated Riverside County. These segments have not been designated as scenic highways by the California Department of Transportation.¹

Light and Glare

Light and glare in the Project site is typical of that found in semi-rural environments. Sources of light and glare include adjacent residential, commercial, and area roadways both from streetlights and vehicle headlights for the Project. The Project site is located within a partially urbanized area that generates light from signage, residential interiors, farm and dairy operations, security measures, as well as light generated by vehicular traffic on local streets. The Project site and surrounding areas are transitioning from agricultural use, such as private dairy farms, to higher density residential and commercial uses in response to regional market influences attracting urban development. Ongoing crop farming is located to the north of the site and a vacant property that was a former dairy farm is located to the east of the site. The property to the south is currently residential, farming or trucking related uses. These existing residences and dairy structures do not generate substantial light and glare given their limited size and number. Because nighttime lighting in the Project vicinity is currently limited, glare, which reflects light, is also limited. The existing sensitive receptors relative to light and glare include the nearby residential uses and motorists traveling on local streets. Commercial uses in the vicinity of the site also produce some light and glare generally from stationary light sources such as exterior building lighting (i.e., building illumination,

¹ California Department of Transportation. 2022. *Scenic Highways Map*. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. (accessed January 2023).

security lighting, parking lot lighting, and landscape lighting), as well as interior lighting visible through windows and exterior sources.

4.1.3 Regulatory Setting

Federal

No Federal laws, regulations, or executive orders apply to aesthetics and scenic resources in the Project site.

State

California Building Code: Building Energy Efficiency Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission [CEC]) in June 1977 and most recently revised in 2022 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2022 Building Energy Efficiency Standards, which went into effect on January 1, 2023. Title 24 requires outdoor lighting controls to reduce energy usage; in effect, this reduces outdoor lighting.

State Scenic Highways

The California Department of Transportation (Caltrans) Scenic Highway Program protects and enhances the natural scenic beauty of California's highways and corridors through special conservation treatment. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated. The status of a proposed state scenic highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a Scenic Highway.

When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. Scenic corridors consist of land that is visible from the highway right of way and is comprised primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries. The city or county must also adopt ordinances, zoning and/or planning policies to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances and/or policies make up the Corridor Protection Program.

Local

City of Ontario General Plan – The Ontario Plan 2050

The TOP 2050 Land Use Element and Community Design Elements identify Euclid Avenue as a visually sensitive corridor and specifies several needs to maintain and improve the aesthetic quality of the corridor. Other visual resources for consideration include the backdrop of the San Gabriel Mountains, which dominate the northern views from the City. Maintenance of these viewsheds will be considered and enhanced, if possible, as part of the development. Included in TOP 2050 is the Policy Plan, which is a framework that would guide the City's future growth through the application of policies and goals. The following goals of TOP 2050 relate to visual and scenic resources.

The following policy contained in the Land Use Element is relevant to the Project:

Land Use Element²

- Goal LU-2** **Compatibility between a wide range of uses and resultant urban patterns and forms.**
- Policy LU-2.6** **Infrastructure Compatibility.** We require infrastructure to be aesthetically pleasing and in context with the community character.

The following policies contained in the Community Design Element are relevant to the Project:

Community Design Element³

- Goal CD-1** **A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses.**
- Policy CD-1.2** **Place Types.** We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City's identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities.
- Policy CD-1.5** **View Corridors.** We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.
- Goal CD-2** **A high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct.**
- Policy CD-2.1** **Quality Building Design and Architecture.** We encourage all development projects to convey visual interest and character through:
- Building volume, massing, and height to provide context-appropriate scale and proportion;

² City of Ontario. 2022. *TOP 2050, Land Use Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/land-use>. (accessed January 2023).

³ City of Ontario. 2022. *TOP 2050, Community Design Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/community-design>. (accessed January 2023).

- A true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting; and
- Exterior building materials that are articulated, high quality, durable, and appropriate for the architectural style.

Policy CD-2.4 **Urban, Mixed Use, and Transit-oriented Areas.** We establish Place Types to require mixed use, urban, and transit-oriented areas to be designed and developed as pedestrian oriented areas that are integrated with adjacent neighborhoods and promote a vibrant, comfortable, and functional environment, as defined for each Place Type.

Policy CD-2.5 **Streetscapes.** We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.

Policy CD-2.8 **Safe Design.** We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

Policy CD-2.9 **Landscape Design.** We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

Policy CD-2.11 **Entry Statements.** We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

Policy CD-2.12 **Site and Building Signage.** We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

Goal CD-3 **Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.**

Policy CD-3.1 **Unique Identity.** We promote development that heightens the unique character and identity of each Place Type by requiring compatible land uses and land planning, site design, and building design that promotes an active public realm.

Policy CD-3.2 **Comfortable, Human-Scale Public Realm.** We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.

Policy CD-3.3 Complete and Connected Network. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.

Policy CD-3.5 Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).

City of Ontario Municipal Code

The City of Ontario Municipal Code (OMC)⁴ contains all the regulations of the City, that were codified and adopted as Ordinances by the City Council. The OMC is continually updated as the City continues to develop and transform. The OMC contains various requirements related to aesthetics and development design, many of which are relevant to the Project. Specifically, Title 9 of the OMC is known as the Ontario Development Code (ODC)⁵ and contains zoning information, development standards, and design guidelines for each of the land use categories identified in TOP. The ODC is enacted to assist in the implementation of Federal and State planning, assist in TOP, zoning, development, subdivision, and environmental laws, and guide the orderly development of the City in a manner that promotes and protects the public health, safety, comfort, convenience, prosperity, and welfare of its inhabitants. It regulates the type, intensity, function, and appearance of all land uses in the City and is the main tool utilized to shape the physical form of development.

City of Ontario Development Code

Development and Subdivision Regulations Chapter 6.01-6.03⁶

In the ODC, Chapter 6.01.015-13 of the District Standards and Guidelines section discusses proper lighting, glare, and aesthetics sections that a project must adhere to when in development. Project development shall incorporate lighting fixtures that are decorative and are designed to eliminate adverse impacts of light spillover and promote safe vehicular and pedestrian access. Light fixtures shall be full cut-off fixtures to prevent glare and light spill off the project site onto adjacent properties, buildings, and roadways. Pedestrian-level pole-mounted lighting, bollard lighting, ground-mounted lighting, or other low, glare-controlled fixtures mounted on buildings or walls shall be used to light pedestrian walkways.

⁴ City of Ontario. 2022. *Ontario Municipal Code, Title 9*. https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-46762. (accessed January 2023).

⁵ City of Ontario. ND. *Development Code – Chapter 1.0: Development Code Enactment and General Provisions, Enactment and General Provisions*. <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/Planning%20Documents/Development%20Code/Chapter%201.0%20Development%20Code%20Enactment%20and%20General%20Provisions.pdf>. (accessed January 2023).

⁶ City of Ontario. ND. *Development Code – Chapter 6.0: Development and Subdivision Regulations, Development and Subdivision Regulations*. <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/Planning%20Documents/Development%20Code/Chapter%206.0%20Development%20and%20Subdivision%20Regulations.pdf>. (accessed January 2023).

Pole-mounted, building-mounted, or tree-mounted lighting fixtures shall be no more than 12 feet in height. Bollard-type lighting shall be no more than 4 feet in height.

For building color, exteriors shall incorporate colors that are of compatible hues and intensities. Color schemes shall tie building elements together, relate separate buildings within the same development, and enhance the architectural form of a building. Exterior building colors shall be low-reflecting and subtle. Furthermore, overly intense, overly bright, or fluorescent or day-glow colors, shall not be used on a building exterior, as determined by the Planning Director. The exterior building color of a new development project shall be reviewed and approved in conjunction with the approval of the structure by the Approving Authority. Development projects consisting of multiple buildings shall incorporate colors that are coordinated between structures, utilizing compatible hues and intensities. The final review and approval of paint colors, utilizing a color test, may be required by the City, prior to painting a building. All building mechanical equipment and appurtenances, including, but not limited to, meters, flues, vents, gutters, and utilities, shall match or complement the permanent color of the surface from which they are attached or projected.

Off-street parking and loading regulations must provide accessible, attractive, secure, properly lighted, and well-maintained parking facilities. They are to reduce traffic congestion and hazards caused by the loading and unloading of trucks on public streets and the shortage of parking spaces. Lighting must alleviate or prevent traffic congestion caused by shortage of parking spaces and the loading and unloading of trucks on public streets; ensure that off-street parking and loading facilities are provided for new land uses and the expansion of existing land uses in proportion to the needs of the land uses they serve; and ensure that off-street parking and loading facilities are designed in a manner that will result in maximum efficiency, protect the public safety, provide for the special needs of the physically handicapped, and where appropriate, insulate surrounding land uses from their impact.

Parking lot lighting is required for all off-street parking facilities and shall be provided with nighttime security lighting pursuant to OMC Section 4-11.08 (Special Residential Building Provisions) and Section 4-11.09 (Special Commercial/Industrial Building Provisions), designed to confine emitted light to the parking areas. Parking facilities shall be lighted from sunset until sunrise, daily, and shall be operated by a photocell switch. Lighting levels shall be measured with a direct-reading portable light meter. The equipment used must allow accurate measurements, with all measurements made after dark with the lights on and then again with the lights off. The difference between the two readings shall then be compared to the applicable standard for maximum permitted illumination. All parking lot lighting fixtures shall be decorative. Along pedestrian movement corridors, the use of decorative low-mounted bollard light standards, which reinforce pedestrian scale, shall be used. Unless intended as part of a master lighting program, no operation, activity, or lighting fixture shall create illumination on any adjacent property. The maximum permitted height of luminaires within a parking lot shall be as follows:

- **No Cutoff Luminaire.** When a light source or luminaire has no cutoff (the point at which all light rays are completely shielded), the maximum permitted height of the luminaire shall be 14 feet.
- **Ninety Degree or More Cutoff Luminaire.** When a luminaire has a total cutoff of light at an angle of 90 degrees or greater, the maximum permitted height of the luminaire shall be 24 feet.

- **Less than 90-Degree Cutoff Luminaire.** When a luminaire has a total cutoff of light at an angle of less than 90 degrees, the maximum permitted height of the luminaire shall be 30 feet.

4.1.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning aesthetics. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section.

Accordingly, the Project would have a significant effect on the environment if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Methodology and Assumptions

The Project site is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning aesthetics. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the potentially significant environmental impacts at the Project site.

Approach to Analysis

This analysis of impacts on aesthetic resources examines the temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts and (2) permanent impacts. Each criterion is discussed in the context of Project site and the surrounding characteristics and geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are from review of Project site plan, maps, and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on scenic resources or visual character considers the site's aesthetic resource value and the severity of the Project component's visual impact (e.g., the nature and duration of

the impact). For example, a Project component resulting in a severe impact on a site with a low aesthetic resource value would result in a less than significant impact concerning scenic or visual character. In other words, new conspicuous structures or visual changes in areas with a low aesthetic resource value may not necessarily result in substantial adverse effects on visual resources.

4.1.5 Plans, Programs, and Policies

Refer to above discussion regarding existing Regulatory Framework.

4.1.6 Impacts and Mitigation Measures

Impact 4.1-1 ***Would the Project have a substantial adverse effect on a scenic vista?***

Level of Significance: Less Than Significant

Specific Plan – Phase I

Construction and Operations

A scenic vista can be defined as a viewpoint that provides expansive views of a highly valued landscape for the public's benefit. From the viewshed point of view, looking north from Schaefer Avenue are the foothills of the San Gabriel and San Bernardino Mountains. The Project site is surrounded by areas with varying agricultural and residential densities; previously developed land containing dairy farms, and multiple commercial and residential buildings, and an airport.

Scenic vistas include the San Gabriel Mountains and the San Bernardino National Forest, which are located north of the City, approximately 11.5 miles north from the Project site. The Project is in the southwest portion of the City, opposite of the two scenic vistas. Construction of the Project site would result in alterations to the existing scenic vistas views from the Project site. It would result in temporary changes to the visual characteristics of the site as viewed from Edison Avenue facing north toward Schaefer Avenue. Visual changes would include alterations in the appearance of the foreground to viewers looking across the site toward the San Gabriel Mountains and views from the residences looking across the site to the south and southwest away from the San Gabriel Mountains. Views of the mountains from Edison Avenue to the north are already partially obscured by intervening agricultural development and existing power lines.

While construction activities on the Project site would modify foreground views as observed by some viewers, considering the existing disturbed nature of the site, developed nature of surrounding areas, and the current partially obscured views from existing off-site development, the changes the construction activities would represent are not considered to be substantial. The proposed Project, although different from some surrounding views, would be within an existing urban footprint. Additionally, because most views are already obscured, limited, and short-in duration, the views as seen by the majority of viewers would not be significantly adversely affected. Therefore, while construction of the Project site would change the existing views toward the mountains, impacts associated with adversely affecting a scenic vista would be less than significant.

Upon completion of construction on the Project site, the buildings would be a new permanent visual element in the environment. The new structures and operations associated with the Project would change the foreground views of the San Gabriel Mountains as observed from viewers looking north, across the site. However, Project development would occur within developed area of the City, where views are already partially obstructed by existing development, powerlines, utility poles, etc.

The Project specific plan also includes design guidelines addressing architecture, landscape and lighting (Specific Plan Chapter 5, Design Guidelines). Pursuant to the Project specific plan design guidelines and development standards, Project development would not exceed the maximum building height allowed for the business park district, 45 feet, and mixed-use district, 55 feet, and would be setback, allowing for unobstructed scenic views. Additionally, implementation of TOP 2050 policies and adherence to the City's Municipal Code, would ensure that the development of Phase I does not substantially degrade scenic vistas in the City. For example, the Project would comply with TOP 2050 Policy CD-1.5, which would ensure that major north-south streets would be designed and redeveloped to feature views of the San Gabriel Mountains. Therefore, while the Project site structures and associated operations would change the existing views toward the mountains, impacts associated with adversely affecting a scenic vista would be less than significant. No mitigation is required.

Specific Plan – Phase II Future Development Areas

Construction and Operations

The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Development of Phase II would add to the new permanent visual element in the environment when Planning Areas 2B and 3B are completed – similar to the discussion of Phase I above. While the structures and associate operations associate with Phase II would alter the existing visual characteristics of the site, impacts affecting a scenic vista would be less than significant. Furthermore, the proposed Project Specific Plan land use designations within Phase II are the same land use designations as contained in TOP 2050. Accordingly, no mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Specific Plan and TOP 2050.⁷

Conclusion

As noted above, the Project would not significantly impact a scenic vista. The Project specific plan proposes the same land uses as contained in the City's TOP 2050. Impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Specific Plan and TOP 2050.⁸

Mitigation Measures

No mitigation is necessary.

⁷ City of Ontario. 2022. *TOP 2050, Final Supplemental Environmental Impact Report, Section 5.1, Aesthetics*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed January 2023).

⁸ Ibid.

Impact 4.1-2 *Would the Project Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Level of Significance: Less Than Significant

Specific Plan – Phase I

Construction and Operations

There are no officially designated state scenic highways within the City.⁹ As stated above, the Project site is bordered by Euclid Avenue (SR-83), which connects to SR-60 and I-10 to the north, I-15 approximately 5.5 miles to the east, and SR-71 approximately 4.3 miles to the west and approximately 4.7 miles directly south. SR-71 connects the Project to SR-91 in unincorporated Riverside County. These segments have not been designated as scenic highways by the California Department of Transportation.¹⁰ The nearest designated state scenic highway to the Project site is approximately 12.0 miles southwest of the Project specific plan site.

The Project site’s surrounding area was previously developed with commercial, residential, and mixed-use buildings and structures. According to the cultural study found in **Section 4.5: Cultural Resources (Appendix D: Cultural and Paleontological Resources Assessment)**, the Project site contains a dairy farm which is not historically significant. In addition, the Project’s biological resources study identified various mature trees on the site, but these do not appear to be “heritage trees” requiring mitigation. Furthermore, the majority of trees on the site are ornamental trees located at the existing nursery on-site, which the nursery will be relocated prior to site development. Prior to site development, a heritage tree survey will be **completed**, and trees relocated or mitigated if required (see **Appendix C: Biological Resources Technical Report** and **Section 4.4: Biological Resources**). Regardless, on-site trees are not located in proximity to a scenic highway. Therefore, no scenic resources such as trees, rock outcroppings and historical buildings are known to exist on the Project site adjacent to a state scenic highway. A less than significant impact is expected to occur.

Specific Plan – Phase II Future Development Areas

Construction and Operations

The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Phase II would add to the new permanent visual element in the environment when Planning Areas 2B and 3B are completed. While the structures and associate operations associated with Phase II would alter the existing visual characteristics of the site, impacts affecting a scenic highway would be less than significant, as no scenic highways exist in the Project area. Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. No

⁹ California Department of Transportation. 2022. *Scenic Highways Map*. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. (accessed January 2023).

¹⁰ Ibid.

mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Specific Plan and TOP 2050.¹¹

Conclusion

As noted above, the Project would not significantly impact a scenic highway, as no scenic highways exist in the Project area. The Project's impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Specific Plan and TOP 2050.¹²

Mitigation Measures

No mitigation is necessary.

Impact 4.1-3 *Would the Project in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Level of Significance: Less Than Significant

Specific Plan - Phase I

Construction and Operations

The existing visual character of the Project site is defined primarily by agricultural uses and related structures. The site is designated as Business Park, Mixed-Use, and Open Space – Non-Rec, in the City's TOP 2050 Land Use Map.¹³ The Project is located in an urbanizing area and is subject to the City's TOP 2050 and Development Code governing scenic quality. The City's TOP 2050 Community Design Element establishes multiple policies that protect scenic resources and promote high quality, visually compatible development, that the Project would adhere to. For example, Policy CD 1-5 requires that "all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees;" Policy CD-2.1, encourages "all development projects to convey visual interest and character through building volume, massing, and height to provide context-appropriate scale and proportion; a true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting; and exterior building materials that are articulated, high quality, durable, and appropriate for the architectural style." Lastly, Policy CD 2-9 encourages "durable, sustainable, and drought-tolerant

¹¹ City of Ontario. 2022. *TOP 2050, Final Supplemental Environmental Impact Report, Section 5.1, Aesthetics*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed January 2023).

¹² Ibid.

¹³ City of Ontario. 2022. *TOP 2050, Figure LU-01, Official Land Use Plan*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/Land%20Use/Figure%20LU-01%20Official%20Land%20Use%20Plan_0.pdf. (accessed January 2023).

landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.”

The City’s TOP 2050 measures governing scenic quality, including those noted above, ensure protection of scenic resources and promote visually compatible and appealing development. These policies are implemented through Development Code Chapter 6.0, Development and Subdivision Regulations, et al.¹⁴ The City would assure that the Project, as implemented, contains Development Regulations and Design Guidelines that would conform to provisions of the City’s TOP 2050 and Development Code. All subsequent development within the Project site would also be required to comply with the Specific Plan Development Regulations and Design Guidelines addressing visual and scenic qualities (Specific Plan Chapter 5, Design Guidelines). Conformance with TOP 2050, Development Code, and Project Specific Plan would minimize the potential for the Project to substantially degrade the existing visual character or quality of public views of the site and its surroundings such that any impact would be less than significant.

Specific Plan- Phase II Future Development Areas

Construction and Operations

Refer to discussion for Phase I. The same policies, ordinances, and codes described above would apply to Phase II. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Conformance with TOP 2050, Development Code, and Project specific plan would minimize the potential for the Project to substantially degrade the existing visual character or quality of public views of the site and its surroundings such that any impact would be less than significant. Further the proposed Project Specific Plan proposes the same land uses as contained in the City’s TOP 2050. Impacts to aesthetic resources, including visual character and scenic quality, would be less than significant.

Conclusion

As noted above, conformance with TOP 2050, Development Code, and Project specific plan would minimize the potential for the Project to result in substantial degradation of the Project site’s visual character. Therefore, no significant impacts would occur. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Specific Plan and TOP 2050.¹⁵

Mitigation Measures

No mitigation is necessary.

Impact 4.1-4 ***Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

¹⁴ City of Ontario. ND. *Development Code – Chapter 6.0: Development and Subdivision Regulations, Development and Subdivision Regulations*. <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/Planning%20Documents/Development%20Code/Chapter%206.0%20Development%20and%20Subdivision%20Regulations.pdf>. (accessed January 2023).

¹⁵ City of Ontario. 2022. *TOP 2050, Final Supplemental Environmental Impact Report, Section 5.1, Aesthetics*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed January 2023).

Level of Significance: Less Than Significant

Specific Plan - Phase I

Construction and Operations

Spill light occurs when lighting fixtures such as streetlights, parking lot lighting, exterior building lighting, and landscape lighting are not properly aimed or shielded to direct light to the desired location and light escapes and partially illuminates a surrounding location.

Glare is the result of improperly aimed or blocked lighting sources that are visible against a dark background such as the night sky. Glare may also refer to the sensation experienced looking into an excessively bright light source that causes a reduction in the ability to see or causes discomfort. Glare generally does not result in illumination of off-site locations but results in a visible source of light viewable from a distance. Glare could also occur from building materials of the new structures, including glass and other reflective materials.

The Project site is currently occupied by agricultural uses, including the raising of livestock, dairy farming activities, and a commercial nursery. Existing uses surrounding the Project site are similar to those on the site. Ongoing crop farming is located to the north of the Project site and a vacant property that was a former dairy farm is located to the east of the site. The property to the south is currently utilized for residential, farming, or trucking related uses. North across Schaefer Avenue is an existing dairy farm; south across Edison Avenue is an existing trucking facility; east across Sultana Avenue is vacant land and an existing trucking facility; west across Euclid Avenue, is the City of Chino with existing commercial and residential uses, and a truck/trailer storage yard. Sources of light and glare exist minimally in the Project's immediate vicinity. Existing lighting sources include outdoor lighting and lighting emitted from the indoors from adjacent developments, and vehicle headlights from adjacent and surrounding roadways. The urbanizing nature of the Project area would lead to a high baseline of light and glare from surrounding development and vehicle lights traveling at night. Construction of Phase I of the Project site would be limited to daytime hours, and nighttime lighting may be utilized for security purposes. However, all lighting and light fixtures, including parking lot lighting, security lighting and decorative lighting, may be indirect or diffused, or, if not, shall be shielded or directed away from nearby sensitive receptors. Therefore, no short-term impacts associated with light, and glare would occur. These lights would be used to improve visibility and safety on the site and would be directed to maximize site visibility and minimize glare to sensitive receptors. Lighting would also be properly screened to avoid further impact to nearby receptors. Additionally, the Project includes design guidelines and standards for lighting of on-site areas (Specific Plan Chapter 5, Design Guidelines). The Project requires lighting fixtures to be selected and located to confine the area of illumination to within the site boundaries, including lighting for parking areas, pedestrian walkways, graphics and signage, architectural and landscape features, and any additional exterior areas. This would reduce the potential for spill light. All subsequent development within the Project site would be required to conform with the Project Development Regulations and Design Guidelines addressing light, glare, and overspill from the Project Specific Plan.

In accordance with OMC Sections 4-11.08, 4-11.09, and 6.03.050 (A), all parking facilities developed shall be provided with nighttime security lighting and designed to confine emitted light to the parking areas.

This lighting may cause slight glare to the surrounding residences and vehicles passing along the bordering roadways. The maximum permitted height of luminaires within a parking lot shall not exceed a height of 14 feet when there is no cutoff involved. If a ninety degree or greater cutoff is enacted, the maximum height shall not exceed that of 24 feet. Anything less than ninety degrees of cutoff, the maximum height of luminaire shall be 30 feet.

Consistent with the City's Development Code, all lighting used on the Project site is required to be directed and/or shielded to prevent the light from adversely affecting adjacent properties, and no structures or features that create adverse glare effects are permitted. Thus, all exterior lighting would be shielded/hooded to prevent light trespass onto nearby properties. Additionally, the Project would use a variety of non-reflective building materials, and although some new reflective improvements (i.e., windows and building front treatments) would be introduced to the site, the Project would not be a source of glare in the area. Therefore, long-term impacts associated with light, and glare would be less than significant.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to discussion for Phase I. The same policies, ordinances, and codes described above would apply to Phase II. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. Impacts to aesthetic resources, including light and glare, would be less than significant.

Conclusion

As noted above, the Project would not result in significant light and glare impacts, and the Project is consistent with existing City TOP 2050 and zoning designations. Therefore, no significant impacts would occur. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Specific Plan and TOP 2050.¹⁶

Mitigation Measures

No mitigation is necessary.

4.1.7 Cumulative Impacts

The conversion of the Specific Plan area from dairy/agricultural use to business park and mixed uses would contribute to a change in the visual character of the Project area.

The cumulative change in visual condition that would result from the Specific Plan, in combination with nearby projects would not be considered adverse, because the Specific Pan would implement design features and the City's Development Code with respect to architecture, landscaping, signs, lighting, and other related items. The City's Development Code regulations have the goal of improving the visual quality

¹⁶ Ibid.

of the City by providing guidelines to ensure consistent, quality development. Thus, with implementation of the applicable Development Code regulations and the Specific Plan design guidelines, implementation of the Project would result in a less than significant cumulatively considerable impact related to degradation of the existing visual character or quality of the site and its surroundings.

The cumulative study area for light and glare for the Project area is immediately adjacent to lands that could receive light or glare from new development within the Project or could generate daytime glare or nighttime lighting that would be visible within the Project area. All such areas contain a variety of sources of nighttime lighting, such as roadways, vehicle lights, exterior security lighting, as well as sources of daytime glare, such as glass windows on buildings. Because cumulative projects would result in more intense development than currently exists, the Project, in combination with past, present, and reasonably foreseeable future projects could create significant cumulative nighttime lighting and daytime glare impacts. However, application of the City's Development Code regulations require compliance with light and glare performance standards that would avoid significant effects. These regulations state that lighting shall be shielded to prevent light from shining onto adjacent properties or inclusion of features that could create glare. Further, the TOP 2050 Final Supplemental EIR found that, with implementation of Community Design Element policies, the City's Development Code, and Specific Plans (as required by the General Plan), impacts to the character and quality of the City (including the proposed Specific Plan area) would be less than significant. Here, with implementation of the existing City regulations, the development that would occur by the related projects would not result in a cumulatively considerable contribution of light and glare. Thus, the cumulative effects of development from the Project in combination with cumulative projects related to light and glare are less than significant.

4.1.8 Significant Unavoidable Impacts

No significant unavoidable aesthetic impacts have been identified.

4.1.9 References

California Department of Transportation. 2022. *Scenic Highways Map*.

<https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>.

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https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/Land%20Use/Figure%20LU-01%20Official%20Land%20Use%20Plan_0.pdf.

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City of Ontario. ND. *Development Code – Chapter 6.0: Development and Subdivision Regulations, Development and Subdivision Regulations*. <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/Planning%20Documents/Development%20Code/Chapter%206.0%20Development%20and%20Subdivision%20Regulations.pdf>

4.2 AGRICULTURE AND FORESTRY

4.2.1 Introduction

This section of the Draft Environmental Impact Report (EIR) identifies and evaluates the Euclid Mixed Use Specific Plan Project's (Project) potential impacts to agriculture and forestry resources in the City of Ontario (City). This section will describe the environmental setting of the Project along with any applicable federal, state, regional, and local regulations. Direct environmental impacts on agricultural and forestry resources will be assessed for significance as well as any potentially cumulative impacts associated with the Project development. The existing environment was based on the conditions present at the time that the Notice of Preparation was created and distributed on February 10, 2023. This was used as the baseline against which to compare potential impacts associated with implementation of the Project. As necessary and to the extent feasible, mitigation measures will be provided to minimize any potentially significant environmental impact to less than significant levels.

Data used in preparation of this section were taken from various sources including the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program, The Ontario Plan (TOP) 2050 Final Supplemental EIR, other environmental analyses prepared by the City, and information in the Euclid Mixed Use Specific Plan (Project Specific Plan).

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

4.2.2 Environmental Setting

Regional

According to the California DOC's latest Farmland Conversion Report, Southern California comprised 38 percent of the Statewide urban and other development increase (17,125 acres). Five of the top ten urbanizing counties were in Southern California with San Bernardino County (County) having 3,502 acres.¹

The Southern California region was second in terms of irrigated land to urban land shifts, with 2,695 acres of conversion from irrigated land to urban land.²

The County experienced a net loss of 850 acres of Important Farmland and an increase in 3,921 acres of new Urban and Built-Up land. In general, agricultural land has declined in the County region due to the profitability of dairy businesses in the Central Valley and because urban development has pushed agricultural development from the County.³ Land uses surrounding the City mostly support industrial and

¹ California Department of Conservation. 2023. *2014-2016 Farmland Conversion Report*.
https://www.conservation.ca.gov/dlrp/fmmp/Pages/2014-2016_Farmland_Conversion_Report.aspx. (accessed March 2023).

² Ibid.

³ Ibid.

residential uses with some agricultural land parcels dispersed between, especially to the south in the City of Chino.

The California DOC regularly reviews and reports on the status of Farmland by county jurisdiction. **Table 4.2-1: San Bernardino County 2014-2016 Land Use Conversion**, presents information from the 2014-2016, California Farmland Conversion Report summarizing farmland conversion within the County.

Table 4.2-1: San Bernardino County 2014-2016 Land Use Conversion

Land Use Category	Total Acreage Inventoried		2014 – 2016 Acreage Changes			
	2016	2018	Acres Lost	Acres Gained	Total Acreage Changed	Net Acreage Changed
Prime Farmland	11,323	10,887	770	334	1,104	-436
Farmland of Statewide Importance	5,770	5,568	453	251	704	- 202
Unique Farmland	2,738	2,700	67	29	96	-38
Farmland of Local Importance	561	549	12	0	12	-12
Important Farmland Subtotal	20,392	19,704	1,302	614	1,916	-688
Grazing Land	898,633	897,398	2,230	995	3,225	-1,235
Agricultural Land Subtotal	919,025	917,102	3,532	1,609	5,141	-1,923
Urban and Built-up Land	286,407	288,434	1,366	3,393	4,759	2,027
Other Land	243,603	243,500	1,883	1,780	3,663	-103
Water Area	510	509	2	1	3	-1
Total Area Inventoried	1,449,545	1,449,545	6,783	6,783	13,566	0

Source: California Department of Conservation. 2023. *Alternate San Bernardino County 2016-2018 Land Use Conversion, Table A-28.* https://www.conservation.ca.gov/dlrp/fmmp/Documents/fmmp/pubs/2016-2018/alternate_conversion/Alternate_San_Bernardino_County_2016-2018_Land_Use_Conversion.pdf. (accessed April 2023).

Additionally, the County Department of Agriculture/Weights and Measures (AWM) 2021 Annual Crop Report provides an overview of agricultural production in the County, pursuant to the provisions of Section 2272 and Section 2279 of the California Food and Agricultural Code.⁴ This report provides the estimated production, acreage, and gross value of the agricultural industry in the County for the year 2021. **Table 4.2-2: San Bernardino County Top Ten Agricultural Products (by dollar value)**, presents information from the County AWM 2021 Annual Crop Report summarizing primary sources of County agricultural production by dollar value. In 2021, the total value of agricultural commodities in the County was \$350,857,419.

This total represents a decrease in value from 2020 of \$69,393,581. Crop value varies from year to year based on production, market fluctuations and weather. The decrease in crop value in 2021 is primarily

⁴ County of San Bernardino Department of Agriculture/Weights & Measures. 2023. *2021 Annual Crop Report.* <https://awm.sbcounty.gov/wp-content/uploads/sites/84/2022/10/N4454-AWM-CROP-REPORT-2021-Web.pdf>. (accessed March 2023).

attributed to a decrease in the price for navel oranges, a decrease in vegetable crops due to increased urban development in the west end and a decrease in animal products due to the closure of 13 egg farms and 8 dairies. Agriculture remains a critical component of the economy in the County. The strength of agriculture contributed to the diversity of agricultural crops produced in the County.

The City lies in the County AWM “Central,” “West End North,” and in portions of the “West End South,” in the County. These areas of the County are responsible for most of the percentage (by dollar value) of the County’s total agricultural production.⁵

Table 4.2-2: San Bernardino County Top Ten Agricultural Products (by dollar value)

2021 Rank	Product Value	Value	% of Total	2020 Rank
1	Milk & Milk Products	\$112,451,000	26.76%	1
2	Cattle, Calves & Dairy Cull	\$55,941,000	13.31%	2
3	Eggs	\$50,526,000	12.02%	3
4	Replacement Heifers	\$23,016,000	5.48%	4
5	Indoor Decoratives	\$18,127,000	4.31%	6
6	Trees & Shrubs (Incl. Roses)	\$17,161,000	4.08%	7
7	Alfalfa (All Types)	\$15,612,000	3.71%	8
8	Turf	\$12,427,000	2.96%	9
9	Citrus Fruit	\$11,814,000	2.81%	5
10	Groundcover & Bedding Plants	\$8,198,000	1.95%	10
Total Top Ten: \$343,835,000				
Source: County of San Bernardino Department of Agriculture/Weights & Measures. 2023. <i>2021 Annual Crop Report</i> . https://awm.sbcounty.gov/wp-content/uploads/sites/84/2022/10/N4454-AWM-CROP-REPORT-2021-Web.pdf (accessed March 2023).				

Southern California Agricultural Land Foundation Preserves

The San Bernardino County Agricultural Land Preserves within the City were managed by the Southern California Agricultural Land Foundation (SoCALF) until 2006, when the County took over management of these parcels. Hence, these areas are still referred to as SoCALF Preserves in the City. The SoCALF Preserves were established and maintained with funds from the 1988 Park Bond Act regulations. Much of the original 15,000-acre area of SoCALF Preserves is being developed by both the City and Chino. An amount of \$20 million was paid to the County from the State of California to establish and fund these lands if they remained in agricultural use within the San Bernardino County Agriculture Land Preserve (California Public Resources Code Section 5905–5907). When the SoCALF Preserves are no longer being used for agricultural purposes, these funds must be returned to the State or used to purchase property of equal size and similar use within the San Bernardino County Agriculture Land Preserve. Approximately 200 acres are designated as SoCALF Preserves in the New Model Colony (NMC), now known as Ontario Ranch.

The City recognizes the importance of existing agricultural activities, and TOP 2050 includes goals and policies implemented to ensure protection of these agricultural resources. However, the City does not have any prohibitions that prevent the transition of agricultural land uses to urban land uses. While existing agricultural uses would be allowed to persist per the TOP 2050, the City’s land use plan does not

⁵ Ibid.

designate these areas for agricultural land uses. Although the intent of the SoCALF Preserves was to preserve Important Farmland in perpetuity in this area of the County, the preserves do not guarantee that Important Farmland would not be converted to nonagricultural uses within the City.

When the NMC was annexed in 1999, the City zoned the area as Specific Plan, which requires the area to be developed with specific plans. Once a specific plan is implemented in an area, the provisions of that specific plan will determine the land use, which will be consistent with the TOP 2050. The land use plan for the City designates these areas for nonagricultural land uses provided that equivalent Important Farmland is preserved elsewhere, or funds associated with the 1988 Park Bond Act are returned. Important farmland outside of these preserves may be converted to nonagricultural uses without requiring the county to repay the funding to the state or relocating the farmland elsewhere in the San Bernardino County Agricultural Land Preserve. Consequently, buildout of TOP 2050 would replace the existing agricultural land in an economically productive way that would serve the growing population. Thus, the City’s future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable.

Local Agriculture and Farmland

Table 4.2-3: Existing Farmland in Ontario, presents information from the latest California DOC Farmland Mapping and Monitoring Program for the City on farmland within the City.

Table 4.2-3: Existing Farmland in Ontario

Land Use Category	Acres
Prime Farmland	2,008
Farmland of Statewide Importance	40
Unique Farmland	266
Farmland of Local Importance	29
Total Farmland in Ontario	2,342

Source: City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.2, Agriculture and Forestry, Table 5.2-2.* https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed March 2023).

Original Model Colony

Historically, agricultural lands made up much of the City, including land for citrus, olive, dairy farms, and vineyards, however, many of the developed portions of the Original Model Colony (OMC) have replaced agricultural land uses with residential, commercial, and industrial land uses. Limited agriculture land uses are currently permitted in areas zoned for Residential-Agricultural (AR), Residential Estate (RE), Public Facility (PF), Open Space (OS), Commercial (C-1 to C-4), and Industrial (M1 to M3) land uses, though these zoning designations are not intended for large-scale farming/agricultural operations. Today, very little Farmland remains in the OMC.

Ontario Ranch (New Model Colony)

The Ontario Ranch area covers 8,200 acres of the former 14,000-acre San Bernardino Agricultural Preserve, which was historically used for dairy or cattle farming. The Agricultural Preserve was divided and incorporated into the cities of Chino, Chino Hills, and Ontario in 1999, and the City named its portion

the “New Model Colony.” There are four sections of agricultural preserve in the Ontario Ranch, totaling 200 acres in the southwestern portion of the City, where the Project site is located. The change of land use from agricultural to nonagricultural has mostly been due to increasing population, which has put pressure on cities in southern California to turn Important Farmland into uses that would support residential, economic, and employment needs. Dairies and farms in the City have also found that they are outcompeted by dairies and farms in the Central Valley, so they have either converted their land to more productive, nonagricultural uses or they have left the City for the Central Valley.

California Land Conservation Act (Williamson Act)

The Ontario Ranch has areas that are currently agriculture preserves under contract with County through the Williamson Act of 1965. The preservation of agricultural land through Williamson Act contracts today in the City is meant to discourage premature and unnecessary conversion to urban uses. Once the Ontario Ranch annexed to the City, the City became the administrating entity for the Williamson Act contracts. Under the Act, either the landowner or the planning jurisdiction (the City) has the ability to submit the property for nonrenewal. Property owners in this area with Williamson Act contracts have filed for nonrenewal because of the declining profits from agriculture in the area and the potential development of these lands with nonagricultural uses. Current nonrenewed contracts would expire between 2021 and 2027.

Project Site

The 84.1-acre Project site is currently occupied by agricultural uses, including the raising of livestock, dairy farming activities, and a commercial nursery. Dairy farming and agriculture have been the primary uses of the Project site since before the 1930s. The majority of the site exists as fallow or cultivated fields, with a nursery located along the western portion of the site. There is a private recreational vehicle storage facility in the southwestern portion of the site and a scrap yard at the intersection of Euclid Avenue and Edison Avenue. Numerous single family residential structures, as well as agricultural related buildings and open structures are located within the Project site. Two Southern California Edison (SCE) easements extend across the Project site. No permanent structures (besides the transmission towers) are located within the SCE easements; however, they have been used for various agricultural uses historically. According to the California Important Farmland Finder (CIFF), the Project site contains Prime Farmland and Other Land.⁶ As stated previously, the Project site is not within a SoCALF Preserve. The northern and southern portion of the site is identified as “Prime Farmland,” totaling 37.67 acres, and the remainder of the site is identified as “Other Land” totaling 40.93 acres, and “Urban and Built-Up Land” totaling 5.56 acres, under the Farmland Mapping and Monitoring Program (FMMP). FMMP Farmland categories are described below. There are no existing Williamson Contracts on site.⁷ There is no Forest Land located on the Project site.

⁶ California Department of Conservation. 2022. *California Important Farmland Finder*. <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed March 2023).

⁷ City of Ontario. 2022. TOP 2050 Final Supplemental Environmental Impact Report, Section 5.2, Agriculture and Forestry, Figure 5.2-2, Williamson Act Land. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf (accessed March 2023).

Zoning Designations

According to the City's Zoning Map, the Project site's zoning designation is Specific Plan with an Agricultural (SP AG) Overlay.⁸ Project buildout would include zoning regulations for development on the Project site which includes business park and mixed-use land uses. The SP-AG Overlay Zone (Right to Farm Ordinance) requires that each project address the appropriate transition of the area from agricultural uses to urban uses and include provisions for buffering between the proposed uses to protect agricultural and urban uses. Furthermore, Section 9-1.2700, SP-AG Overlay Zoning District of the Ontario Municipal Code, allows for the continuation of agricultural uses on an interim basis, until such time that urban development consistent with the TOP occurs.

Surrounding Uses

Existing uses surrounding the Project site are similar to those on the site. Ongoing crop farming is located to the north of the Project site and a vacant property that was a former dairy farm is located to the east of the site. The property to the south is currently utilized for residential, farming, or trucking related uses. North across Schaefer Avenue is an existing dairy farm; south across Edison Avenue is an existing trucking facility; east across Sultana Avenue is vacant land and an existing trucking facility; west across Euclid Avenue, is the City of Chino with existing commercial and residential uses, and a truck/trailer storage (see **Figure 3-4: Surrounding Land Uses**).

4.2.3 Regulatory Setting

Federal

Farmland Protection and Policy Act

The Farmland Protection and Policy Act (FPPA), United States Code Title 7 Section 4201, was enacted in 1981 to minimize the loss of prime and unique farmlands because of federal actions by converting these lands to nonagricultural uses. It ensures that federal programs are consistent with state, local, and private programs, and policies to protect farmland.

State

Farmland Mapping and Monitoring Program

Pursuant to California Government Code Section 65570, the California Department of Conservation FMMP compiles important farmland maps for the state. These maps combine soil survey and current land use information to provide an inventory of agricultural resources in each county, based on data from the U.S. Department of Agriculture and Natural Resources Conservation Service. The maps show urbanized lands and a qualitative sequence of agricultural designations. County, state, and federal agencies have established several classifications of important agricultural land based on factors such as soil characteristics, climate, and water supply.

⁸ City of Ontario. 2022. Zoning Map. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Zoning%20Map/Zoning_20220415_Rev1.pdf. (accessed March 2023).

Prime Farmland. This has the best combination of physical and chemical features and can sustain long-term agricultural production. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields and it must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Statewide Importance. Similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Unique Farmland. Lesser-quality soils used for the production of the state’s leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards. Land must also have been cultivated at some time during the four years prior to the mapping date.

Farmland of Local Importance. Land of importance to the local economy, as defined by each county’s local advisory committee and adopted by its board of supervisors. This refers to all farmable lands in the county that do not meet the definitions of Prime, Statewide, or Unique. This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock and dairy, poultry facilities, aquaculture, and grazing land.

Grazing Land. This has existing vegetation that is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen’s Association, the University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

Urban and Built-Up Land. This land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad, and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

Other Land. This land is not included in any other mapping category. Common examples of this type of land include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines or borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

Note that California Environmental Quality Act (CEQA) analysis focuses on impacts to three categories of mapped farmland—Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. In this section, the term “mapped important farmland” refers to these three categories of farmland combined.

California Land Conservation Act (Williamson Act)

The California Land Conservation Act, or Williamson Act, was adopted in 1965 (California Government Code Section 51200 et. seq.). The act was established to encourage the preservation of agricultural lands in view of the increasing trend toward their “premature and unnecessary” urbanization. The act enables

counties and cities to designate agricultural preserves (Williamson Act lands) and offer preferential taxation to agricultural landowners based on the land's income-producing value. In return for the preferential tax rate, the landowner is required to sign a contract (Williamson contract) with the county or city agreeing not to develop the land for a minimum of 10 years. The contract is renewed automatically on its anniversary date unless a notice of nonrenewal or petition for cancellation is filed. There are no active Williamson Act Contracts within the Project site.⁹

Local

City of Ontario General Plan – The Ontario Plan 2050

The TOP 2050 Environmental Resources Element defines the ethic to guide management of the City's environmental resources; establishes goals for Environmental Infrastructure; maps environmental justice areas; and establishes policies that support system integration, resource conservation and regeneration, energy independence, environmental justice, and healthy communities. Included in TOP 2050 is the Policy Plan, which is a framework that would guide the City's future growth through the application of policies and goals. The following goals of TOP 2050 relate to visual and scenic resources. The TOP 2050 Environmental Resources Element contains policies which pertain to existing farms and improving the transition of farms to urban uses.

The following policy contained in the Environmental Resources Element is relevant to the Project:

Environmental Resources Element¹⁰

Goal ER-5 **Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.**

Policy ER-5.3 **Right to Farm.** We support the right of existing farms to continue their operations within the Ontario Ranch.

Policy ER-5.4 **Transition of Farms.** We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.

City of Ontario Municipal Code

The City of Ontario Municipal Code contains regulations pertaining to agricultural resources in the City, including:

- Ontario Development Code, Chapter 6, Development and Subdivision Regulations, Division 6.01, District Standards and Guidelines, Division 6.01, Section 6.01.035, Overlay Zoning Districts. The purpose of the SP-AG Overlay District is to accommodate the continuation of agricultural uses within the City, on an interim basis, and to allow for the establishment of general agricultural uses, such as dairies, within certain areas of concentrated agricultural use. This section regulates development in the NMC to create compatibility between agricultural and nonagricultural uses.

⁹ Ibid.

¹⁰ City of Ontario. 2022. *TOP 2050, Environmental Resources Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/environmental-resources>. (accessed March 2023).

It recognizes that specific plans would guide the development of the NMC. The overall goal of the ordinance is to prevent unnecessary urban development in the area unless the development has been planned. New construction, except for agricultural uses or agricultural-related activities, and single-family homes and building ancillary thereto, shall first require the adoption of a Specific Plan, which prescribes the allowed land uses, development regulations and guidelines, and sign regulations applicable to the Project.

4.2.4 Impact Thresholds and Significance Criteria

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

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g));
- Result in the loss of forest land or conversion of forest land to non-forest use; or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

Methodology

Agricultural resources were assessed based on the California DOC's FMMP, which is a biennial report and mapping resource on the conversion of farmland and grazing land. The FMMP identified over 50 acres of Prime Farmland on the Project site. Williamson Act contract lands were identified by the DOC and the City; according to records from the City, there are no active Williamson Act Contracts within the Project site.

Development of the Project site was analyzed for conversion of Prime Farmland to non-agricultural use and changes in the existing environment that would remove farmland from agricultural production. The evaluation of impacts to agricultural resources is based on the amount of agricultural land on-site and in the surrounding area, and the effect the proposed Project would have on the existing resources.

4.2.5 Plans, Programs, and Policies

Refer to above discussion regarding existing Regulatory Framework.

4.2.6 Impacts and Mitigation Measures

Impact 4.2-1 *Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

Level of Significance: Significant and Unavoidable

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operations

The Project Specific Plan includes Development Standards and Design Guidelines, where all subsequent development within the Project Specific Plan would be required to conform with these Standards and Guidelines (Specific Plan Chapter 5, Design Guidelines).

In accordance with the Project Specific Plan’s Allowable Uses, commercial crop production and farming would be conditionally allowed within the Specific Plan Zoning District. Additionally, community gardens, urban farms, and related uses would be administratively allowed within the Business Park and Mixed-Use land use areas.

The proposed improvements would also include buffering from parking lots, loading and service areas in accordance with the provisions of the Project Specific Plan. These requirements support the City’s planned orderly transition of existing agricultural uses to urban uses and include the following:

- Site Design: Screen parking areas and loading docks facing the street using landscape buffers planted with screen trees and drought-tolerant vegetation.
- Landscape Design: use landscaping to aid in the screening and buffering of mechanical equipment, trash collection areas, loading docks and outside storage from public view.
- Buffering and Screening: to alleviate the unsightly appearance of parking lots, loading, and service areas, buffering and screening design features would be used to enhance overall development.

The California DOC’s FMMP is charged with producing maps for analyzing impacts on the state’s agricultural resources. California’s agricultural lands are rated based on soil quality and irrigation status. The classification system is contiguous with U.S. Department of Agriculture soil surveys and current land use. These maps are updated every two years, with the most recent data being from 2018. For CEQA purposes, the following categories are qualified as “agricultural land”: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land.¹¹

The Project site has historically been used for agricultural purposes, primarily dairy operations, and field crops. A total of 37.67 acres is identified as Prime Farmland in the northern and southern portion of the site, and the remainder of the site is identified as “Other Land” totaling 40.93 acres, and “Urban and Built-

¹¹ California Department of Conservation. 2022. *Important Farmland Categories*. <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx>. (accessed March 2023).

Up Land” totaling 5.56 acres.¹² The Project would convert the 37.67 acres of Prime Farmland from agriculture to urban use, which was identified as a significant impact within TOP 2050 Final Supplemental EIR.

As identified in the TOP 2010 EIR, build out of the Ontario Policy Plan would result in conversion of all agricultural-designated land to urban uses; remaining agricultural uses would be retained within 200 acres of the SoCALF preserves. It was determined that the mitigation proposed and considered would not prevent significant impacts from occurring, and impacts would be significant and unavoidable. The City adopted a Statement of Overriding Considerations in 2018 for significant and unavoidable impacts to agricultural lands with full buildout of the Policy Plan, which allows the decision-making body of the City to approve a project despite one or more unmitigated significant environmental impacts identified in the TOP Final EIR. Therefore, consistent with Findings made at the time of certification of the City’s TOP 2010 Certified EIR and the City’s TOP 2050 Final Supplemental SEIR, this impact is significant and unavoidable.

Conclusion

As noted above, the Project would be consistent with the TOP 2010 Certified EIR and 2050 Final Supplemental EIR Findings. The proposed Project Specific Plan proposes the same land uses as contained in the City’s TOP 2050. Therefore, consistent with Findings of the City’s TOP 2050 Supplemental EIR, impacts would be significant and unavoidable.¹³

Mitigation Measures

MM AG-1 **Deed disclosure** – In order to reduce conflicts issued between sensitive receptors and agricultural uses, all property owners in the Euclid Mixed Use Specific Plan shall be provided with a deed disclosure or similar notice approved by the City Attorney regarding the proximity and nature of neighboring agricultural uses. This disclosure shall be applied at the tentative map stage to the affected properties, or otherwise prior to finalizing the sale or rental agreement of any property. The written disclosure shall be supplied to the property purchaser or renter by the vendor or vendor’s agent. The content and text of the disclosure shall be approved by the City Attorney and shall include language to inform new residents that existing agricultural uses may create nuisances such as flies, odors, dust, night-light, and chemical spraying.

In accordance with the findings of the TOP 2010 Certified EIR , there are no other feasible mitigation measures that would reduce the Project’s significant impacts regarding agricultural conversion to levels that would be less than significant.

Further, according to the TOP 2010 Certified EIR findings, while the City maintains a Right-to-Farm ordinance, use of farm equipment and odors associated with dairy farming in the Ontario Ranch area is not compatible with densities proposed in the City’s Land Use Plan. Furthermore, several mitigation

¹² California Department of Conservation. 2022. *California Important Farmland Finder*. <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed March 2023).

¹³ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.2, Agriculture and Forestry Resources*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf (accessed April 2023).

measures to reduce the impacts of TOP on agriculture were considered and were considered again as to this EIR for the Project Specific Plan; however, none of the mitigation measures considered by the City, and detailed below, would feasibly be able to reduce the significant impacts to levels less than significant and therefore impacts would remain significant and unavoidable. The measures considered are discussed further below.

Mitigation Measures Considered But Rejected

The Project build-out area is designated for urban development pursuant to the City's Policy Plan. Existing agricultural uses are in various stages of converting to urban uses that are consistent with the Policy Plan. As the agricultural uses diminish, so too are the needed support uses such as feed stores, agricultural equipment sales and rentals, and manure services. In addition, as described previously, dairy farming has become less and less viable in the City region. The dairy industry in San Bernardino County has consistently and sharply declined since 2000, and incentives to convert to urban uses increase. Existing agricultural uses within the City are becoming economically unsustainable and represent land uses that are increasingly incongruous with continuing urbanization of the City. Transition of existing agricultural uses and farmland to non-agricultural uses is an unavoidable effect of implementing the TOP. TOP 2010 Certified EIR considered various mitigation measures which were considered again for this EIR for the Project specific plan that could reduce impacts to agricultural resources. The City again concluded that there are no feasible measures that would reduce the loss of agriculture to levels that would be less than significant. The TOP 2010 Certified EIR Mitigation Measures that were considered before are, again, considered and rejected and are described below.

TOP 2010 Certified EIR Mitigation Measure: Retention of On-Site Agricultural Uses. Retention of agricultural uses within the City of Ontario would create or maintain islands of agricultural uses within an urbanized setting, exacerbating potential land use conflicts and land use incompatibilities. Moreover, TOP does not envision long-term use of City properties for agricultural purposes. This is evidenced in the adopted Land Use Plan, which does not establish or maintain any "Agricultural" Land Use designations within the City. Preservation of agricultural land uses would therefore conflict with the adopted Land Use Plan. The "Retention of On-Site Agricultural Uses" mitigation strategy would require comprehensive amendment of the Policy Plan. Neither the City nor applicant has indicated that such amendment is warranted or desired, and neither has initiated such action.

Additionally, economic viability of agricultural uses in the City has declined as a result of losing many of the necessary support services. Increasing urbanization, rising land values, and relatively high operational costs have also put City agricultural and dairy farming uses at a competitive disadvantage in regional markets. Ultimately, the long-term viability of agriculture within the City is limited due to the increasing land values, increased water costs, higher labor costs, higher property taxes, competition from other parts of the state, and the growing urbanization of the area. Based on the preceding, retention of on-site agricultural uses is considered infeasible.

TOP 2010 Certified EIR Mitigation Measure: Replacement of Agricultural Resources Off-Site. Replacement of agricultural resources at an off-site location would require the applicant to purchase off-site replacement acreage not designated as Farmland and improve or restore it to Farmland status.

Creation of additional Farmland in the City is contrary to the Land Use Plan policies and vision as summarized previously and would require comprehensive amendment of the Policy Plan. Neither the City nor applicant has indicated that such amendment is warranted or desired, and neither has initiated such action. The potential to provide off-site mitigation for the loss of agricultural land and agricultural uses was considered but rejected as infeasible in the TOP EIR. Using another area within Ontario Ranch for mitigation of impacts related to the Project would result in the same issues as previously described in consideration of on-site mitigation. Therefore, similar to the reasons why on-site mitigation is not feasible, off-site mitigation within Ontario Ranch is also infeasible. In addition, off-site mitigation within the region is also considered infeasible due to the decreasing economic vitality of agriculture in Ontario Ranch and Southern California and increased urbanization pressures on existing agricultural lands.

Further, creation of new Farmland-status properties outside the City is beyond the Lead Agency and Project applicant's control. The Farmland status at any site would be assigned through the California Department of Conservation Farmland Mapping and Monitoring Program Important Farmland Series mapping protocol. Moreover, creation of new Farmland-status properties at extra-jurisdictional locations could result in land use conflicts at the interface of agricultural uses and urban uses similar to those the City has experienced and seeks to avoid through implementation of the Land Use Plan.

Additionally, the "Replacement of Agricultural Resources Off-Site" mitigation strategy would likely result in potentially adverse environmental impacts including, but not limited to, impacts to biological resources, hydrology/water quality, air quality, greenhouse gas emissions, and land use and planning. In this regard, the mitigation strategy would likely result in increased, rather than diminished environmental impacts. Based on the preceding, replacement of agricultural resources at off-site locations is considered infeasible.

TOP 2010 Certified EIR Mitigation Measure: Retention of On-Site Agricultural Uses. Retention of agricultural uses within the City of Ontario would create or maintain islands of agricultural uses within an urbanized setting, exacerbating potential land use conflicts and land use incompatibilities. Moreover, TOP does not envision long-term use of City properties for agricultural purposes. This is evidenced in the adopted Land Use Plan, which does not establish or maintain any "Agricultural" Land Use designations within the City. Preservation of agricultural land uses would therefore conflict with the adopted Land Use Plan. The "Retention of On-Site Agricultural Uses" mitigation strategy would require comprehensive amendment of the Policy Plan. Neither the City nor applicant has indicated that such amendment is warranted or desired, and neither has initiated such action.

Additionally, economic viability of agricultural uses in the City has declined as a result of losing many of the necessary support services. Increasing urbanization, rising land values, and relatively high operational costs have also put City agricultural and dairy farming uses at a competitive disadvantage in regional markets. Ultimately, the long-term viability of agriculture within the City is limited due to the increasing land values, increased water costs, higher labor costs, higher property taxes, competition from other parts of the state, and the growing urbanization of the area. Based on the preceding, retention of on-site agricultural uses is considered infeasible.

TOP 2010 Certified EIR Mitigation Measure: Replacement of Agricultural Resources Off-Site.

Replacement of agricultural resources at an off-site location would require the applicant to purchase off-site replacement acreage not designated as Farmland and improve or restore it to Farmland status. Creation of additional Farmland in the City is contrary to the Land Use Plan policies and vision as summarized previously and would require comprehensive amendment of the Policy Plan. Neither the City nor applicant has indicated that such amendment is warranted or desired, and neither has initiated such action. The potential to provide off-site mitigation for the loss of agricultural land and agricultural uses was considered but rejected as infeasible in the TOP EIR. Using another area within Ontario Ranch for mitigation of impacts related to the Project would result in the same issues as previously described in consideration of on-site mitigation. Therefore, similar to the reasons why on-site mitigation is not feasible, off-site mitigation within Ontario Ranch is also infeasible. In addition, off-site mitigation within the region is also considered infeasible due to the decreasing economic vitality of agriculture in Ontario Ranch and Southern California and increased urbanization pressures on existing agricultural lands.

Further, creation of new Farmland-status properties outside the City is beyond the Lead Agency and Project applicant's control. The Farmland status at any site would be assigned through the California Department of Conservation Farmland Mapping and Monitoring Program Important Farmland Series mapping protocol. Moreover, creation of new Farmland-status properties at extra-jurisdictional locations could result in land use conflicts at the interface of agricultural uses and urban uses similar to those the City has experienced and seeks to avoid through implementation of the Land Use Plan.

Additionally, the "Replacement of Agricultural Resources Off-Site" mitigation strategy would likely result in potentially adverse environmental impacts including, but not limited to, impacts to biological resources, hydrology/water quality, air quality, greenhouse gas emissions, and land use and planning. In this regard, the mitigation strategy would likely result in increased, rather than diminished environmental impacts. Based on the preceding, replacement of agricultural resources at off-site locations is considered infeasible.

TOP 2010 Certified EIR Mitigation Measure: Relocation of Farmland Topsoil. Relocation of Farmland topsoil would entail removal of the top 12 to 18 inches of topsoil from Farmland properties and the placement of this soil at sites that have lesser quality soil. This would promote creation of new or additional Farmland status properties in the City, rather than provide for their transition to urban uses. This would be contrary to the Land Use Plan policies and vision as summarized previously and would require comprehensive amendment of the Policy Plan. Neither the City nor applicant has indicated that such amendment is warranted or desired, and neither has initiated such action.

Further, creation of new Farmland-status by means of imported Farmland topsoil is beyond the Lead Agency and Project applicant's control. The Farmland status at any site would be assigned through the California Department of Conservation Farmland Mapping and Monitoring Program Important Farmland Series mapping protocol. Moreover, creation of new Farmland-status properties at extra-jurisdictional locations could result in land use conflicts at the interface of agricultural uses and urban uses similar to those the City has experienced and seeks to avoid through implementation of the Land Use Plan.

Additionally, excavation and relocation of topsoil would likely result in potentially adverse environmental impacts affecting biological resources, hydrology/water quality, air quality, greenhouse gas emissions, and land use and planning. Based on the preceding, relocation of Farmland topsoil is considered infeasible.

TOP 2010 Certified EIR Mitigation Measure: Establishment of Conservation Easement or Preserves.

Establishment of conservation easements or preserves is contrary to the Land Use Plan policies and vision providing for transition of agricultural uses to urban uses. This mitigation strategy would require comprehensive amendment to the Policy Plan. The City has not indicated that such amendment is warranted or desired and has initiated no such action. At the Project site, establishment of agricultural conservation easements or preserves would negate the Project, resulting in a No-Build condition. Based on the preceding, the “Establishment of Conservation Easement or Preserves” mitigation strategy is considered infeasible.

TOP 2010 Certified EIR Mitigation Measure: Transfer of Development Rights. SCAG provides the following summary of description and application of Transfer of Development Rights (TDR) programs:

TDR “is a device by which the development potential of a site is severed from its title and made available for transfer to another location. The owner of a site within a transfer area retains property ownership, but not approval to develop. The owner of a site within a receiving area may purchase transferable development rights, allowing a receptor site to be developed at a greater density.”

TDR is most commonly used to preserve agricultural lands, but it can also be used for preserving natural, open space. TDR programs can vary depending on the need of the local jurisdiction but in general there are a few common factors that contribute to the success of a TDR program. These include having a donor site with development constraints, appropriate zoning regulations, and infrastructure requirements.”

The Project site is not currently entitled for development absent an adopted Specific Plan, and it is unclear what if any development rights would be transferred under a TDR program. Further, there is no designated or contemplated receiving area to accept these development rights. Moreover, a TDR program would preserve agricultural uses at the Project Site rather than further planned transition of agricultural uses to non-agricultural uses as envisioned under the Policy Plan. This would be contrary to the Land Use Plan policies and vision as summarized previously.

The City of Ontario has not implemented a TDR Program. Implementation of a TDR program would require amending the City Development Code and comprehensive amendment of the Policy Plan. Neither the City nor applicant has indicated that such amendments are warranted or desired, and neither has initiated such actions. Based on the preceding, implementation of a “Transfer of Development Rights Program” mitigation strategy is considered infeasible.

The City has considered but rejected the collection of fees for off-site mitigation of agricultural impacts. Neither the City nor the adjoining counties have adopted fee programs. Absent viable programs in the region, the imposition of fees would not serve to mitigate the impacts of the Project. Furthermore, an off-site fee mitigation program would not avoid the loss of farmland; would not minimize the effect of the Project; would not repair, rehabilitate, or restore the affected farmland; and, absent a viable fee program,

would not replace affected farmland with substitute farmland. Thus, such a program would not actually mitigate or substantially lessen the significant impact of the Project (CRR State CEQA Guidelines Section 15370; *San Franciscans for Reasonable Growth v. City and County of San Francisco* (1989) 209 Cal.App.3d 1502, 1519). The same factors that make on-site mitigation infeasible would apply off-site in the region as well. The challenges to continued agricultural production in the Chino Basin area, also challenge agriculture throughout Southern California (*Defend the Bay v. City of Irvine* [2004] 119 Cal. App. 4th 1261, 1270-72).

Off-site mitigation would require the City to purchase replacement acreage for Important Farmland currently not in use elsewhere in California and restore it as viable farmland. However, distant mitigation would not reduce impacts because these mitigation parcels could have no bearing or relationship on the loss of agricultural lands within the City or the County. In addition, experience indicates a program consisting of the required purchase of agricultural easements on other land or through fee programs for the acquisition of agricultural easements would be of limited utility or benefit. Such a program is inherently dependent upon voluntary agreements by farm owners to sell such easements on their property for an agreed price, which, within the City, is largely driven by the City's TOP land use designations, population growth, urbanization of the surrounding area, and the limited supply of suitable farmland. In remote areas not planned for development in the near-term, owner's may be more willing to sell such an easement at a reasonable price but within the region much of the land is already subject to development pressure.

As a result, the most likely result would be a "patchwork" of easements, with some owners more willing than others to sell them, potentially creating a more dispersed development pattern and loss of viability of farmland over time, which would not serve as a feasible measure to mitigate the loss of farmland by the Project. Neither the City nor the County have adopted programs for the acquisition of off-site agricultural easements. Consequently, for the reasons previously outlined, it is determined that off-site mitigation of agricultural resources is neither feasible nor effective in mitigating such impacts.

Overall, no feasible mitigation measures have been identified, which would substantially lessen the Project's significant impacts related to the loss of Prime Farmland and conversion of farmland to non-agricultural use. This finding is consistent with the finding in TOP EIR; that there are no feasible mitigation measures to reduce impacts on Important Farmland or the conversion of agricultural land to non-agricultural uses, and thus impacts would be significant and unavoidable.

Impact 4.2-2 Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Level of Significance: Less Than Significant

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operations

The Project site is currently zoned Specific Plan with an Agricultural Overlay, according to the City’s Zoning Map, also identified as SP-AG Overlay Zone (Right to Farm Ordinance).¹⁴ It also contains an operational dairy farm and other structures and equipment associated with agricultural use. Construction of this Project will remove the agricultural land, converting it to Business Park and Mixed-Use uses. When the City annexed all of the land within the Ontario Ranch area, including the Project Specific Plan area, it was zoned Specific Plan, with an Agricultural Overlay Zoning District (Section F of Division 5.01 of the Ontario Development Code). The Overlay Zoning provides for agricultural uses within the City on an interim basis, until such time that urban development consistent with TOP 2050 occurs. The operation of the on-site dairy and row crops and the urban development that is proposed by the Project Specific Plan are consistent with this ordinance. The Project Specific Plan will not conflict with the Agricultural Overlay Zoning, and impacts related to a conflict with the overlay will not occur. With Project approval, the Project’s existing SP-AG overlay zone would be removed as part of Project approval, consistent with TOP 2050 goals to transition agricultural areas to urban development. Lastly, according to records from the City, there are no active Williamson Act Contracts within the Project site. Therefore, impacts regarding conflict with existing zoning for agricultural use or a Williamson Act contract would be less than significant.

Conclusion

As noted above, there are no active Williamson Act Contracts within the Project site nor would the Project conflict with existing zoning for agricultural use. Accordingly, impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.¹⁵

Mitigation Measures

No mitigation is required.

Impact 4.2-3 *Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

Impact 4.2-4 *Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*

Level of Significance: No Impact

¹⁴ City of Ontario. 2022. *Zoning Map*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Zoning%20Map/Zoning_20220415_Rev1.pdf (accessed March 2023).

¹⁵ Ibid.

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operations

“Forest land” is defined as “land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.” “Timberland” is defined as “land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.” Pursuant to Sections 51112 and 51113 of the California Government Code,¹⁶ “Timberland Production Zone” (TPZ) is defined as “an area which has been zoned and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h).”

The Project site is identified as having an Agricultural Overlay (SP-AG) and is not zoned for forest land, timberland, or TPZ. TOP 2050 does not designate any forest land or timberland land uses within the City. Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)); and the Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

Conclusion

As noted above, there are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City. As such there would be no impact. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.¹⁷

Mitigation Measures

No mitigation is required.

Impact 4.2-5 ***Would the Project Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

Level of Significance: Significant and Unavoidable

¹⁶ California Government Code. 2022. *Article 2, Timberland Production Zones [51110 - 51119.5]*. https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=51113. (accessed March 2023).

¹⁷ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.2, Agriculture and Forestry Resources*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf (accessed April 2023).

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operations

Refer to Impacts 4.2-3 and 4.2-4 for forest land. See **Section 4.2.2**, for a discussion of the Project site's current use as a dairy farm and for cropland

As discussed above, the development of the Project will result in the conversion of the existing agricultural uses that include a total of 37.67 acres of Prime Farmland to an urban or non-agricultural use. The City does not have any prohibitions that prevent the transition of agricultural land uses to urban land uses. While existing agricultural uses would be allowed to persist, the proposed land use plan for the City designates these areas for nonagricultural land uses provided that equivalent Important Farmland is preserved elsewhere, or funds associated with the 1988 Park Bond Act are returned. Therefore, these existing agricultural uses would be converted to nonagricultural uses upon buildout of TOP 2050. Furthermore, although the intent of the SoCALF Preserves was to preserve Important Farmland in perpetuity in this area of the City, the preserves do not guarantee that Important Farmland would not be converted to nonagricultural uses. Important farmland outside of these preserves may be converted to nonagricultural uses without requiring the County to repay the funding to the state or relocating the farmland elsewhere in the San Bernardino County Agricultural Land Preserve. Development and implementation of the Project would have significant and unavoidable impacts on agricultural resources in the Project area.

The Project Specific Plan could promote and encourage urban growth by contributing to the urban development of other nearby agricultural lands. Development proposals for substantial portions of the area around the site are pending (as described in **Section 4.0**) and development of the Project Specific Plan could facilitate the conversion of other farmland within the Project vicinity through the extension of public infrastructure and increases in land values. Properties surrounding the Project site are currently utilized for agricultural operations; however, there is encroaching land development consistent with TOP 2050.

Although implementation of the Project Specific Plan would result in the conversion of agricultural land to other uses, it is occurring consistently with the previously identified policies in the TOP 2050 Final Supplement EIR. Thus, and consistent with the findings of the TOP 2050 Final Supplemental EIR and which were acknowledged in a previously adopted Statement of Overriding Considerations, Project impacts related to other changes in the environment which, due to their location or nature, could result in conversion of farmland to non-agricultural would be significant and unavoidable.

Conclusion

Altering the land from agricultural development will promote further growth and future development within the City, increasing economic prosperity. However, this conversion from agricultural land to business park and mixed-use will have significant and unavoidable impacts. Further, as noted above, the Project would be consistent with the TOP 2010 Certified EIR and 2050 Final Supplemental EIR Findings.

Mitigation Measures

Refer to **MM AG-1** above.

4.2.7 Cumulative Impacts

The cumulative study area for agriculture includes the County. Throughout the County, numerous related projects exist that would result in the additional conversion of agricultural land, including Prime Farmland and Important Farmland, to nonagricultural uses. Important Farmland in the County has continually declined and all of the prime agricultural land in the southern area of the City is planned for development by the City's TOP 2050. Continued conversion of agricultural lands to urban uses would substantially reduce overall agricultural productivity in the City and the region. According to the TOP 2050 Final Supplemental EIR, agricultural land within the Ontario Ranch area has the potential to be converted to non-agricultural uses, upon buildout of TOP 2050 and the Specific Plan overlay. This was identified as a significant cumulative impact in TOP 2010 Certified EIR and TOP 2050 Final Supplemental EIR. Implementation of the proposed Project would contribute to the reduction of agricultural resources in the region and cumulatively contribute to the loss of agricultural resources. Although the proposed conversion is consistent with the projected decline in agricultural productivity of the region, the Ontario Ranch area, and the Project site, the Project would result in a cumulatively considerable impact to agricultural resources. Significant and unavoidable impacts to agriculture resources have been identified; refer to *Impacts 4.2-1* and *4.1-5*.

4.2.8 Significant Unavoidable Impacts

Impact 4.2-1

In accordance with the findings of the TOP 2010 Certified EIR and TOP 2050 Final Supplemental EIR, conversion of agricultural-designated land to urban land uses is a significant and unavoidable impact. As detailed above, there are no feasible mitigation measures that would reduce the Project's significant impacts to agricultural resources to levels that would be less than significant. Although implementation of **MM AG-1** would reduce the potential for pressure to convert nearby agricultural land to other uses, with full buildout of the City in accordance with TOP 2050, all agricultural lands would be converted to urban land uses, which would be a significant and unavoidable impact.

Impact 4.2-5

Implementation of **MM AG-1** would reduce the potential for pressure to convert nearby agricultural land to other uses. Nevertheless, with full buildout of the City in accordance with the Policy Plan, all agricultural lands would be converted to urban land uses, which would be a significant and unavoidable impact.

4.2.9 References

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4.3 AIR QUALITY

4.3.1 Introduction

This section of the Draft Environmental Impact Report (EIR) identifies and analyzes the Euclid Mixed-Use Specific Plan Project's (Project) potential air quality impacts that would be generated by construction and operation of the Project, within the City of Ontario (City). The ambient air quality of the local and regional area is described, along with relevant federal, State, and local air pollutant regulations and pollutant concentrations. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Criteria air pollutant emissions modeling for the proposed Project is included in **Appendix B1: Air Quality Emissions Model Data**, of this Draft EIR. The modeling outputs and calculations for localized particulate matter emissions is included in **Appendix B3: Greenhouse Gas Emissions Model Data**. The Health Risk Assessment (HRA) modeling outputs and calculations for the proposed Project is included in **Appendix B2: Health Risk Assessment Data**. Transportation-sector impacts are based on trip generation and average vehicle trip distance for passenger vehicle and trucks as provided by Urban Crossroads in **Appendix I: Transportation Reports**, of this Draft EIR. Cumulative impacts related to air quality are based on the regional boundaries of the South Coast Air Basin (SCAB).

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

Additionally, the following analysis is based in part on information obtained from:

- Kimley-Horn and Associates. March 2023. *Air Quality Emissions Model Data*. (**Appendix B1**)
- Kimley-Horn and Associates. 2023. *Health Risk Assessment Data*. (**Appendix B2**)
- Kimley-Horn and Associates. 2023. *Greenhouse Gas Emissions Model Data*. (**Appendix B3**)
- Urban Crossroads. January 2023. *Euclid Mixed-Use Specific Plan Traffic Analysis*. (**Appendix I1**)

4.3.2 Environmental Setting

Climate and Meteorology

South Coast Air Basin

The Project site is in the SCAB, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region is in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild, tempered by cool sea breezes. This weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds.

Temperature and Precipitation

The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit (°F) with little variance. With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station nearest the site is in Pomona (ID No. 041779). The average low is reported at 38.6°F in January and the average high is 90.4°F in July. All areas in the SCAB have recorded temperatures above 100°F in recent years. January is typically the coldest month in this area of the SCAB, with minimum temperatures in the 30s. In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast with slightly heavier shower activity in the east and over the mountains. Rainfall averages around 16.95 inches per year in the Project area, as measured in Pomona.

Humidity

Although the SCAB has a semiarid climate, the air near the surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SCAB by offshore winds, the ocean effect is dominant. Periods of heavy fog, especially along the coastline, are frequent; low stratus clouds, often called high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the east portions of the SCAB.

Wind

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season. Between periods of wind, periods of air stagnation may occur, both in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished. The mountain ranges to the east affect the transport and diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the “mixing height.” The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the Project area.

Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants. ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_x in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 4.3-1: Air Contaminants and Associated Public Health Concerns**.

Table 4.3-1: Air Contaminants and Associated Public Health Concerns

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.
Ozone (O ₃)	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) ¹ and nitrogen oxides (NO _x) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints and landfills.
Nitrogen Dioxide (NO ₂)	Respiratory irritant; aggravates lung and heart problems. Precursor to O ₃ . Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.
Particulate Matter (PM ₁₀ & PM _{2.5})	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.
Sulfur Dioxide (SO ₂)	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.
Lead (Pb)	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other

Pollutant	Health Effects	Examples of Sources
	with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.	stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.
<p>Source: California Air Pollution Control Officers Association (CAPCOA). 2023. <i>Health Effects</i>. https://oehha.ca.gov/air/criteria-pollutants. (accessed April 2023).</p> <p>Notes:</p> <p>¹ Volatile Organic Compounds (VOCs) or Reactive Organic Gases (ROG) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).</p>		

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

The California Air Resources Board (CARB) identified diesel particulate matter (DPM) as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the state. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the Project are documented by measurements made by the SCAQMD, the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O₃, PM₁₀, and PM_{2.5}. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the Upland Monitoring Station (located approximately seven miles to the north). Local air quality data from 2019 to 2021 are provided in **Table 4.3-2: Ambient Air Quality Data Standards for Criteria Pollutants**, which lists the monitored

maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 4.3-2: Ambient Air Quality Standards for Criteria Pollutants

Criteria Pollutant	2019	2020	2021
Ozone (O₃)			
1-hour Maximum Concentration (ppm)	0.131	0.158	0.124
8-hour Maximum Concentration (ppm)	0.107	0.123	0.100
<i>Number of Days Standard Exceeded</i>			
CAAQS 1-hour (>0.09 ppm)	31	82	42
NAAQS 8-hour (>0.070 ppm)	52	116	78
Carbon Monoxide (CO)			
1-hour Maximum Concentration (ppm)	1.45	1.54	1.31
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO₂)			
1-hour Maximum Concentration (ppm)	0.058	0.055	0.065
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM₁₀)			
National 24-hour Maximum Concentration	125.9	174.8	124.3
State 24-hour Maximum Concentration	—	—	—
State Annual Average Concentration (CAAQS=20 µg/m ³)	—	—	—
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>150 µg/m ³)	0	1	0
CAAQS 24-hour (>50 µg/m ³)	—	—	—
Particulate Matter Less Than 2.5 Microns (PM_{2.5})			
National 24-hour Maximum Concentration	—	—	—
State 24-hour Maximum Concentration	91.1	74.0	83.8
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>35 µg/m ³)	—	—	—
Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php). Notes: NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m ³ = micrograms per cubic meter; — = insufficient data available. Measurements taken at the Upland Monitoring Station at 1350 San Bernardino Road, Upland CA, 91786 (CARB# 36175)			

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive receptors that are in proximity to localized sources of toxic pollutants are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers,

long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptors are the single-family residences located across the street from the Project site, along Euclid Avenue with other nearby residences located surrounding the Project site. The houses directly west of the Project along Euclid Avenue are the nearest receptors to Phase I, approximately 135 feet (41 meters) from the Phase I Project boundary. The nearest sensitive receptor from Phase II of the Project are the houses along Sultana Avenue to the east, approximately 110 feet (34 meters) from Phase II Project boundary.

4.3.3 Regulatory Setting

Ambient air quality standards (AAQS) have been adopted at the state and federal levels for criteria air pollutants. In addition, both the state and federal government regulate the release of TACs. The proposed Project is in the SCAB and is subject to the rules and regulations imposed by the SCAQMD as well as the California AAQS (CAAQS) adopted by CARB and National AAQS (NAAQS) adopted by the United States Environmental Protection Agency (U.S. EPA). Federal, State, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed Project are summarized in this section.

Federal

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the U.S. EPA developed the primary and secondary NAAQS for the criteria air pollutants including O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead (Pb). Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in **Table 4.3-3: State and Federal Ambient Air Quality Standards**.

Table 4.3-3: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	California Standard ¹	Federal Standard ²
Ozone (O ₃) ^{2, 5, 7}	1 hour	0.09 ppm	NA
	8 hours	0.070 ppm	0.070 ppm
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm
	8 hours	9.0 ppm	9 ppm
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm
	1 hour	0.18 ppm	0.100 ppm
Sulfur Dioxide (SO ₂) ⁸	Annual Arithmetic Mean	NA	0.030 ppm
	1 hour	0.25 ppm	0.075 ppm
	24 hours	0.04 ppm	0.14 ppm

Pollutant	Averaging Time	California Standard ¹	Federal Standard ²
Coarse Particulate Matter (PM ₁₀) ^{1, 3, 6}	Annual Arithmetic Mean	20 µg/m ³	NA
	24 hours	50 µg/m ³	150 µg/m ³
Fine Particulate Matter (PM _{2.5}) ^{3, 4, 6, 9}	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³
	24 hours	NA	35 µg/m ³
Lead (Pb) ^{10, 11}	30-Day Average	1.5 µg/m ³	NA
	Calendar Quarter	NA	1.5 µg/m ³
	Rolling 3-Month Average	NA*	1.5 µg/m ³ 0.15 µg/m ³
Sulfates (SO ₄)	24 hours	25 µg/m ³	NA
Hydrogen Sulfide	1 hour	0.03 ppm	NA
Vinyl Chloride ¹⁰	24 hour	0.01 ppm	NA

Source: South Coast Air Quality Management District, Air Quality Management Plan. 2022. California Air Resources Board, Ambient Air Quality Standards. <https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards>. (accessed April 2023).

Notes: ppm: parts per million; µg/m³: micrograms per cubic meter

- California standards for O₃, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM₁₀, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM₁₀ annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.
- National standards shown are the "primary standards" designed to protect public health. National standards other than for O₃, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O₃ standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O₃ standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM₁₀ standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m³. The 24-hour PM_{2.5} standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m³.
- Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM₁₀ is met if the 3-year average falls below the standard at every site. The annual PM_{2.5} standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard. NAAQS are set by the U.S. EPA at levels determined to be protective of public health with an adequate margin of safety.
- On October 1, 2015, the national 8-hour O₃ primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O₃ concentration per year, averaged over three years, is equal to or less than 0.070 ppm. U.S. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O₃ level in the area.
- The national 1-hour O₃ standard was revoked by the U.S. EPA on June 15, 2005.
- In June 2002, CARB established new annual standards for PM_{2.5} and PM₁₀.
- The 8-hour California O₃ standard was approved by the CARB on April 28, 2005, and became effective on May 17, 2006.
- On June 2, 2010, the U.S. EPA established a new 1-hour SO₂ standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO₂ NAAQS however must continue to be used until one year following U.S. EPA initial designations of the new 1-hour SO₂ NAAQS.
- In December 2012, U.S. EPA strengthened the annual PM_{2.5} NAAQS from 15.0 to 12.0 µg/m³. In December 2014, the U.S. EPA issued final area designations for the 2012 primary annual PM_{2.5} NAAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.
- CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.
- National lead standard, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011

State of California

California Air Resources Board

CARB administers the air quality policy in California. The CAAQS were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in **Table 4.2-3**, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA) requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting federal clean air standards for the State of

California. Like the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment.

Regional

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for cities and counties within the SCAB, which generally includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The agency's primary responsibility is ensuring that state and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2022 AQMP was adopted by the SCAQMD Governing Board on December 2, 2022. The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour PM_{2.5} air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O₃ standards. The AQMP incorporates the latest scientific and technological information and planning assumptions, including the SCAG *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) and updated emission inventory methodologies for various source categories.

The SCAQMD has published the *CEQA Air Quality Handbook* (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the CEQA Air Quality Handbook and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The State and federal attainment status designations for the SCAB are summarized in **Table 4.3-4: Attainment Status of Criteria Pollutants in the South Coast Air Basin**. The SCAB is currently designated as a nonattainment area with respect to the State O₃, PM₁₀, and PM_{2.5} standards, as well as the national 8-hour O₃ and PM_{2.5} standards. The SCAB is designated as attainment or unclassified for the remaining state and federal standards.

Table 4.3-4: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Nonattainment	Nonattainment
Ozone – 8-hour	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO ₂	Attainment	Attainment
SO ₂	Attainment	Attainment
Lead	Attainment	Nonattainment (Partial)
All others	Attainment/Unclassified	Attainment/Unclassified

Source: South Coast Air Quality Management District. 2022. *2022 Air Quality Management Plan*. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>. (accessed April 2023).

The following is a list of SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.
 - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

- c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- **Rule 431.2 (Sulfur Content of Liquid Fuels)** – This rule limits the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.
 - **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
 - **Rule 2305 (Warehouse Indirect Source Rule)** - SCAQMD adopted Rule 2305 in May 2021 to reduce emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled (VMT) associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses' WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation are required to pay a mitigation fee. This Project will comply with the adopted Rule 2305 (Warehouse Indirect Source Rule).

Local

City of Ontario General Plan – The Ontario Plan 2050

The Ontario Plan (TOP) 2050 Environmental Resources Element establishes goals for environmental infrastructure and policies that support system integration, resource conservation and regeneration, and energy independence. Included in TOP 2050 is the Policy Plan, which is a framework that would guide the City's future growth through the application of policies and goals. Included in TOP 2050 is the Policy Plan, which is a framework that would guide the City's future growth through the application of policies and goals. The following goals of TOP 2050 relate to visual and scenic resources. The following goals of TOP 2050 relate to air quality.

The following policy contained in the Environmental Resources Element is relevant to the Project:

Environmental Resources Element¹

Goal ER-4 **Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.**

Policy ER-4.1 **Land Use.** We will reduce greenhouse gas (GHG) and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.

Policy ER-4.4 **Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.

Policy ER-4.6 **Particulate Matter.** We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.

Policy ER-4.9 **New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code Section 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

4.3.4 Impact Thresholds and Significance Criteria

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

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

¹ City of Ontario. 2022. *TOP 2050, Environmental Resources Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/environmental-resources>. (accessed April 2023).

South Coast Air Quality Management District Thresholds

The significance criteria established by the SCAQMD may be relied upon to make the above determinations to the SCAQMD, an air quality impact is considered significant if the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 4.3-5: SCAQMD Emissions Thresholds**. SCAQMD’s significance threshold for cumulative impacts is the same for project-specific impacts.

Table 4.3-5: SCAQMD Emission Thresholds

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

Source: South Coast Air Quality Management District. 2023. *South Coast AQMD Air Quality Significance Thresholds*. <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25>. (accessed April 2023).

Localized Carbon Monoxide

In addition to the daily thresholds listed above, development associated with the Project would also be subject to the AAQS. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project site above state and federal CO standards are (the more stringent California standards are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

The SCAQMD has also developed LSTs for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent NAAQS or CAAQS. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb five acres or less on a single day. The proposed Project construction is anticipated to disturb a maximum of four acres in a single day, so the LST applies.

The Project site is located within SCAQMD SRA 33, Southwest San Bernardino Valley Area. **Table 4.3-6: Local Significance Thresholds for Construction/Operations**, shows the LSTs for a 1-acre, 2-acre, and 5-acre project in SRA 33. The SCAQMD’s LST guidance notes that the 25-meter threshold applies to receptors 25 meters away or less. Because the nearest sensitive receptors are located approximately 50 feet (15 meters) from the Project boundary, the thresholds for 25 meters or less are identified in **Table 4.3-6**.

Table 4.3-6 demonstrates that as the Project size increases, the thresholds for construction and operations emissions also increase.

Table 4.3-6: Local Significance Thresholds for Construction/Operations

Project Size	Threshold (lbs/day) ¹			
	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
1 Acre	118/118	863/863	5/2	4/1
2 Acres	170/170	1,232/1,232	6/2	5/2
5 Acres	270/270	2,193/2,193	16/4	9/2

Source: South Coast Air Quality Management District. 2008. *Localized Significance Threshold Methodology*. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-1st-methodology-document.pdf>. (accessed April 2023).

Health Risk

Whenever a project would use chemical compounds identified in SCAQMD Rule 1401, on CARB’s air toxics list pursuant to Assembly Bill (AB) 1807, or on the U.S. EPA’s National Emissions Standards for Hazardous Air Pollutants, an HRA is required by the SCAQMD. **Table 4.3-7: SCAQMD Toxic Air Contaminants Incremental Risk Thresholds**, lists the SCAQMD’s TAC incremental risk thresholds for operation of a project. Projects that do not generate emissions that exceed the values in **Table 4.3-7** would not substantially contribute to cumulative air quality hazards or exacerbate an existing environmental hazard.

Table 4.3-7: SCAQMD Toxic Air Contaminants Incremental Risk Thresholds

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

Source: South Coast Air Quality Management District. 2020. *South Coast AQMD Public Notification Procedures for Facilities Under the Air Toxics “Hot Spots” Information and Assessment Act (AB 2588) and Rule 1402, Updated October 2020*. <http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab-2588-facility-prioritization-procedure.pdf?sfvrsn=26>. (accessed April 2023).

Under the California Supreme Court’s decision in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369), where a project will exacerbate an existing environmental hazard, CEQA requires an analysis of the worsened condition on future project residents and the public at large. Projects that do not generate emissions that exceed the values in **Table 4.3-7** would not substantially contribute to cumulative air quality hazards or exacerbate an existing environmental hazard. Residential, commercial, office, and institutional uses (such as the hospital land uses) do not use substantial quantities of TACs and typically do not exacerbate existing hazards. Thus, these thresholds are typically applied to new industrial and warehouse projects.

Methodology

This air quality impact analysis considers construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod; see **Appendix B1**). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with

both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Although Project construction would be dependent on market conditions, daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date. It is assumed that construction would occur from late-2024 to late-2026. This approach is conservative given that emissions factors decrease in future years due to regulatory and technological improvements.

As previously stated in **Section 3.0: Project Description**, based upon information from the Project applicant, it is assumed an opening year of the Planning Areas 1, 2 (excluding the southwest section of the Project Area), the northwest portions of Planning Areas 3, 4 and 5 (Phase 1 of the Project) would be 2025. The development would include 13 warehousing buildings totaling a maximum buildout of up to 1,000,595 square feet (sf) of business park and office use development. No specific development proposals have been identified for the remaining portions of Planning Areas 2 and 3 (Phase 2 of the Project), which would allow approximately 466 multi-family dwelling units, an additional 163,600 sf industrial warehouse, 10,250 sf retail space, and 20,000 sf of restaurant use. For purposes of this analysis, construction of Phase 1 of the Project is not anticipated to overlap with the construction of Phase 2 of the Project as there are still no proposals for this portion of the Project. The operations for buildout of the entire development is anticipated to begin in 2026. Air quality modeling was conservatively done based on this maximum buildout.

The Project would result in emissions of area sources (consumer products), energy sources (natural gas usage and offsite electricity generation), and mobile sources (motor vehicles from Project-generated vehicle trips). Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. The Project vehicle trip generation was obtained from the Project's Traffic Analysis Study (**Appendix 11: Traffic Analysis**), which includes 7,938 total daily passenger car vehicle trips and 882 daily truck trips. Other operational emissions from area, energy, and stationary sources were quantified in CalEEMod based on land use activity data.

As discussed under **Section 4.3.4: Impact Thresholds and Significant Criteria**, the SCAQMD provides significance thresholds for emissions associated with proposed Project construction and operations. The proposed Project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a Project's impact on regional air quality.

The localized effects from the Project's on-site emissions were evaluated in accordance with the SCAQMD's Localized Significance Threshold (LST) Methodology, which uses on-site mass emissions rate look-up tables and Project-specific modeling. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

Risk and hazard assessment for cancer risk and non-cancer hazards are based on OEHHA methodology. Residential inhalation cancer risk from annual average DPM concentrations are calculated by multiplying the daily inhalation dose, cancer potency factor, age sensitivity factor (ASF), frequency of time spent at home, and exposure duration divided by averaging time, yielding the excess cancer risk. Chronic non-cancer impacts are calculated by dividing the annual average concentration by the reference exposure level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. Acute non-cancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. RELs are designed to protect sensitive individuals within the population.

4.3.5 Plans, Programs, and Policies

- PPP AIR-1** New buildings are required to achieve the current California Building Energy Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2022 Building Energy Efficiency Standards became Effective January 1, 2023. The Building Energy Efficiency Standards and CALGreen are updated triennially with a goal to achieve zero net energy for residential buildings and nonresidential buildings in the future.
- PPP AIR-2** New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Section 5.106.4.1, 14.106.4.1, and Section 5.106.4.1.2).
- PPP AIR-3** Construction activities will be conducted in compliance with 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.
- PPP AIR-4** Construction activities will be conducted in compliance with any applicable SCAQMD rules and regulations, including but not limited to the following:
- Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.
 - Rule 402, Nuisance, which states that a project shall not “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”
 - Rule 1113, which limits the volatile organic compound content of architectural coatings.
- PPP AIR-5** Heavy duty tractors and trailers (i.e., trucks that are 53-foot or longer) must use U.S. EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies in accordance with CARB’s Heavy-Duty (Tractor-Trailer) GHG Regulation. Owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance

tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified low rolling resistance tires. Trailers must have low rolling resistance tires and aerodynamic devices.

PPP AIR-6

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

PPP AIR-7

All existing and proposed warehouses over 100,000 square feet located in SCAQMD are required to track annual VMT associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses' WAIRE Points Compliance Obligation and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. WAIRE Points are earned based on emission reduction measures and warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation are required to pay a mitigation fee.

4.3.6 Impacts and Mitigation Measures

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

Impact 4.3-1 *Would the Project conflict with or obstruct implementation of the applicable air quality plan?*

Level of Significance: Significant and Unavoidable Impact

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The project site is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD adopted the 2016 and 2022 AQMPs (AQMPs).

The AQMPs establish a program of rules and regulations directed at reducing air pollutant emissions and achieving State (California) and national air quality standards. The AQMPs are a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the U.S. EPA. The AQMPs pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMPs.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The Project will not exceed the assumptions in the AQMP or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS. Consistency with both Criterion No. 1 and Criterion No. 2 would result in a less than significant impact.

Consistency Criterion No. 1 refers to CAAQS and NAAQS emission standards. If the Project does not exceed emission standards it would not contribute to an existing air quality violation. Consistency Criterion No. 2 refers to AQMP emission assumptions based on SCAG's latest growth forecasts. If the Project proposes land uses consistent with SCAG's growth forecast or land uses that would generate less emissions than those identified in SCAG's growth forecast, then the Project would not exceed the AQMP assumptions.

Project Buildout (Phase I + Phase II)

Consistency Criterion No. 1

As shown in **Table 4.3-8: Construction-Related Emissions**, the Project (Phase I) would not exceed construction emission standards with **MM AQ-1**. As shown in **Table 4.3-10** (Phase II) would not exceed construction emissions standards with **MM AQ-1**. However, the combined Project (Phase I and Phase II) operational emissions would exceed the operational standard for ROG and NO_x despite the implementation of all feasible mitigation, as shown in **Table 4.3-12: Project Buildout – Total Maximum Daily Operational Emissions**. **MM AQ-2** through **MM AQ-7** are included to reduce operation emissions to the greatest amount feasible. However, even with mitigation, operational emissions would remain above the SCAQMD threshold. Therefore, the Project would potentially contribute to an existing air quality violation. Thus, the Project is not consistent with the first criterion.

Project Buildout (Phase I + Phase II)

Consistency Criterion No. 2

The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project would not result in a change of land use designations reflected in the AQMP. Therefore, the Project is assumed to generate emissions reflected within the current 2022 AQMP regional emissions inventory for the SCAB and is considered to be consistent with the AQMP.

The Project's operational emissions would result in air pollutant emissions that exceed SCAQMD's operational emission thresholds. Although feasible mitigation would reduce emissions levels they would remain significant and would contribute to the nonattainment designations in the SCAB. Therefore, the Project would be inconsistent with the AQMP, resulting in a significant and unavoidable impact despite the implementation of all feasible mitigation.

In addition, in accordance with SCAQMD Rule 2305 (refer to SCAQMD under *Section 3.4: Regulatory Setting*) the Project operator would be required to pay a mitigation fee if the Project does not generate enough WAIRE Points. The Project operator may be required to implement additional emission reduction strategies. Conservatively, this analysis does not take credit for these potential reductions. Compliance with proposed Rule 2305 may reduce emissions below what is currently analyzed.

Mitigation Measures

Refer to **MM AQ-1** through **AQ-7** (refer to Impact Threshold 4.3-2, below).

Impact 4.3-2 *Would the proposed project, result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? [Threshold AQ-2]*

Level of Significance: Significant and Unavoidable Impact

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O₃-precursor pollutants (i.e., ROG and NO_x), PM₁₀, and PM_{2.5}. Construction-generated emissions are short term and of temporary duration, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Operational emissions from the Project would be associated with area sources, energy sources, mobile sources (i.e., motor vehicle use), and off-road emissions cargo handling equipment. Emissions from these categories are discussed below.

- **Area Source Emissions.** Area source emissions would be generated due to consumer products, on-site equipment, architectural coating, and landscaping.

- **Energy Source Emissions.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.
- **Mobile Source Emissions.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions are based on the trip generation within the Project Traffic Analysis and incorporated into CalEEMod as recommended by the SCAQMD. Per the Project Traffic Analysis, the Project would generate 8,820 daily trips at buildout, which includes 7,938 passenger cars and 882 trucks. For modeling purposes, all truck trips were assumed to be 33.2 miles, one way.

- **Off-Road Emissions.** Operational off-road emissions would be generated by off-road equipment used during operational activities. For this Project it was assumed that the Project buildout would employ 23 forklifts based on surveys conducted for the SCAQMD High Cube Warehouse Truck Trip Study White Paper. This paper found that on average, warehouses would employ 0.12 pallet jacks and forklifts per thousand square feet of warehouse area. However, because this number includes unpowered pallet jacks which do not generate emissions, the number of forklifts was estimated to be 0.02 forklifts per thousand square feet of warehouse area.

Specific Plan – Phase I

Construction

Construction activities associated with Phase I of the Project are estimated to be completed within approximately 18 months. Construction-generated emissions associated with the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Phase 1 of the Project would require demolition (2023), site preparation (2023), grading (2023 - 2024), paving (2024), and building construction (2024 - 2025). Typical construction equipment assumed by CalEEMod include industrial saws, excavators, and dozers for demolition; dozers and tractors for site preparation; excavators, graders, dozers, scrapers and tractors for grading; cranes, forklifts, generators, tractors, and welders for construction; pavers, paving equipment, and rollers for paving. See **Appendix B1** for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 4.3-8: Phase I - Maximum Daily Construction-Related Emissions**.

Table 4.3-8: Phase I – Maximum Daily Construction-Related Emissions

Construction Year	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Unmitigated Emissions¹						
Year 2023	4.04	39.80	37.10	0.06	7.14	4.34
Year 2024	9.43	62.60	85.90	0.14	12.30	4.99
Year 2025	3.20	17.90	48.80	0.06	7.40	2.15
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>55</i>	<i>150</i>
Exceed SCAQMD Threshold?	No	No	No	No	No	No
1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix B1 for Model Data Outputs. 2. Mitigation includes the incorporation of MM AQ-1 and MM AQ-8. MM AQ-1 requires the use of “Super-Compliant” low VOC paints. MM AQ-8 requires off-road equipment 50 horsepower or greater to meet CARB Tier 4 Final standards. MM AQ-1 and MM AQ-8 are not required to reduce construction related criteria pollutants for Phase I. Therefore, the emission reductions have not been included in Table 4.3-8 for informational purposes.						
Source: CalEEMod version 2022.1. Refer to Appendix B1 for model outputs.						

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Regulatory Requirement (RR) AQ-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM₁₀ and PM_{2.5} concentrations. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules for reducing fugitive dust, described in the Regulatory Framework subsection above and identified in Standard Condition (SC) AQ-1 below.

Table 4.3-8 shows that unmitigated construction emissions would not exceed the SCAQMD criteria pollutant thresholds. Therefore, construction emissions related to Phase I of the Project would be less than significant.

Operations

Long-term operational emissions attributable to the Project are summarized in **Table 4.3-9: Phase I – Maximum Daily Operation Emissions**. Primary sources of operational criteria pollutants are from motor vehicle use and area sources.

- **Area Source Emissions and Energy Source Emissions.** Area source emissions and energy source emissions are based on land use and the area of the buildings. Phase I air quality modeling is based on 809,217 square feet of unrefrigerated warehouse (see Mitigation Measure MM AQ-7), 191,378 square feet of industrial business park, and approximately 1,568,160 square feet of trailer parking and parking lot.
- **Mobile Source Emissions.** Project-generated vehicle emissions are based on the trip generation within the Project Traffic Impact Analysis (see **Appendix I**) and incorporated into CalEEMod as recommended by the SCAQMD. Per the Project Traffic Impact Analysis, Phase I of the Project

would generate a total of 2,267 daily trips; 1,484 passenger vehicle trips from employees and 783 trips from trucks (2-axle, 3-axle, and 4+ axle delivery trucks) (**Appendix I**).

- **Off-Road Equipment Emissions.** Modeling assumed 20 forklifts, each operating twelve hours per day loading and unloading goods. Off-road emissions also include four hostler/yard truck, each operating twelve hours per day moving trailers.

Table 4.3-9: Phase I - Maximum Daily Operation Emissions

Sources	Pollutants (pounds per day) ¹					
	VOC	NOX	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Emissions						
Area	31.30	0.37	43.5	0.00	0.06	0.08
Energy	0.30	5.54	4.66	0.03	0.42	0.42
Mobile	7.06	73.71	99.00	0.77	17.98	4.67
Off-Road Equipment	6.44	46.39	404.50	0.10	1.60	1.43
Generators	23.63	65.97	60.19	0.11	3.47	3.47
Maximum Daily Emissions	68.73	191.98	611.85	1.01	23.53	10.07
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	Yes	Yes	Yes	No	No	No
Mitigated Emissions						
Area	28.90	0.37	43.5	0.00	0.06	0.08
Energy	0.30	5.54	4.66	0.03	0.42	0.42
Mobile	7.06	73.71	99.00	0.77	17.98	4.67
Off-Road Equipment	0.00	0.00	0.00	0.00	0.00	0.00
Generators	23.63	65.97	60.19	0.11	3.47	3.47
Maximum Daily Emissions	59.89	145.59	207.35	0.91	21.93	8.64
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	Yes	Yes	No	No	No	No
<small>Source: CalEEMod, Version 2022.1. Based on trip generation information provided by Urban Crossroads (Appendix I). Notes: Highest winter or summer. Emissions totals may not equal 100 percent due to rounding. Bold = Exceedance.</small>						

As noted above, **Table 4.2-9** shows that unmitigated Phase I operational emissions would exceed the SCAQMD thresholds for ROG_s, NO_x, and CO, and mitigation measures would be required to reduce emissions to the maximum extent feasible. The majority of the Project’s VOC emissions are from consumer products. For analytical purposes, consumer products include cleaning supplies, aerosols, and other consumer products.² The Project could require limitations on the use of VOC emitting products through lease or property agreements. However, this mitigation is not feasible as it would be difficult to enforce. As such, the Project Applicant cannot meaningfully control the use of consumer products by future building users via mitigation. On this basis, it is concluded that Project operational-source VOC emissions cannot be reduced below the SCAQMD threshold.

The majority of the Project’s NO_x emissions are from mobile sources. **MM AQ-3** and **MM AQ-4**, within the control of the City to enforce, would be required to reduce emissions to the maximum extent feasible; however, emissions of motor vehicles are controlled by State and Federal standards and neither the City

² California Air Pollution Control Officers Association (CAPCOA), *California Emissions Estimator Model User’s Guide*, 2017.

nor the Project has control over these standards. Federal and State agencies regulate and enforce vehicle emission standards.

Further, the City while the City has considered a prohibition on trucks with certain emissions-levels from entering the property that are otherwise permitted to operate in California and access other properties in the City, region, and State, but has rejected such a mitigation measure as infeasible. This because, even if the City were to apply such a restriction, a) it could not legally bar vehicles from driving down public streets to the Project and b) would cause warehouse operators using older truck fleets to travel to other facilities in the SCAB where the restriction does not apply, thereby resulting in no improvement to regional air quality. Based on data from CARB, most heavy-duty trucks entering the Project site would meet or exceed 2010 model year emission standards when Phase I becomes fully operational in 2025, as all trucks are required to meet or exceed such standards by 2023. Specifically, according to CARB EMFAC inventories, approximately 50 percent of all in-state heavy-duty trucks met the 2010 engine standard in 2019, 59 percent in 2020, and 62 percent in 2021. Additionally, 65 percent and 90 percent of trucks are projected to meet the 2010 engine standard in 2022 and 2023 respectively.³ Finally, CARB is addressing emissions from heavy duty vehicles through various regulatory programs including lower emission standards, restrictions on idling, the use of post-combustion filter and catalyst equipment, and retrofits for diesel truck fleets. These programs are expected to result in significant reductions in ROG, NO_x, PM₁₀, PM_{2.5}, and CO emissions as they are fully implemented in the future, however this EIR, conservatively, does not assume any of these reductions will occur.

MM AQ-2 through **MM AQ-7** have been identified to reduce operational emissions. **MM AQ-2** requires that all cargo handling equipment used on a daily basis (yard trucks/hostlers, forklifts, etc.) be electric. **MM AQ-3** requires the implementation of a Transportation Demand Management (TDM) program to reduce single occupant vehicle trips and encourage transit. **MM AQ-4** requires the buildings to be designed to accommodate electric vehicle (EV) infrastructure, and **MM AQ-5** prohibits idling when engines are not in use. **MM AQ-7** prohibits refrigerated warehouse space/cold storage. Additionally, **SC AQ-9** through **SC AQ-11** would provide designated parking to promote the use of alternative fuels and clean fleets, facilitate future installation of EV supply equipment, and limit idling times. **Table 4.3-9** shows that despite the implementation of **MM AQ-2** through **MM AQ-5** and **MM AQ-7**, operational emissions of ROG and NO_x would remain above the SCAQMD's thresholds; therefore, impacts would be significant and unavoidable.

Specific Plan – Phase II Future Development Areas

Construction

The duration of construction activities associated with Phase II of the Project were modeled to last approximately 18 months. The exact construction timeline is unknown; however, to be conservative, earliest dates possible were utilized in the modeling (assumed June 2, 2025). This approach is conservative given that emissions factors decrease in future years due to regulatory and technological improvements and fleet turnover. Construction-generated emissions associated the Project were calculated using the

³ California Air Resources Board. 2017. *EMFAC2017, An Update to California On-Road Mobile Source Emissions Inventory*. Available at: <https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-modeling-tools-emfac-software-and>. (accessed April 2023).

CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See **Appendix B1** for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 4.3-10: Phase II – Maximum Daily Construction-Related Emissions**.

Table 4.3-10: Phase II - Maximum Daily Construction-Related Emissions

Construction Year	Pollutants (pounds per day) ^{1, 2}					
	VOC	NOX	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Emissions						
Year 2025	3.39	31.70	46.90	0.06	21.30	11.40
Year 2026	206	14.50	44.4	0.04	6.55	1.85
Maximum Daily Emissions	206	31.70	46.90	0.06	21.30	11.40
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	Yes	No	No	No	No	No
Mitigated Emissions						
Year 2025	3.39	31.70	46.90	0.06	21.30	11.40
Year 2026	31.90	14.50	44.40	0.04	6.55	1.85
Maximum Daily Emissions	31.90	14.50	46.90	0.06	21.30	11.40
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Source: CalEEMod Version 2022.1						
Notes: Emissions totals may not equal 100 percent due to rounding. Bold = Exceedance						
¹ Construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.						
² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403 (SC AQ-1), including watering disturbed areas three times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and street sweeping.						

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. RR AQ-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM₁₀ and PM_{2.5} concentrations.

As shown in **Table 4.3-10**, unmitigated Phase II construction emissions would exceed the SCAQMD threshold for the ozone precursor VOC. The majority of these emissions are generated during the architectural coatings phase of construction which use VOC emitting paints. The VOC exceedance occurs during the painting phase of construction. Low VOC paint must be used during the painting phase to reduce impacts. **MM AQ-1** is required to reduce maximum daily VOC emissions below the SCAQMD threshold. **MM AQ-1** requires the Project to use “Super-Compliant” low VOC paints. Implementation of **MM AQ-1** will reduce Phase II construction impacts to less than significant.

Operations

Long-term operational emissions attributable to the Project are summarized in **Table 4.3-11: Phase II – Maximum Daily Operation Emissions**. Primary sources of operational criteria pollutants are from motor vehicle use and area sources.

- Area Source Emissions and Energy Source Emissions.** Area source emissions and energy source emissions are based on land use and the area of the buildings. Phase II air quality modeling is based on 466 dwelling unit apartments, 163,600 square feet of unrefrigerated warehouse, 10,225 square feet of strip mall, 10,000 square foot of Fast Food Restaurant with Drive Thru, 10,000 square foot of Fast Food Restaurant without Drive Thru, and 487,872 square feet of parking lot.
- Mobile Source Emissions.** Project-generated vehicle emissions are based on default CalEEMod assumptions for all land uses apart from the unrefrigerated warehouse. Per the Project Traffic Analysis, all land uses apart from the unrefrigerated warehouse in Phase II of the Project would generate a total of 6,272 daily trips. The unrefrigerated warehouse would generate 181 daily passenger vehicle trips and 99 daily truck trips.

Off-Road Equipment Emissions. Modeling for Phase II of the Project assumed three forklifts, each operating twelve hours per day loading and unloading goods. Off-road emissions also include one hostler/yard truck operating twelve hours per day moving trailers.

Table 4.3-11: Phase II - Maximum Daily Operation Emissions

Sources	Pollutants (pounds per day) ¹					
	VOC	NOX	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Emissions						
Area	16.50	0.32	34.90	0.00	0.02	0.03
Energy	0.16	2.76	1.78	0.05	0.22	0.22
Mobile	23.95	30.72	219.49	0.63	21.30	4.25
Off-Road Equipment	1.41	9.68	98.19	0.02	0.31	0.27
Maximum Daily Emissions	42.02	43.48	354.36	0.70	21.85	4.77
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	No	No	No	No	No	No
Mitigated Emissions						
Area	16.50	0.32	34.90	0.00	0.02	0.03
Energy	0.16	2.76	1.78	0.05	0.22	0.22
Mobile	23.95	30.72	219.49	0.63	21.30	4.25
Off-Road Equipment	0.00	0.00	0.00	0.00	0.00	0.00
Maximum Daily Emissions	40.61	33.80	256.17	0.68	21.54	4.50
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	No	No	No	No	No	No
<small>Source: CalEEMod, Version 2022.1. Based on trip generation information provided by Urban Crossroads (Appendix I). Notes: Highest winter or summer. Emissions totals may not equal 100 percent due to rounding. Bold = Exceedance.</small>						

As noted above, **Table 4.3-11** shows that Phase II unmitigated operational emissions would not exceed the SCAQMD thresholds. **MM AQ-2** through **MM AQ-7** have been identified to reduce operational emissions for Phase I of the Project and would also be implemented for Phase II of the Project. **MM AQ-2** requires that all cargo handling equipment used on a daily basis (yard trucks/hostlers, forklifts, etc.) be electric. **MM AQ-3** requires the implementation of a Transportation Demand Management (TDM)

program to reduce single occupant vehicle trips and encourage transit. **MM AQ-4** requires the buildings to be designed to accommodate electric vehicle (EV) infrastructure, **MM AQ-5** prohibits idling when engines are not in use, and **MM AQ-6** prohibits the installation of wood-burning and natural gas devices. **MM AQ-7** prohibits refrigerated warehouse space/cold storage. Additionally, **SC AQ-9** through **SC AQ-11** would provide designated parking to promote the use of alternative fuels and clean fleets, facilitate future installation of EV supply equipment, and limit idling times. **Table 4.3-10: Mitigated Operational Emissions** shows that with the mitigation, emissions related Phase II of the project would be further below SCAQMD thresholds; therefore, Phase II operational impacts would be less than significant.

Project Buildout (Phase I + Phase II)

Operations

Long-term operational emissions attributable to the total Project are summarized in **Table 4.3-12: Project Buildout (Phase I and Phase II) – Maximum Daily Operation Emissions**.

- **Area Source Emissions and Energy Source Emissions.** Area source emissions and energy source emissions are based on land use and the area of the buildings. Project buildout (Phase I and Phase II) air quality modeling is based on a total of 191,378 square feet of business park, 972,817 square feet of unrefrigerated warehouse, 10,225 square feet of strip mall, 10,000 square feet of Fast Food Restaurant with Drive Thru, 10,000 square feet of Fast Food Restaurant without Drive Thru, 466 Apartments, and 2,047,320 square feet of trailer parking and parking lot (see **Appendix I**).
- **Mobile Source Emissions.** Total combined project-generated vehicle emissions are based on the trip generation within the Project Traffic Impact Analysis and incorporated into CalEEMod as recommended by the SCAQMD. Per the Project Traffic Analysis (see **Appendix I**), at Project buildout the entire Project would generate a total of 8,820 daily trips (10 percent trucks).
- **Off-Road Equipment Emissions.** The entire Project would employ a total of 23 forklifts (20 for Phase I and 3 for Phase II), each operating twelve hours per day and 5 hostlers/yard trucks (4 for Phase I and 1 for Phase II), each operating twelve hours per day.

Table 4.3-12: Project Buildout – Total Maximum Daily Operation Emissions

Sources	Pollutants (pounds per day)					
	VOC	NOX	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Emissions						
Maximum Daily Emissions for Phase I Only	68.73	191.98	611.85	1.01	23.53	10.07
Maximum Daily Emissions for Phase II Only	42.02	43.48	354.36	0.70	21.85	4.77
Total Maximum Daily Emissions (Phase I + Phase II)	110.75	235.46	966.21	1.71	45.38	14.84
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	Yes	Yes	Yes	No	No	No
Mitigated Emissions						
Maximum Daily Emissions for Phase I Only	59.89	145.59	207.35	0.91	21.93	8.64
Maximum Daily Emissions for Phase II Only	40.61	33.80	256.17	0.68	21.54	4.50
Total Maximum Daily Emissions (Phase I + Phase II)	100.50	179.39	463.52	1.59	43.47	13.14
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	Yes	Yes	No	No	No	No

Sources	Pollutants (pounds per day)					
	VOC	NOX	CO	SO ₂	PM ₁₀	PM _{2.5}
Source: CalEEMod, Version 2022.1. Based on trip generation information provided by Urban Crossroads (<i>Appendix I</i>).						
Notes: Highest winter or summer. Emissions totals may not equal 100 percent due to rounding. Bold = Exceedance.						

As indicated in **Table 4.3-12**, total operation emissions for Project at buildout would exceed SCAQMD thresholds for VOC and NO_x. As mentioned previously, the majority of the Project’s VOC emissions are from consumer products and cannot be reduced below the SCAQMD threshold with mitigation. Even with the implementation of lease or property agreements, enforceability of the mitigation would not be feasible. The majority of NO_x emissions are from mobile sources. **MM AQ-2** through **MM AQ-7** have been identified to reduce operational emissions. **MM AQ-2** requires that all cargo handling equipment used on a daily basis (yard trucks/hostlers, forklifts, etc.) be electric. **MM AQ-3** requires the implementation of a Transportation Demand Management (TDM) program to reduce single occupant vehicle trips and encourage transit. **MM AQ-4** requires the buildings to be designed to accommodate electric vehicle (EV) infrastructure, **MM AQ-5** prohibits idling when engines are not in use, and **MM AQ-6** prohibits the installation of wood-burning and natural gas devices. **MM AQ-7** prohibits refrigerated warehouse space/cold storage. Additionally, **SC AQ-9** through **SC AQ-11** would provide designated parking to promote the use of alternative fuels and clean fleets, facilitate future installation of EV supply equipment, and limit idling times. **Table 4.3-10: Mitigated Operational Emissions** shows that despite the implementation of **MM AQ-2** through **MM AQ-7**, operational emissions of NO_x would remain above the SCAQMD’s thresholds; therefore, impacts would be significant and unavoidable.

Conclusion

As shown in **Table 4.3-8**, **Table 4.3-9**, **Table 4.3-10**, **Table 4.3-11**, and **Table 4.3-12**; construction and operation of the Project would result in air pollutant emissions that exceed SCAQMD’s emission thresholds. The implementation of **SC AQ-1** and **MMs AQ-1** through **AQ-7** would reduce Project emissions by the greatest amount feasible; however, operation related Project emissions would remain significant and would potentially contribute to the O₃, NO₂, PM₁₀, and PM_{2.5} nonattainment designations of the SCAB. Therefore, the Project would result in a significant and unavoidable impact.

In addition, SCAQMD Rule 2305 requires the Project operator to directly reduce NO_x and particulate matter emissions or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee would be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

Warehouse owners and operators are required to earn WAIRE points each year. WAIRE points are a menu-based system earned by emission reduction measures. Warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. WAIRE points can be earned by completing actions from a menu that can include acquiring and using natural gas, NZE and/or ZE on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. Therefore, the Project operator would be required to implement additional emission reduction strategies. Compliance with SCAQMD Rule 2305 would reduce emissions

below what is currently analyzed. Conservatively, this analysis does not take credit for these potential reductions.

Regulatory Requirements

- RR AQ-1** Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District’s (SCAQMD’s) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:
- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- RR AQ-2** Pursuant to SCAQMD Rule 1113, the Project Applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would have a volatile organic compound rating of 50 grams per liter or less.
- RR AQ-3** Require construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.
- RR AQ-4** In accordance with California Title 24 Standards, buildings will be designed to have 15 percent of the roof area “solar ready” that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.
- RR AQ-5** Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City’s Landscape Development Guidelines.
- RR AQ-6** Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 5.303 of the California Green Building Standards Code Part 11.

- RR AQ-7** Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 of the California Green Building Standards Code Part 11.
- RR AQ-8** Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410.1 of the California Green Building Standards Code Part 11.
- RR AQ-9** Provide designated parking for any combination of low-emitting, fuel efficient and carpool/vanpool vehicles. At least eight percent of the total parking spaces are required to be designated in accordance with Section 5.106.5.2, Designated Parking for Clean Air Vehicles, of the California Green Building Standards Code Part 11.
- RR AQ-10** Provide at least six percent of the total parking spaces to facilitate future installation of electric vehicle supply equipment in accordance with Section 5.106.5.3.2, Multiple Charging Space Requirements, of the California Green Building Standards Code Part 11.
- RR AQ-11** Limit idling time for commercial vehicles to no more than five minutes per Title 13 of the California Code of Regulations, Section 2485.

Mitigation Measures

- MM AQ-1** The Project shall utilize “Super-Compliant” low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD’s Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of a building permit, the Ontario Building and Safety Department shall confirm that plans specify that all architectural coatings will be super-compliant low VOC paints.
- MM AQ-2** Only electric-powered off-road equipment (e.g., yard trucks/hostlers, forklifts, indoor material handling equipment, etc.) shall be utilized onsite for daily warehouse and business operations. The Project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only electric-powered off-road equipment shall be included in all leasing agreements.
- Prior to issuance of a Business License for a new tenant/business entity, the Project developer/facility owner and tenant/business entity shall provide to the City of Ontario Planning Department and Business License Department a signed document (verification document) noting that the Project development/facility owner has disclosed to the tenant/business entity the requirement to use only electric-powered equipment for daily operations. This verification document shall be signed by authorized agents for the Project developer/facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Ontario Planning

Department and Business License Department to verify, to the City's satisfaction, that any off-road equipment utilized will be electric-powered.

Prior to the issuance of building permits, the City of Ontario Building Department shall confirm that if emergency generators are proposed, the Project applicant shall explore non-diesel options. If non-diesel generators are determined to not be feasible due commercial availability or the energy requirements of the project, the Project applicant shall provide written justification to be approved by the City's Building Department.

MM AQ-3

Prior to issuance of occupancy permits, the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options;
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the Project site;
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day;
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service; and
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.

MM AQ-4

Prior to the issuance of a building permit, the Planning Department shall confirm that the Project is designed to include the following:

- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in a logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.

MM AQ-5

All truck access gates and loading docks within the Project site shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.

- Truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to “neutral” or “park,” and the parking brake is engaged.
- Telephone numbers of the building facilities manager and CARB to report violations.
- Truck travel is restricted to truck routes identified in Figure M-04 of the Mobility Element in TOP 2050.

In addition, signage shall be installed to direct trucks to the appropriate designated truck routes.

MM AQ-6 The installation of wood-burning and natural gas equipment shall be prohibited. The purpose of this measure is to limit emissions of ROG, CO, particulate matter, and visible emissions from wood-burning and natural gas devices used for primary heat, supplemental heat, or ambiance. This prohibition shall be noted on the deed and/or lease agreements for future property owners/tenants to obey.

MM AQ-7 The installation of cold storage logistics (warehouse) space is prohibited. Should cold storage logistics (warehouse) space be considered in the future, a separate discretionary approval would be required.

Impact 4.3-3 *Would the proposed project expose sensitive receptors to substantial pollutant concentrations?*

Level of Significance: Less Than Significant with Mitigation Incorporated

Specific Plan – Phase I

Construction LST

To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards’ Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, equipment-specific grading rates are used to determine the maximum daily disturbed acreage for comparison to LSTs. Based on CalEEMod modeling, construction of Phase I and Phase II would use the same number of and types of equipment, therefore **Table 4.3-13: Equipment-Specific Grading Rates**, is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Southwest San Bernardino Valley Area (SRA 33) since this area includes the Project. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. Based on **Table 4.3-13**, Project construction is anticipated to disturb a maximum of 4.0 acres in a single day.

Table 4.3-13: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	2	0.5	8	1.0
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	2	1.0	8	2.0
Total Acres Graded per Day					4.0
Sources: CalEEMod version 2022.1. Refer to Appendix B1 for model outputs.					

The SCAQMD produced look-up tables to provide thresholds for projects based on area disturbed and the distance from sensitive receptors.

The SCAQMD’s methodology states that “off-site mobile emissions from the Project should not be included in the emissions compared to LSTs.” Therefore, only emissions included in the CalEEMod “on-site” emissions outputs were considered. The nearest sensitive receptor to Phase I is a single-family residence located 135 feet (41 meters) west of the Project. Therefore, LSTs for receptors located at 39 meters were interpolated and utilized for this analysis. **Table 4.3-14: Phase I – Localized Significance of Construction Emissions**, presents the results of localized emissions during each construction phase. In addition, construction and paving emissions were combined since these phases are anticipated to overlap. Because LST emissions do not include VOCs, construction **MM AQ-1** was not included when calculating construction LST. **Table 4.3-14** shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Significant impacts would not occur concerning LSTs during construction.

Table 4.3-14: Phase I — Localized Significance of Construction Emissions

Construction Activity	Maximum Pounds Per Day			
	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Demolition ¹	27.30	23.50	3.71	1.48
Site Preparation	39.70	35.50	6.92	4.29
Grading	37.30	31.40	3.98	2.42
Building Construction	11.20	13.10	0.50	0.46
Paving	7.81	10.00	0.39	0.36
<i>Building Construction and Paving Combined²</i>	19.01	23.10	0.89	0.82
<i>SCAQMD Localized Screening Threshold (adjusted for 4.0 acres at 41 meters)</i>	257	2,345	30	10
Exceed SCAQMD Threshold?	No	No	No	No
1. Includes particulate matter from crushing debris, EPA AP-42 Section 11.19.2. Refer to Appendix B1 for Model Data Outputs.				
2. Building Construction and Paving overlap. Therefore, construction emissions are combined to show worst case daily emissions.				
Source: CalEEMod version 2022.1. Refer to Appendix B1 for model outputs.				

Operational LST

Operational emissions are based on CalEEMod operational outputs and conservatively includes all on-site Project-related stationary sources, and on-site off-road equipment (forklifts and hostler/yard trucks). In addition, a portion of mobile sources are included to capture on-site vehicle emissions including idling trucks. Based on Project site plans, it was assumed that each vehicle would drive a maximum of one mile

on-site (0.5 miles when entering and 0.5 miles when leaving), for a total of 2,548 miles driven on site. In CalEEMod, each passenger car is assumed to drive 25 miles and each truck is assumed to drive 33.2 miles for a total of 70,932 daily miles. Because 2,548 on-site miles is 3.6 percent of the total 70,932 daily miles, on-site mobile emissions are assumed to be four percent of the total mobile emissions. The Phase I operational localized emissions shown in **Table 4.3-15: Phase I – Localized Significance of Operational Emissions**, indicates that Phase I mitigated emissions would not exceed thresholds with the exception of PM_{2.5}.

Table 4.3-15: Phase I – Localized Significance of Operational Emissions

Activity	Maximum Pounds Per Day			
	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Unmitigated Emissions				
On-Site and Mobile Source Emissions ¹	121.22	546.01	6.27	5.59
SCAQMD Localized Screening Threshold (adjusted for 4 acres at 39 meters)	257	2,345	7	2
Exceed SCAQMD Threshold?	No	No	No	Yes
Mitigated Emissions				
On-Site and Mobile Source Emissions ^{1,2}	74.83	141.51	4.67	4.16
SCAQMD Localized Screening Threshold (adjusted for 4 acres at 41 meters)	257	2,345	7	2
Exceed SCAQMD Threshold?	No	No	No	Yes
1. Includes all on-site and four percent of mobile source emissions. 2. Includes MM AQ-2 through MM AQ-6 Source: CalEEMod version 2022.1 Refer to Appendix B1 for model outputs.				

As shown above, Phase I operational emissions generated on-site by the Project would exceed the threshold for PM_{2.5}. Therefore, PM_{2.5} dispersion modeling has been conducted to determine if Project Phase I operations would result in significant PM_{2.5} concentrations at nearby sensitive receptors in accordance with SCAQMD LST methodology. Localized PM_{2.5} construction emissions were estimated using the U.S. EPA AERMOD dispersion model to determine the worst-case PM_{2.5} concentrations (see **Appendix B3** for LST modeling results). AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources. AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. **Table 4.3-16** shows on-site operational PM_{2.5} emissions would not exceed the SCAQMD’s 24-hour average PM_{2.5} operational standard.⁴ Therefore, the Project would result in a less than significant localized operational impact.

Table 4.3-16: Phase I – Operational Dispersion Modeling

Emissions Source	PM _{2.5} (24-hour) (µg/m ³)
Phase I Mitigated Operations	0.003
Threshold ¹	2.5
Threshold Exceeded?	No
1. The PM _{2.5} threshold is from South Coast Air Quality Management District, <i>Air Quality Significance Thresholds</i> , April 2019. The PM _{2.5} threshold is an incremental threshold; therefore, the incremental concentration without background is compared to the threshold.	

⁴ South Coast Air Quality Management District, *Air Quality Significance Thresholds*, April 2019.

Criteria Pollutant Health Impacts

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the *Brief of Amicus Curiae* by the SCAQMD in the Friant Ranch case (April 6, 2015, Appendix 10.1), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The *Brief* states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant[s]). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk—it does not necessarily mean anyone will contract cancer as a result of the Project. The *Brief* also cites the author of the CARB methodology, which reported that a PM_{2.5} methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify O₃-related health impacts caused by NO_x or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The *Brief* concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme O₃ nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program⁵ was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based NAAQS. The NAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

NO_x and ROG are precursor emissions that form O₃ in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so O₃ may be formed at a distance downwind from the sources. Breathing ground-level O₃ can result in health effects that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily O₃ concentrations are associated with increased asthma

⁵ Code of Federal Regulation (CFR) [i.e. PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)]

attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that O₃ can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD's 2022 AQMP, O₃, NO_x, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although VMT in the SCAB continue to increase, NO_x and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. In addition, since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the O₃ standards will likewise lead to the improvement of PM_{2.5} levels and attainment of PM_{2.5} standards.

The SCAQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing O₃ levels than VOCs and will also lead to significant improvement in PM_{2.5} concentrations. NO_x-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares), and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner ZE alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

As previously discussed, localized effects of on-site Project emissions on nearby receptors for the Project would be less than significant with mitigation (refer to **Table 4.3-14** through **Table 4.3-16**). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The AAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. However, as discussed above, neither the SCAQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. Information on health impacts related to exposure to O₃ and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Setting section. Health studies are used by these agencies to set the NAAQS and CAAQS.

Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level O₃ concentrations in relation to the NAAQS and CAAQS, none of the health-related information can be

directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. It should also be noted that this analysis identifies health concerns related to particulate matter, CO, O₃, and NO₂. Table 4.3-1 includes a list of criteria pollutants and summarizes common sources and effects. Thus, this analysis is reasonable and intended to foster informed decision making.

Carbon Monoxide Hotspots

An analysis of CO “hot spots” is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment for CO in 2007 and is no longer addressed in the SCAQMD’s AQMP. The 2003 AQMP is the most recent version that addressed CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD’s *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 2,267 additional vehicle trips attributable to the Phase I of the Project. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Project construction would result in the generation of DPM emissions from the use of required off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The California Office of Environmental Health Hazard Assessment (OEHHA) has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed

location for extended periods of time which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction is subject to and would comply with California regulations (e.g., Title 13, CCR, Sections 2485 and 2449), which reduce DPM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.

An HRA was conducted based on the SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis and the SCAQMD Risk Assessment Procedures and the guidance from OEHHA. Construction-related activities would result in Project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. For construction activity, DPM is the primary TAC of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors.

PM₁₀ construction emissions rates in grams per second were calculated from the total annual on-site exhaust emissions reported in CalEEMod during construction. Maximum (worst case) PM₁₀ exhaust construction emissions over the entire construction period were used in AERMOD, a U.S. EPA-approved dispersion model, to approximate construction DPM emissions. Risk levels were calculated based on the California OEHHA guidance document, *Air Toxics Hot Spots Program Risk Assessment Guidelines* (February 2015). SCAQMD's threshold for cancer risk is 10-in-one-million and the acute or chronic noncancer hazard index is one. Projects that do not exceed these thresholds would not result in a significant impact.

The construction phase HRA was conducted for the Phase I (see **Appendix B2** for HRA modeling results). Results of the assessment indicate that the highest unmitigated cancer risk would be 12-in-one-million near the residence at the southeast corner of Edison Avenue and Sultana Avenue, which exceeds the SCAQMD threshold of 10-in-one-million. Therefore, **MM AQ-8**, requiring the use of Tier 4 construction equipment is required to reduce the cancer risk. With **MM AQ-8** the cancer risk would be reduced to 1-in-one-million which is below the SCAQMD threshold of 10-in-one-million. With the implementation of **MM AQ-8** non-cancer hazards for DPM would be below SCAQMD threshold of 1.0, with a chronic hazard index computed at 0.0006. Therefore, construction risk levels would be less than SCAQMD thresholds and impacts would be less than significant.

Operational Diesel Particulate Matter

An operational phase HRA was also conducted for this Project. Analysis included both on-site and off-site impacts from the diesel trucks accessing the warehouse development on nearby residential and worker receptors.

Vehicle DPM emissions were estimated using PM₁₀ emission factors generated with CARB's On-Road Motor Vehicle Emission Inventory Model (EMFAC) 2021. EMFAC is a mathematical model that was developed to calculate emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources. EMFAC incorporates regional motor vehicle data, information and estimates regarding the distribution of VMT by speed, and number of starts per day.

For this Project, annual average tailpipe PM₁₀ emission factors were generated by running EMFAC for vehicles in the SCAQMD within the South Coast portion of San Bernardino County. EMFAC generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of vehicle speed, temperature, and relative humidity. Truck emissions were based on the first possible year of operations for a fleet mix of various aged vehicles, as opposed to average emissions over a 30-year window. Trucks were assumed to travel at a speed of 45 miles per hour (mph) along Schaefer Avenue, Edison Avenue, Sultana Avenue, and Euclid Avenue and 15 mph for on-site truck travel.

Air dispersion modeling was performed using the U.S. EPA AERMOD dispersion model. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources. AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Uniform Cartesian receptors were used to evaluate the locations of the maximally exposed sensitive receptors. Surface and upper air meteorological data from the Chino Airport Monitoring Station provided by the SCAQMD was selected as being the most representative meteorology. In addition, National Elevation Dataset (NED) terrain data was imported into AERMOD for the Project. The modeling and analysis were prepared in accordance with the SCAQMD Modeling Guidance for AERMOD.⁶

Idling emissions were represented in the model via line volume sources along each loading dock and 15 minutes of idling⁷ for each truck was assumed. Truck travel emissions were represented in the model via line volume sources along local roads and inside the facility where the trucks are expected to travel. Trucking routes were determined per the Traffic Analysis Study (**Appendix I1**) conducted for the proposed Project.

Note that the concentration estimate developed using this methodology is conservative and is not a specific prediction of the actual concentrations that would occur at the Project site at any one point in time. Actual one-hour and annual average concentrations are dependent on many variables, particularly the number and type of vehicles and equipment operating at specific distances during time periods of adverse meteorology.

⁶ South Coast Air Quality Management District. 2023. *SCAQMD Modeling Guidance for AERMOD*. <http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance>. (accessed March 2023).

⁷ An idling time of 15 minutes per truck has been used per SCAQMD recommendations. Although the Project is required to comply with CARB's idling limit of 5 minutes, the SCAQMD recommends the on-site idling emissions should be estimated for 15 minutes of truck idling, which would take into account on-site idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc.

A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 30-year exposure scenario using CARB's Risk Assessment Standalone Tool (RAST). Health risks were analyzed at the point of maximum impact and are a conservative estimate. The pollutant concentrations are then used to estimate the long-term cancer health risk to an individual as well as the non-cancer chronic health index. SCAQMD's threshold for cancer risk is ten-in-one-million and the chronic noncancer hazard index is one. Projects that do not exceed these thresholds would not result in a significant impact.

The cancer and chronic health risks are based on the annual average concentration of PM₁₀ (used as a proxy for DPM). It should be noted that there is no acute reference exposure level (REL) for DPM and acute health risk cannot be calculated. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA Human Health Evaluation Manual (1991) and the OEHHA Guidance Manual (2015).

Based on the AERMOD outputs, the highest unmitigated annual average diesel PM₁₀ emission concentrations from diesel truck traffic and offroad diesel equipment near sensitive receptors located near the northeast corner of Schaefer Avenue and Sultana Avenue would be 0.1426 µg/m³. The calculations conservatively assume no cleaner technology with lower emissions in future years. The highest calculated carcinogenic risk resulting from Phase I operations at off-site sensitive receptors is 80 per million, which exceed SCAQMD's threshold of 10 in one million. The highest unmitigated concentrations at future on-site sensitive receptors would be 0.1076 µg/m³, with a carcinogenic risk of 60 in one million. Therefore, **MM AQ-2** through **MM AQ-5** and **MM AQ-7** are required to reduce impacts. Implementation of operational mitigation measures reduces the diesel exhaust PM₁₀ concentrations at the northeast corner of Schaefer Avenue and Sultana Avenue to 0.0010 µg/m³. As such, the mitigated carcinogenic risk at the northeast corner of Schaefer Avenue and Sultana Avenue would be reduced to 0.57 in one million. Sensitive receptors located near the southeast corner of Edison Avenue and Sultana Avenue would be exposed to the highest mitigated PM₁₀ concentrations of 0.0018 µg/m³, with a mitigated carcinogenic risk of 1.01 in one million. Future on-site sensitive receptors would be exposed to mitigated concentrations of 0.021 µg/m³, with a carcinogenic risk of 0.57 in one million. Impacts would be less than significant.

Chronic impacts were also evaluated in the HRA. A chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the chronic exposure by the REL. After incorporating operational **MM AQ-2** through **MM AQ-5** and **MM AQ-7**, the highest maximum chronic hazard index associated with DPM emissions from Phase I operations would be 0.0004 at the southeast corner of Edison Avenue and Sultana Avenue and 0.0002 at future on-site sensitive receptors. As a result, non-carcinogenic hazards are calculated to be within acceptable limits. Therefore, impacts would be less than significant with mitigation.

Specific Plan – Phase II Future Development Areas

Construction LST

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-

site” emissions outputs were considered. The nearest sensitive receptors to Phase II is a single-family residence located 110 feet (33 meters) east of the Project. Therefore, LSTs for receptors located at 33 meters were utilized for this analysis. **Table 4.3-17: Phase II – Unmitigated Localized Significance of Construction Emissions**, presents the results of localized emissions during each construction phase. Because LST emissions do not include VOCs, **MM AQ-1** was not included when calculating construction LST. **Table 4.3-17** shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Significant impacts would not occur concerning LSTs during construction.

Table 4.3-17: Phase II – Unmitigated Localized Significance of Construction Emissions

Construction Activity	Maximum Pounds Per Day			
	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Demolition ¹	22.20	19.90	0.92	0.84
Site Preparation	31.60	60.20	21.07	11.36
Grading	29.70	28.30	10.43	4.79
Building Construction	10.40	13.00	0.43	0.40
Paving	7.12	9.94	0.32	0.29
Architectural Coating	0.86	1.13	0.02	0.02
<i>SCAQMD Localized Screening Threshold (adjusted for 4.0 acres at 33 meters)</i>	247	2,109	21	9
Exceed SCAQMD Threshold?	No	No	No	No
1. Includes particulate matter from crushing debris, EPA AP-42 Section 11.19.2. Refer to Appendix B1 for Model Data Outputs.				
Source: CalEEMod version 2022.1. Refer to Appendix B1 for model outputs.				

Operational LST

Operational emissions are based on CalEEMod operational outputs and conservatively includes all on-site Project-related stationary sources, on-site off-road equipment (forklifts and hostler/yard trucks. Similar to Phase I, a portion of mobile sources are included to capture on-site vehicle emissions including idling trucks. Based on Project site plans, it was assumed that each vehicle would drive a maximum of one mile on-site (0.5 miles when entering and 0.5 miles when leaving), for a total of 6,605 miles driven on site. In CalEEMod, each passenger car is assumed to drive 25 miles and each truck is assumed to drive 33.2 miles for a total of 163,679 daily miles. Because 6,605 on-site miles is 4.0 percent of the total 163,679 daily miles, on-site mobile emissions are assumed to be four percent of the total mobile emissions. The Phase II operational localized emissions shown in **Table 4.3-18: Phase II – Unmitigated Localized Significance of Operational Emissions**, indicates that Phase II unmitigated emissions would not exceed thresholds. Therefore, the Phase II operations would result in a less than significant localized operational impact.

Table 4.3-18: Phase II – Unmitigated Localized On-Site Operational Emissions

Source	Pollutants (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
On-Site and Mobile Source Emissions ¹	13.99	134.65	1.40	0.69
<i>SCAQMD Localized Screening Threshold (adjusted for 4 acres at 33 meters)</i>	247	2,109	5	2
Exceed SCAQMD Threshold?	No	No	No	No
1. Includes all on-site and four percent of mobile source emissions.				
Source: CalEEMod version 2022.1 Refer to Appendix B1 for model outputs.				

Criteria Pollutant Health Impacts

As previously discussed, localized effects of on-site Project emissions on nearby receptors for Phase II would be less than significant (refer to **Table 4.3-17** and **Table 4.3-18**). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. However, as discussed above, neither the SCAQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Framework section. Health studies are used by these agencies to set the Federal and State AAQS. None of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. Therefore, without thresholds and standards there is no way to ascertain if there is a significant environmental impact.

Carbon Monoxide Hotspots

As noted above, CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection with approximately 100,000 vehicles per day. Therefore, any project generating less than 100,000 vehicles per day would not exceed the CO standard. As such, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 6,272 additional vehicle trips attributable to Phase II. Trip generation is calculated based on Project assumptions (see **Appendix I**). Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

A construction phase HRA was conducted for Phase II (see **Appendix B2** for HRA modeling results). Results of the assessment indicate that the highest cancer risk would be 1.02 in one million, which would not exceed the SCAQMD threshold of 10 in-one-million. Non-cancer hazards for DPM would be below SCAQMD threshold of 1.0, with a chronic hazard index computed at 0.0010. Therefore, construction risk levels would be less than SCAQMD thresholds. Impacts would be less than significant.

Operational Diesel Particulate Matter

The HRA for Phase II operations determined the highest annual average diesel PM₁₀ emission concentrations from diesel truck traffic and off-road equipment near sensitive receptors would be 0.0160 µg/m³. The calculations conservatively assume no cleaner technology with lower emissions in future years. The highest calculated carcinogenic risk resulting from the Phase II operations at off-site sensitive receptors is 8.25 in one million. The highest maximum chronic hazard index associated with DPM emissions from Phase II operations would be 0.0285. The highest calculated carcinogenic risk resulting from the Phase II operations at future on-site sensitive receptors is 21 in one million. Therefore, **MM AQ-2** through **MM AQ-5** and **MM AQ-7** are required to reduce impacts. Implementation of operational

mitigation measures reduces the diesel exhaust PM₁₀ concentrations at off-site sensitive receptors to 0.0021 µg/m³, with a mitigated carcinogenic risk of 1 in one million. Future on-site sensitive receptors would be exposed to mitigated concentrations of 0.0006 µg/m³, with a carcinogenic risk of 0.32 in one million. The highest maximum chronic hazard index associated with DPM emissions from Phase II operations would be 0.0004 at off-site receptors and 0.0001 at on-site receptors. As a result, the carcinogenic risk would not exceed 10 in one million and non-carcinogenic hazards would not exceed 1. Therefore, impacts would be less than significant.

Project Buildout (Phase I and Phase II)

Construction LST and Operational LST

As shown in **Table 4.3-15**, **4.3-16**, and **4.3-18**, emissions for Phase I and Phase II individually do not exceed operational LSTs. **Table 4.3-19: Project Buildout – Localized Operational Emissions** shows the combined mitigated operational emissions for the entire Project. As noted above, LSTs are screening thresholds and are therefore conservative. The operational LST acreage is based on a maximum 5-acre site. Although the Project site is greater than five acres, the 5-acre operational LSTs are conservatively used as a screening evaluation. Project operations would occur over an approximately 78.1-acre site. Therefore, on-site emissions would disperse over a larger area, which would decrease the concentrations.

Table 4.3-19: Mitigated Project Buildout - Localized Operational Emissions

Source	Pollutants (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Phase I and Phase II On-Site and Mobile Source Emissions Combined ¹	79.14	177.97	5.76	4.58
SCAQMD Localized Screening Threshold (adjusted for 4 acres at 33 meters)	247	2,109	5	2
Exceed SCAQMD Threshold?	No	No	Yes	Yes
1. Includes all on-site and four percent of mobile source emissions. 2. Includes MM AQ-2 through MM AQ-6 Source: CalEEMod version 2022.1 Refer to Appendix B1 for model outputs.				

As shown above, Project buildout operational emissions generated on-site by the Project would exceed the threshold for PM₁₀ and PM_{2.5}. Therefore, PM₁₀ and PM_{2.5} dispersion modeling has been conducted to determine if Project buildout operations would result in significant PM₁₀ and PM_{2.5} concentrations at nearby sensitive receptors in accordance with SCAQMD LST methodology. Localized PM₁₀ and PM_{2.5} construction emissions were estimated using AERMOD to determine the worst-case PM₁₀ and PM_{2.5} concentrations. Due to the size of the site, receptors exposed to the greatest Phase I concentrations would differ from the receptors exposed to the greatest Phase II concentrations. Therefore, combined Phase I and Phase II concentrations are shown for the maximally exposed receptor for each phase. **Table 4.3-20** shows on-site operational PM₁₀ and PM_{2.5} emissions would not exceed the SCAQMD’s 24-hour average PM₁₀ and PM_{2.5} operational standards.⁸ Therefore, the Project would result in a less than significant localized operational impact.

⁸ South Coast Air Quality Management District. 2019. *Air Quality Significance Thresholds*.

Table 4.3-20: Buildout - Operational Dispersion Modeling

Emissions Source	PM ₁₀ (24-hour) (µg/m ³)	PM _{2.5} (24-hour) (µg/m ³)
Location of Maximum Concentration from Phase I Operations		
Phase I Mitigated Operations	0.0033	0.0033
Phase II Mitigated Operations	0.0025	0.0025
Total Project Buildout Operations	0.0058	0.0058
Location of Maximum Concentration from Phase II Operations		
Phase I Mitigated Operations	0.0007	0.0007
Phase II Mitigated Operations	0.0063	0.0063
Total Project Buildout Operations	0.0070	0.0070
Threshold ¹	2.5	2.5
Threshold Exceeded?	No	No
1. The PM ₁₀ and PM _{2.5} thresholds are from South Coast Air Quality Management District, <i>Air Quality Significance Thresholds</i> , April 2019. The PM ₁₀ and PM _{2.5} thresholds are incremental thresholds; therefore, the incremental concentration without background is compared to the threshold.		

Carbon Monoxide Hotspots

As noted above, CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection with approximately 100,000 vehicles per day. Therefore, any project generating less than 100,000 vehicles per day would not exceed the CO standard. As such, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 8,820 additional vehicle trips attributable to Phase I and Phase II. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Construction of Phase I and Phase II would occur sequentially, and emissions would cease once construction is completed. That said, Phase I and Phase II construction would result in a combined mitigated construction-related cancer risk of 1.08 in one million at off-site sensitive receptors, which would still not exceed the SCAQMD threshold of 10 in one million. Non-cancer hazards for DPM would be below SCAQMD threshold of 1.0, with a maximum chronic hazard index computed at 0.0008. Therefore, construction risk levels would be less than SCAQMD thresholds. Impacts would be less than significant.

Operational Diesel Particulate Matter

Health risks from the combined operations of both Phase I and Phase II were evaluated. The mitigated carcinogenic risk would not exceed 10 in one million and non-carcinogenic hazards would not exceed 1 at off-site or future on-site sensitive receptors. Therefore, impacts would be less than significant.

Combined Total Diesel Particulate Matter

Health risks from the combined construction and operations of both Phase I and Phase II were evaluated with results summarized in **Table 4.3-21** and **Table 4.3-22**. Due to the size of the site, receptors exposed to the greatest Phase I concentrations would differ from the receptors exposed to the greatest Phase II concentrations. Therefore, combined Phase I and Phase II cancer risks and maximum concentrations are shown for the maximally exposed receptor for each phase. The mitigated carcinogenic risk would not exceed 10 in one million and non-carcinogenic hazards would not exceed 1 at off-site or future on-site sensitive receptors. Therefore, impacts would be less than significant.

Table 4.3-21: Combined Project Carcinogenic Risk

Exposure Scenario	Cancer Risk (Risk per Million) ^{1,2}	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Unmitigated Emissions			
Off-Site Receptors			
Residential receptors at northeast corner of Schaefer Avenue and Sultana Avenue	84.47	10	Yes
Residential Receptors at southeast corner of Edison Avenue and Sultana Avenue	37.57	10	Yes
Future On-Site Receptors			
Northwest corner of PA 3B	78.79	10	Yes
Northern portion of PA 3B	67.60	10	Yes
Mitigated Emissions			
Off-Site Receptors			
Residential receptors at northeast corner of Schaefer Avenue and Sultana Avenue	1.16	10	No
Residential Receptors at southeast corner of Edison Avenue and Sultana Avenue	3.15	10	No
Future On-Site Receptors			
Northwest corner of PA 3B	0.71	10	No
Northern portion of PA 3B	0.73	10	No
¹ Refer to Appendix A . ² The reported cancer risk at the closest maximally exposed individual residents (MEIRs) for Phase I and Phase II.			

Table 4.3-22: Project Chronic Hazard Assessment

Exposure Scenario	Construction Concentration (µg/m ³) ^{1,2}	Operational Concentration (µg/m ³)	Significance Threshold	Exceeds Significance Threshold?
Unmitigated Emissions				
Off-Site Receptors				
Residential receptors at northeast corner of Schaefer Avenue and Sultana Avenue	0.0001	0.0285	1.0	No
Residential Receptors at southeast corner of Edison Avenue and Sultana Avenue	0.0014	0.0074	1.0	No
Future On-Site Receptors				
Northwest corner of PA 3B	n/a	0.0215	1.0	No
Northern portion of PA 3B	n/a	0.0166	1.0	No
Mitigated Emissions				
Off-Site Receptors				
Residential receptors at northeast corner of Schaefer Avenue and Sultana Avenue	0.0001	0.0002	1.0	No
Residential Receptors at southeast corner of Edison Avenue and Sultana Avenue	0.0006	0.0004	1.0	No
Future On-Site Receptors				
Northwest corner of PA 3B	n/a	0.0001	1.0	No
Northern portion of PA 3B	n/a	0.0001	1.0	No
¹ Refer to Appendix A . ² The reported annual pollutant concentration combined at the closest maximally exposed individual residents (MEIRs) for Phase I and Phase II.				

Conclusion

Project construction and operations would not expose sensitive receptors to substantial pollutant concentrations. Construction and operations would not exceed SCAQMD LST thresholds, would not create a CO hotspot, and would not generate concentrations of DPM that would result in carcinogenic, chronic, or acute health risk effects. Therefore, Project impacts would be less than significant in this regard.

In addition, the recent adoption of South Coast AQMD's proposed Rule 2305 (refer to SCAQMD under *Section 4.3.3: Regulatory Setting*) means that the Project operator could potentially be required to pay mitigation fee if the Project does not generate enough WAIRE Points. The Project operator may be required to implement additional emission reduction strategies. Conservatively, this EIR is not taking credit for these potential reductions. Compliance with proposed Rule 2305 would reduce emissions below what is currently analyzed. The impact is less than significant with mitigation.

Mitigation Measures

Refer to **MM AQ-1** through **MM AQ-7**.

MM AQ-8 Prior to issuance of grading permits, the applicant shall prepare and submit documentation to the City of Ontario that demonstrate that all off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards. Requirements for Tier 4 Final equipment shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment.

Impact 4.3-4: *Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Level of Significance: Less than Significant

Project Buildout (Phase I + Phase II)

Construction

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Standard construction requirements and compliance with established regulations (Code of Federal Regulations [CFR], Part 1926 – *Safety and Health Regulations for Construction*, Subpart H – *Materials Handling, Storage Use and Disposal, et al.*) addressing construction materials storage, use, and disposal would minimize odor impacts from construction activity. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Therefore, impacts associated with construction-generated odors are considered less than significant.

Operations

The type of facilities that are considered to have objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The warehouses and office uses proposed under the Project would not result in these types of uses. In addition, the proposed Project would be required to comply with SCAQMD Rule 402 which prevents discharging nuisance odors. Therefore, the Project would not create objectionable odors.

Conclusion

The Project will comply with all applicable SCAQMD rules including Rule 402 which prevents discharging nuisance odors. In addition, the Project does not include any land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors and this impact would be less than significant.

Mitigation Measures

No mitigation is necessary.

4.3.7 Cumulative Impacts

Regional

In accordance with SCAQMD's methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects in the local area include new mixed-use and residential development and general growth in the surrounding area. The greatest source of emissions in the SCAB is mobile sources. Due to the extent of the area potentially impacted from cumulative project emissions (i.e., the SCAB), SCAQMD considers a project cumulatively significant when project-related emissions exceed the SCAQMD regional emissions thresholds.

Construction

The SCAB is designated nonattainment for O₃ and PM_{2.5} under both the California and federal standards and nonattainment for PM₁₀ and lead (Los Angeles County only) under the federal standards. O₃ is created by chemical reactions between NO_x and VOCs; thus, NO_x and VOCs are precursor to O₃. Construction of cumulative projects will further degrade the regional and local air quality. The Project would not make a cumulative considerable contribution to PM_{2.5} or PM₁₀, but air quality from VOCs would potentially be impacted during construction activities. However, as discussed under Impact 4.3-2, implementation of **MM AQ-1** would reduce Project-related construction emissions to below the SCAQMD regional significance thresholds on a Project and cumulative basis. Therefore, the proposed Project's contribution to cumulative air quality impacts would not be cumulatively considerable with incorporation of mitigation. Additionally, the Project cumulative construction impacts would be consistent with the findings of TOP 2050 Final Supplemental EIR.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by SCAQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the Project, after incorporation of mitigation, would still result in emissions in excess of the SCAQMD regional emissions thresholds for ROG_s and NO_x. Therefore, the air pollutant emissions associated with the proposed Project would be cumulatively considerable and therefore significant and unavoidable. Additionally, the Project cumulative operation impacts would be consistent with the findings of TOP 2050 Final Supplemental EIR.

Localized

Under SCAQMD guidance, projects that exceed the project-specific significance threshold of 10 in a million are considered to be cumulatively considerable (SCAQMD 2003). Per the MATES IV study, the proposed Project is in an area that has an estimated cancer risk of about 898.83 in a million.⁹ Project-related construction activities would result in a cancer risk of 1.08 in a million to the maximally exposed individual resident (MEIR). Development and operation of the proposed Project would result in cancer risk of 2.07 in a million to the MEIR, which would be below 10 in a million. As a result, the Project would not cumulatively contribute to the overall elevated levels of DPM in the SCAB. Additionally, the Project would be pursuant to TOP 2050 and would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Project Specific Plan is implementing TOP 2050.¹⁰ Therefore, the Project's contribution to health risk impacts in the SCAB is less than significant with mitigation incorporated.

4.3.8 Significant Unavoidable Impacts

Even with implementation of regulatory requirements, standard conditions of approval and implementation of reasonable and feasible mitigation measures, the Project would result in unavoidable significant impacts with respect to air quality plan consistency (Impact 4.3-1) and operational emissions (Impact 4.3-2).

4.3.9 References

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⁹ South Coast Air Quality Management District. ND. *MATES IV Estimated Risk.* <https://scagmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f>. (accessed April 2023).

¹⁰ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.3, Air Quality.* https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023).

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Urban Crossroads, *Euclid Mixed-Use Specific Plan Traffic Analysis*, 2023. (**Appendix I1**).

4.4 BIOLOGICAL RESOURCES

4.4.1 Introduction

This section of the Draft Environmental Impact Report (EIR) examines the existing biological resources and potential impacts that may result from the construction and operation of the proposed Euclid Mixed Use Specific Plan Project (Project). The analysis in this section is based in part on the following resources:

- Cadre Environmental. October 2022. *Biological Resources Technical Report for Euclid Mixed-Use Specific Plan. (Appendix C)*
- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

The Project site is anticipated to be developed in two phases within five planning areas (PAs), with only Phase I proposed at a project-level entitlement. Phase I would include PAs 1, 2A, and 3A, consisting of the construction of 13 business park buildings with ancillary office space, approximately 1,386,777 square feet (sf) of business park uses and designated open space. Future Development Areas associated with Phase II would be evaluated at a programmatic level in this Draft EIR. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. The Applicant does not own the parcels within the Phase II area (PAs 2B and 3B) and does not have access to the Phase II area at this time. At the time of Phase II development, it will undergo its own site-specific CEQA analysis.

4.4.2 Environmental Setting

Existing Conditions

The Project site is located in the southwestern portion of the City of Ontario (City), immediately north of the City of Chino in San Bernardino County. The Project site is bounded by Schaefer Avenue to the north, Sultana Avenue to the east, Edison Avenue to the south, and Euclid Avenue to the west (refer to **Section 3.0: Project Description, Figure 3-2: Local Vicinity Map** and **Figure 3-3: Project Boundary**). The Project site consists of 18 existing parcels totaling 84.1 acres in the City. The Assessor Parcel Numbers (APNs) for this Project are 1053-071-01, -02, -03, -04; 1053-211-01, -02, -05; 1053-281-01, -02, -03, -04, -05, -07, -08; 1053-081-01, -02, -03, -04. The 84.1-acre Project site is currently occupied by agricultural uses, including the raising of livestock, dairy farming activities, and a commercial nursery. The majority of the site exists as fallow or cultivated fields. Existing uses surrounding the Project site are similar to those on the site. Ongoing crop farming is located to the north of the Project site and a vacant property that was a former dairy farm is located to the east of the site. The property to the south is currently utilized for residential, farming, or trucking related uses. North across Schaefer Avenue is an existing dairy farm; south across Edison Avenue is an existing trucking facility; east across Sultana Avenue is vacant land and an existing trucking facility; west across Euclid Avenue, is the City of Chino with existing commercial and residential uses, and a truck/trailer storage (refer to **Section 3.0: Project Description, Figure 3-4: Surrounding Land Uses**).

The City lies within the broad alluvial fan originating from the southern flank of the San Gabriel Mountains, and dips gradually southward to the confluence of San Antonio Channel, Cucamonga Channel/Mill Creek, and the Santa Ana River at the Prado Dam Flood Control Basin in Riverside County. The Santa Ana River flows to the south of the City and Cucamonga Creek and Deer Creek traverse north to south through the City. The Project site is generally flat, with a gentle slope and elevations ranging from approximately 730 feet above mean sea level (AMSL) in the northeast portion of the site to approximately 690 feet AMSL in the southwest portion of the site.

The entire Project site has been disturbed by the previous development and agriculture and farming uses. Approximately portions of the Project Site continue to be utilized as an active dairy including dry lots, milking parlors/feed storage facilities, a nursery and agricultural residences. These areas are either devoid of vegetation or dominated by ornamental, ruderal non-native, and native species commonly detected in disturbed habitats. Furthermore, portions of the Project site continue to be actively farmed including the current production of pumpkin (*Cucurbita* sp.) and field corn (*Zea mays*). Disturbed portions of the Project Site are either devoid of vegetation (dirt roads and follow fields) or dominated by the following species including golden crown beard (*Verbesina encelioides*), London rocket (*Sisymbrium irio*), milk thistle (*Silybum marianum*), Australian saltbush (*Atriplex semibaccata*), big saltbush (*Atriplex lentiformis*), spiny cocklebur (*Xanthium spinosum*), field bindweed (*Convolvulus arvensis*), common sow thistle (*Sonchus oleraceus*), and annual sunflower (*Helianthus annuus*).¹

The Project site occurs on the "Prado Dam" California USGS 7.5-minute quadrangle map, Township 2 South, Range 7 West. Dairy farming and agriculture have been the primary uses of the Project site since before the 1930s. The majority of the Project site exists as fallow or cultivated fields. There is a private recreational vehicle storage facility in the southwestern portion of the site. Numerous single family residential structures, as well as agricultural related buildings and open structures, are located within the Project site. Two Southern California Edison (SCE) easements extend across the Project site. No structures are located within the SCE easements; however, they have been used for various agricultural uses historically. Projects proposed in the area that contain potentially suitable habitat to support sensitive biological resources must demonstrate to reviewing agencies (e.g., U.S. Fish and Wildlife Service [USFWS], California Department of Fish and Game [CDFG - currently Department of Fish and Wildlife or CDFW], County, and City) that potential Project-related impacts to sensitive biological resources are adequately addressed and mitigated pursuant to the California Environmental Quality Act (CEQA) and other environmental regulations as part of Project approval.

The biological resources report prepared by Cadre Environmental analyzed a 70.04-acre portion of the Project site that represents the Phase I development area, consisting of ten parcels of active dairy and agricultural land. The Assessor Parcel Numbers for the Phase I area are 1053-071-01, -02, -03, -04, 1053-211-01, -02, 1053-281-08, 1053-081-01, -03, -04, as well as 10.06-acres of off-site assessment area (right of ways). This report includes a thorough literature review, field investigation, and biological resources recommendations for the proposed development (see **Appendix C: Biological Resources Technical Report**). Currently, the Applicant does not control the Phase II parcels therefore, a biological resources

¹ Cadre Environmental. 2022. *Biological Resources Technical Report*. Page 6. See **Appendix C**.

report was not completed at this time. At the time of Phase II development, it will undergo its own site-specific CEQA analysis.

Plant Communities/Habitat

As mentioned above, portions of the Project Site continue to be utilized as an active dairy including dry lots, milking parlors/feed storage facilities and housing (Venegas Family Farm). These areas are either devoid of vegetation or dominated by ornamental, ruderal non-native and native species commonly detected in disturbed habitats. Based on the field investigation of the Phase I area conducted by Cadre Environmental, these species include Palmer’s amaranth (*Amaranthus palmeri*), summer cypress (*Bassia scoparia*), horseweed (*Erigeron canadensis*), Russian thistle (*Salsola tragus*), prostate knotweed (*Polygonum aviculare*), cheeseweed (*Malva parviflora*), red-stemmed filaree (*Erodium cicutarium*), castor bean (*Ricinus communis*), prickly lettuce (*Lactuca serriola*), Bermuda grass (*Cynodon dactylon*), barnyard grass (*Echinochloa crus-galli*), goose grass (*Eleusine indica*), wild oat (*Avena fatua*), foxtail barley (*Hordeum murinum*), riggut brome (*Bromus diandrus*), Peruvian peppertree (*Schinus molle*), Bougainvillea (*Bougainvillea sp.*), pine (*Pinus sp.*), Mexican fan palm (*Washingtonia robusta*), and jacaranda (*Jacaranda sp.*).²

Sensitive Biological Resources³

Discussed below are plant and wildlife species potentially present in the Project site that have been afforded special recognition by federal or State agencies. This discussion is based on species that would pose considerable constraints on the Project because of their high sensitivity status (listed or proposed for listing as rare, threatened, or endangered) with State and/or federal resource agencies. In addition, plants included on Lists 1, 2, 3, or 4 of the California Native Plant Society (CNPS) inventory are also considered of special status. Vegetation communities that are unique, of relatively limited distribution, or of particular value to wildlife and considered sensitive by State and/or federal resource agencies are also generally discussed. There is a low probability of occurrence due to the Project’s site-specific factors (e.g., disturbance level, land use, etc.).

In general, those species presented in **Table 4.4-1: Special-Status Plant Species Potentially Occurring in the Site Vicinity** and **Table 4.4-2: Special-Status Wildlife Species Potentially Occurring in the Site Vicinity** that are “not expected” or that have a “low occurrence potential” generally correspond to “less than significant” under CEQA. As it relates to the occurrence potential of special-status plant species, “not detected” refers to perennial plants and shrubs that are identifiable year-round. Therefore, if they are not detected they are not present at any time. “No potential” addresses annual plants that are not detectable year-round. In **Table 4.4-1**, “no potential” is followed by justification of why they are not expected to occur onsite. The occurrence potential of special-status plant and wildlife species is primarily based on habitat types present, occurrence records of sensitive species from the site vicinity, and results of the on-site reconnaissance surveys. Because the disturbance level, land use, and other environmental factors are consistent between the Phase I and Phase II areas, occurrence potential of special-status plant and wildlife

² Ibid. Page 6.

³ Ibid. Page 24 through Page 34.

species analyzed for the Phase I area is anticipated to be the same for the Phase II area. Additionally, no focused wildlife or botanical surveys were conducted within the Project site.

Special-Status Plant Species

No special-status plant species were detected within the Phase I area during the reconnaissance survey, and none are expected within the Project site due to lack of suitable habitat. Special-status plant species known from the region that potentially occur within the Project site are summarized below in **Table 4.4-1: Special-Status Plant Species Potentially Occurring in the Site Vicinity**.

Table 4.4-1: Special-Status Plant Species Potentially Occurring in the Site Vicinity

Common Name Scientific Name	Status			Habitat Requirements	Occurrence Potential
	Federal	State	CRPR		
Nevin's barberry (<i>Berberis nevinii</i>)	FE	SE	1B.1	Perennial evergreen shrub which generally blooms from February to June within chaparral, cismontane woodland, coastal scrub, and riparian scrub in sandy, gravelly substrates.	Not Detected.
Coulter's saltbush <i>Atriplex coulteri</i> Plummer's mariposa-lily (<i>Calochortus plummerae</i>)	--	--	4.2	Perennial bulbiferous herb which generally blooms from May to June within chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, and grassland habitats with granite and rocky substrates.	No Potential: Not expected to occur on-site based on lack of suitable undisturbed vegetation or soils.
Lucky morning glory (<i>Calystegia felix</i>)	--	--	1B.1	Annual rhizomatous herb generally blooming from March to September within meadows, seeps and riparian scrub habitat	No Potential: Not expected to occur on-site based on lack of suitable undisturbed vegetation or soils.
Parry's spineflower (<i>Chorizanthe parryi</i> var. <i>parryi</i>)	--	--	1B.1	Annual herb which generally blooms from April to June within chaparral, cismontane woodland, coastal scrub and grassland habitats with sandy and/or rocky openings.	No Potential: Not expected to occur on-site based on lack of suitable undisturbed vegetation or soils.
Slender-horned spineflower (<i>Dodecahema leptoceras</i>)	FE	SE	1B.1	Annual herb which generally blooms from April to June within chaparral, cismontane woodland and coastal scrub (alluvial fan) with sandy substrates.	No Potential: Not expected to occur on-site based on lack of suitable undisturbed vegetation or soils.
Mesa horkelia (<i>Horkelia cuneata</i> ssp. <i>puberula</i>)	--	--	1B.1	Perennial herb which generally blooms from February to September within chaparral (maritime), cismontane woodland and coastal scrub with sandy or gravelly substrates.	Not Detected.
Robinson's pepper-grass (<i>Lepidium virginicum</i> var. <i>robinsonii</i>)	--	--	4.3	Annual herb which generally blooms from January to July within chaparral and coastal sage scrub habitats	No Potential: Not expected to occur on-site based on lack of suitable undisturbed vegetation or soils.
Prostate vernal pool navarretia (<i>Navarretia prostrata</i>)	--	--	1B.2	Annual herb generally blooming from April to July within coastal scrub, meadows and seeps, valley and foothill grasslands and vernal pools	No Potential: Not expected to occur on-site based on lack of suitable undisturbed vegetation or soils.
Brand's star phacelia (<i>Phacelia stellaris</i>)	--	--	1B.1	Annual herb generally blooming from March to June within coastal sage scrub and dune habitats	No Potential: Not expected to occur on-site based on lack of suitable undisturbed vegetation or soils.
White rabbit tobacco (<i>Pseudognaphalium leucocephalum</i>)	--	--	2B.2	Perennial herb generally blooming from July to December within chaparral,	Not Detected.

Common Name Scientific Name	Status			Habitat Requirements	Occurrence Potential
	Federal	State	CRPR		
				cismontane woodland, coastal scrub and riparian woodland habitats	
Salt spring checkerbloom (<i>Sidalcea neomexicana</i>)	--	--	2.2	Perennial herb which generally blooms from March to June within chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, and playas within alkaline/mesic gravelly substrates	Not Detected.
San Bernardino aster (<i>Symphyotrichum defoliatum</i>)	--	--	1B.2	Perennial rhizomatous herb generally blooming from July to December within various vegetation communities in associating with wetland substrates (ditches, streams and springs)	Not Detected.
Rigid fringe-pod (<i>Thysanocarpus rigidus</i>)	--	--	1B.2	Annual herb generally blooming from February to May within pinyon and juniper woodland habitats	No Potential: Not expected to occur on-site based on lack of suitable undisturbed vegetation or soils.
<p>California Native Plant Society (CNPS): California Rare Plant Rank (CRPR) CRPR 1A – plants presumed extinct in California CRPR 1B – plants rare, threatened, or endangered in California, but more common elsewhere CRPR 2A – plants presumed extirpated in California but common elsewhere CRPR 2B – plants rare, threatened, or endangered in California but more common elsewhere CRPR 3 – plants about which we need more information, a review list CRPR 4 – plants of limited distribution, a watch list .1 – Seriously endangered in California .2 – Fairly endangered in California 3 – Not very endangered in California</p> <p>Federal (USFWS) Protection and Classification FE – Federally Endangered FT – Federally Threatened FC – Federal Candidate for Listing</p> <p>State (CDFW) Protection and Classification SE – State Endangered ST – State Threatened</p>					

Special-Status Wildlife Species

Two special-status wildlife species were directly observed within the Phase I area. The species observed were the Northern harrier (*Circus cyaneus*) and the White-faced ibis (*Plegadis chihi*). Additionally, several species observed during the survey were deemed to have a moderate occurrence potential (primarily as foragers). Most remaining potentially occurring sensitive wildlife species are not expected to occur on-site due to lack of suitable habitat. Sensitive wildlife species potentially occurring on the Project site are summarized below in **Table 4.4-2: Special-Status Wildlife Species Potentially Occurring in the Site Vicinity.**

Table 4.4-2: Special-Status Wildlife Species Potentially Occurring in the Site Vicinity

Common Name Scientific Name	Status		Habitat Requirements	Occurrence Potential
	Federal	State		
Invertebrates				
Crotch bumble bee (<i>Bombus crotchii</i>)	--	SC	Inhabits grasslands and shrublands and requires a hotter and drier environment than other bumblebee species.	No Potential: Not expected to occur on-site based on lack of suitable undisturbed vegetation or soils.
Delhi Sands flower-loving fly (<i>Rhaphiomidas terminatus abdominalis</i>)	FE	--	Restricted to Delhi sand formations in Riverside and San Bernardino Counties.	No Potential; No Delhi soils mapped on-site
Reptiles and Amphibians				
Western spadefoot (<i>Spea hammondi</i>)		SSC	Primary habitat for this species includes suitable breeding habitat below 1500 meters (i.e., vernal pools or other standing water that is free of exotic species) with secondary habitats including adjacent chaparral, sage scrub, grassland, and alluvial scrub habitats.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed soils and continuous agricultural activities conducted throughout the Project Site.
Southern California legless lizard (<i>Anniella stebbinsi</i>)		SSC	Broadleaved upland forest, chaparral, coastal dunes, and coastal scrub. Occurs in sandy or loose loamy soils under sparse vegetation, generally in moist, loose soil.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed vegetation or soils.
California glossy snake (<i>Arizona elegans occidentalis</i>)		SSC	Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed vegetation or soils.
Coastal western whiptail (<i>Aspidoscelis tigris stejnegeri</i>)		SSC	The coastal western whiptail occurs in a wide variety of habitats including coastal sage scrub, desert scrub, Riversidean alluvial fan scrub, woodlands, grasslands, playas, and respective ecotones between these habitats.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed vegetation or soils.
San Bernardino ringneck snake (<i>Diadophis punctatus modestus</i>)	--	--	Chaparral, coastal sage scrub, grassland, riparian, and woodlands.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed vegetation or soils
Western pond turtle (<i>Actinemys marmorata</i>)	--	SSC	The western pond turtle inhabits slow moving permanent or intermittent streams, small ponds, small lakes, reservoirs, abandoned gravel pits, permanent and ephemeral shallow wetlands, stock ponds, and sewage treatment lagoons.	Not Detected. Not expected to occur on-site based on a lack of suitable undisturbed basking sites and permanent water.
Coast horned lizard (<i>Phrynosoma blainvillii</i>)	--	SSC	Open areas of sandy soil with coastal sage scrub, chaparral, grassland, riparian, and washes and watercourses.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed vegetation or soils.
Coast patch-nosed snake (<i>Salvadora hexalepis virgultea</i>)	--	SSC	The coast patch-nosed snake prefers brushy coastal sage scrub/ chaparral habitats.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed vegetation or soils.
Two-striped gartersnake (<i>Thamnophis hammondi</i>)	--	SSC	Marsh and swamp, riparian scrub, riparian woodland, and wetland. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed vegetation, soils or permanent water.
Birds				
Cooper's hawk (<i>Accipiter cooperii</i>)	--	SSC	Cooper's hawk is most commonly found within or adjacent to riparian/oak forest and woodland habitats. This uncommon resident of California increases in numbers during winter migration.	Low Potential – May occasionally forage on-site and breed within the mature Eucalyptus trees.

Common Name Scientific Name	Status		Habitat Requirements	Occurrence Potential
	Federal	State		
Sharp-shinned hawk (<i>Accipiter striatus</i>)	--	CWL	Potential habitat for the sharp-shinned hawk includes montane coniferous forest for potential breeding areas and riparian scrub, woodland, and forest habitat, oak woodland and forest, chaparral, coastal sage scrub, desert scrub, and Riversidean alluvial fan sage scrub for foraging.	Low Potential – May occasionally forage on-site.
Tri-colored blackbird (<i>Agelaius tricolor</i>)	--	ST/SSC	Marshes and grasslands. Breeding colonies require nearby water, nesting substrate, and open range foraging habitat of natural grassland, woodland, or agricultural cropland.	No Potential. Not expected to occur on-site based on a lack of nesting habitat (cattail, rushes, and willows) within or adjacent to the Project Site.
Golden eagle (<i>Aquila chrysaetos</i>)	--	CWL, SFP	Within southern California, the species prefers grasslands, brushlands (coastal sage scrub and chaparral), deserts, oak savannas, open coniferous forests, and montane valleys.	Low Potential – May occasionally forage on-site.
Great egret (<i>Ardea alba</i>)	--	Nesting Colony	Wet areas, fields, margins of open water.	Moderate Potential – Expected to occasionally forage on-site but not breed.
Great blue heron (<i>Ardea herodias</i>)	--	Nesting Colony	Wet areas, fields, margins of open water.	Moderate Potential – Expected to occasionally forage on-site but not breed.
Burrowing owl (<i>Athene cunicularia</i>)	--	SSC	The burrowing owl uses predominantly open land, including grassland, agriculture, playa, sparse coastal sage scrub, desert scrub habitats. Some breeding burrowing owls are year-round residents and additional individuals from the north may winter throughout the region.	Low Potential – Suitable burrows larger than 4 inches in diameter and foraging habitat documented within and east of the Project Site
Ferruginous hawk (<i>Buteo regalis</i>)	--	CWL	Grasslands and other open terrain of the plains and foothills. Wintering species. Primarily open fields with low vegetation.	Low Potential – May occasionally forage on-site.
Swainson’s hawk (<i>Buteo swainsoni</i>)	--	ST	Grasslands and other open terrain.	Low Potential – May occasionally forage on-site.
Mountain plover (<i>Charadrius montanus</i>)	--	SSC	Dry upland prairies and plains, semidesert, bare dirt fields.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed vegetation.
Northern harrier (<i>Circus cyaneus</i>)	--	SSC	The northern harrier frequents open wetlands, wet/lightly grazed pastures, fields, dry uplands/prairies, mesic grasslands, drained marshlands, croplands, meadows, grasslands, open rangelands, fresh and saltwater emergent wetlands.	Observed
Western yellow-billed cuckoo (<i>Coccyzus americanus occidentalis</i>)	FT	SE	Riparian. Uncommon to rare summer resident of valley foothill and desert riparian habitats.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed riparian scrub, forest or woodland vegetation.
Snowy egret (<i>Egretta thula</i>)	--	Nesting Colony	Wet areas, fields, margins of open water.	Moderate Potential – Expected to occasionally forage on-site but not breed.
White-tailed kite (<i>Elanus leucurus</i>)	--	SFP	The white-tailed kite is found in riparian, oak woodlands adjacent to large open spaces including grasslands, wetlands, savannahs and agricultural fields. This non-migratory bird species occurs	Low Potential – May occasionally forage on-site.

Common Name Scientific Name	Status		Habitat Requirements	Occurrence Potential
	Federal	State		
			throughout the lower elevations of California and commonly nests in coast live oaks.	
California horned lark (<i>Eremophila alpestris actia</i>)	--	CWL	Variety of open habitats, usually where trees and large shrubs are absent.	Moderate Potential – Expected to occasionally forage and breed on-site.
Merlin (<i>Falco columbarius</i>)	--	CWL	Grasslands, coastal sage scrub and estuaries, windrows, open fields.	Low Potential – May occasionally forage on-site.
Prairie falcon (<i>Falco mexicanus</i>)	--	CWL	Habitat use of the prairie falcon includes annual grasslands to alpine meadows. The prairie falcon is associated primarily with perennial grasslands, savannahs, rangeland, some agricultural fields during the winter season, and desert scrub areas, all typically dry environments of western North American where there are cliffs or bluffs. for nest sites.	Low Potential – May occasionally forage on-site.
American peregrine falcon (<i>Falco peregrinus anatum</i>)	--	SFP	Throughout the species' range, peregrine falcons are found in a large variety of open habitats, including tundra, marshes, seacoasts, savannahs and high mountains.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed vegetation.
Loggerhead shrike (<i>Lanius ludovicianus</i>)	--	SSC	This species of shrike hunts in open or grassy areas and nests in large chaparral shrubs such as ceanothus and lemonade berry.	Low Potential – May occasionally forage on-site.
California gull (<i>Larus californicus</i>)	--	CWL	Nearly all types of fresh and salt water, cropland, landfills, refuse areas, open lawns.	Moderate Potential – Expected to occasionally forage on-site.
California black rail (<i>Laterallus jamaicensis coturniculus</i>)	--	ST/SFP	Brackish marsh, freshwater marsh, marsh and swamp, salt marsh, wetland. Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering large bays.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats.
Long-billed curlew (<i>Numenius americanus</i>)	--	CWL	Coastal estuaries, upland herbaceous areas,5 croplands, wet areas, open fields, shores of open water.	Moderate Potential – Expected to occasionally forage on-site.
Double-crested cormorant (<i>Nannopterum auritum</i>)	--	CWL	Lakes, fresh, salt, and estuarine waters.	Moderate Potential – Expected to occasionally forage on-site.
White-faced ibis (<i>Plegadis chihi</i>)	--	CWL	Freshwater marshes and brackish areas.	Observed
Coastal California gnatcatcher (<i>Polioptila californica californica</i>)	FT	SSC	The coastal California gnatcatcher is a nonmigratory bird species that primarily occurs within sage scrub habitats in coastal southern California dominated by California sagebrush.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats including coastal sage scrub and associations.
Mammals				
Pallid bat (<i>Antrozous pallidus</i>)	--	SSC	Chaparral, coastal scrub, desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, riparian woodland, Sonoran desert scrub, upper montane coniferous forest, and valley and foothill grassland. Oak and grassland ecotones. Prefers foraging in the open. Roosts in attics or rock cracks; in the open, near foliage at night.	Low Potential. Expected to occasionally forage on-site

Common Name Scientific Name	Status		Habitat Requirements	Occurrence Potential
	Federal	State		
Northwestern San Diego pocket mouse (<i>Chaetodipus fallax fallax</i>)	--	SSC	The northwestern San Diego pocket mouse occurs in coastal sage, upland sage scrubs, and alluvial fan sage scrub, sage scrub/grassland ecotones, chaparral, and desert scrubs at all elevations up to 6,000 feet.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats including coastal sage scrub and associations.
Townsend's big-eared bat (<i>Corynorhinus townsendii</i>)	--	SSC	A wide variety of habitats including woodlands and arid grasslands. Roosts in mines and caves.	Low Potential. Expected to occasionally forage on-site.
San Bernardino kangaroo rat (<i>Dipodomys merriami parvus</i>)	FE	SSC	Prefers alluvial scrub, coastal sage scrub habitats with sandy and gravelly substrates.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats including Riversidean alluvial fan sage scrub and associations.
Stephens' kangaroo rat (<i>Dipodomys stephensi</i>)	Fe	ST	The Stephens' kangaroo rat is found almost exclusively in open grasslands or sparse shrublands with cover of less than 50 percent during the summer.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats.
Western mastiff bat (<i>Eumops perotis californicus</i>)	--	SSC	Roosts in rocky areas and forages in grassland, shrublands, and woodlands.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats.
Western yellow bat (<i>Lasiurus xanthinus</i>)	--	SSC	Roosts in the skirts of palm trees and forages in adjacent habitats. forests and meadows.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats.
San Diego black-tailed jackrabbit (<i>Lepus californicus bennettii</i>)	--	SSC	The San Diego blacktailed jackrabbit in open habitats, primarily including grasslands, sage scrub, alluvial fan sage scrub, and Great Basin sage scrub.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats.
Western small-footed myotis (<i>Myotis ciliolabrum</i>)	--	--	Feeds among trees or over brush. Roosts in caves, mines, and in cliff or rock openings.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats.
Yuma myotis (<i>Myotis yumanensis</i>)	--	--	Water and wooded canyon bottoms. Roosts in caves and abandoned buildings.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats.
San Diego desert woodrat (<i>Neotoma lepida intermedia</i>)	--	SSC	Riversidean and coastal sage scrub, chaparral and nonnative grasslands. Shrub and desert habitats, primarily associated with rock outcroppings, boulders, cacti, or areas of dense undergrowth.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats.
Pocketed free-tailed bat (<i>Nyctinomops femorosaccus</i>)	--	SSC	Desert habitats. Roosts in rock crevices in cliffs.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats.
Big free-tailed bat (<i>Nyctinomops macrotis</i>)	--	SSC	Desert habitats. Roosts in rock crevices in cliffs.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats.
Los Angeles pocket mouse (<i>Perognathus longimembris brevinasus</i>)		SSC	Low elevation grassland alluvial sage scrub and coastal sage scrub habitats.	No Potential. Not expected to occur on-site based on a lack of suitable undisturbed habitats.
Federal (USFWS) Protection and Classification FE – Federally Endangered FT – Federally Threatened FC – Federal Candidate for Listing			State (CDFW) Protection and Classification SE – State Endangered SSC – State Species of Special Concern CWL – California Watch List SFP – State Fully Protected SC – State Candidate for Listing	

Special-Status Habitats

Special-status habitat types are vegetation communities that support concentrations of sensitive plant or wildlife species, are of relatively limited distribution, or are of particular value to wildlife. Although sensitive habitats are not necessarily afforded legal protection unless they support protected species, potential impacts to them may increase concerns and mitigation suggestions by resources agencies. Sensitive habitat types known from the Project site vicinity (mostly associated with Prado Dam and the Santa Ana River) include Riversidean Alluvial Fan Sage Scrub, Southern California Arroyo Chub/Santa Ana Sucker Stream, Southern Coast Live Oak Forest, Southern Cottonwood Willow Riparian Forest, Southern Interior Cypress Forest, Southern Riparian Forest, Southern Sycamore Alder Riparian Woodland, and Southern Willow Scrub. No sensitive or undisturbed native habitats were documented within the Phase I area. As mentioned above, no sensitive or undisturbed native habitats are expected within the Phase II area because the disturbance level, land use, and other environmental factors are consistent between the Phase I and Phase II areas.

Sensitive Habitats in the Project Vicinity

The consultant did not document any sensitive or undisturbed native habitats within the Project site. The Project Site is characterized as 84.1 acres of heavily disturbed active dairy and agricultural facilities. All of the active retention ponds are devoid of wetland vegetation including but not limited to riparian scrub, forest, or woodland habitat. The nearest known habitats (as mentioned above) that would support sensitive biological resources would be the Santa Ana River and Prado Dam areas located approximately 3.5 miles south of the Project site. The species associated with these sensitive biological resource areas would not be expected to occur on-site due to lack of suitable habitat.

Jurisdictional Resources

The Project site is located within the Chino Basin between the Chino Hills to the southwest and San Gabriel Basin to the north. The presence of wetland hydrology was evaluated throughout the Project site by recording the extent of observed surface flows, depth of inundation, depth to saturated soils, and depth to free water in the soil pits. Indicators of wetland or riverine hydrology were then recorded, such as water marks, drift lines, rack, debris, and sediment deposits. Additionally, indicators of hydric soils, such as redoximorphic features, buried organic matter, organic streaking, reduced soil conditions, gleied or low-chroma soils, or sulfidic odor were recorded. The on-site active dairy/effluent pond would not be subject to federal wetland regulatory requirements and would not be considered a freshwater pond. Furthermore, the active dairy/effluent pond is not connected to a natural stream and does not divert natural flow from any river, stream, or lake. Since these waters are not a part of a natural stream, river, or lake, they would not be considered jurisdictional under the CDFW Lake and Streambed Alteration Program. The program states: "An entity shall not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake...." Furthermore, the active dairy/effluent pond is an isolated feature and is not tributary to, nor has a significant nexus (biological, chemical, or physical connection) to traditional navigable waters of the United States. Therefore, the artificial basins on the Project site would not be considered federally jurisdictional under the Clean Water Act (CWA).

Based on the field investigation conducted, no wetlands or jurisdictional resources regulated by the United State Army Corps of Engineers (USACE), CDFW, or the Regional Water Quality Control Board (RWQCD) were documented within the Phase I area. Similarly, the Phase II area contains an artificial basin that would not be considered federally jurisdictional.

Additionally, Project construction and operation would be subject to prepare a Water Quality Management Plan (WQMP), Storm Water Pollution Prevention Plan (SWPPP) and comply with the National Pollutant Discharge Elimination System (NPDES) permit and the San Bernardino County Regional Municipal Separate Stormwater Sewer System (MS4) code provisions. Refer to **Section 4.10: Hydrology** for additional information.

Wildlife Movement Corridors

The Project site is surrounded by various forms of existing development. The Project Site is completely bordered by high traffic roads, commercial/residential development, active dairy/agricultural facilities and does not represent a wildlife movement corridor or route between open space habitats. Therefore, it is highly unlikely that the Project site occupies an important location relative to regional wildlife movement.

4.4.3 Regulatory Setting

Federal

Federal Endangered Species Act

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

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA; 16 United States Code [USC] Section 703-712 et seq.) is a federal statute that affirms and implements four international conservation treaties that the United States entered into with Canada, Mexico, Japan, and Russia. This treaty is intended to protect shared migratory bird resources and ensures the sustainability of populations. The MBTA governs the transportation of migratory birds, their eggs, their parts, and their nests. It also prohibits the sale, purchase, barter, or

offering of these items, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits concerning migratory birds in accordance with the MBTA. According to the Code of Federal Regulations (CFR), one can locate this list of protected migratory bird species under CFR Title 50 Part 10.13 (10.13 list). The 10.13 list was last updated in 2020, incorporating the most current scientific information on taxonomy and natural distribution.

Clean Water Act, Section 404

The USACE regulates discharge of dredged or fill material into waters of the United States, including wetlands under the CWA. Activities in waters of the United States regulated under this program include fill for development, water resource projects, infrastructure development and mining projects. A permit is required before dredged or fill material may be discharged into waters of the United States, which entails assessment of potential adverse impacts to USACE wetlands and jurisdictional waters and any mitigation measures that the USACE requires unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities). Section 7 consultation with USFWS may be required for impacts to a federally-listed species. If cultural resources may be present, Section 106 review may also be required. When a Section 404 permit is required, a Section 401 Water Quality Certification is also required from the Regional Water Quality Control Board (RWQCB).

Clean Water Act, Section 401 and 402

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

State

California Fish and Game Code, Section 1600

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

California Fish and Game Code, Section 3503.5, 3511, 3515, 3800

Section 3503.5 of the CFGC states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Activities

that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, CFGC, Section 3511 prohibits the taking of any bird listed as fully protected, and CFGC, Section 3515 states that it is unlawful to take any non-game migratory bird protected under the MBTA. Section 3800 states that it is unlawful to take any nongame bird except as provided in this code or in accordance with regulations of the commission or, when relating to mining operations, a mitigation plan approved by the department.

California Endangered Species Act

The California Endangered Species Act (CESA), enacted in 1970 and amended in 1984, is a California law that conserves and protects plant and animal species at risk of extinction. It generally parallels the main provisions of the FESA and is administered by the CDFW. Plant and animal species may be designated threatened or endangered under CESA after a formal listing process by the CFGC. With already approximately 250 species currently listed, a CESA-listed species, or any part or product of the plant or animal, may not be imported into the state, exported out of the state, “taken” (i.e., killed), possessed, purchased, or sold without proper authorization. Implementation of CESA has reduced and avoided impacts to California’s most imperiled plants and animals, has protected hundreds of thousands of acres of vital habitat, and has led to a greater scientific understanding of California’s incredible biodiversity. Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions and if the take is incidental to otherwise lawful activities, CESA has provisions for take through Incidental Take Permits (ITP) or memorandum of understanding (MOU). In addition, some sensitive mammals and birds are protected by the State as “fully protected species.” California “species of special concern” are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW’s California Natural Diversity Database (CNDDDB), which maintains a record of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se but warrant consideration in the preparation of biological resources assessments.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act provides for statewide coordination of water quality regulations. The State Water Resources Control Board (SWRCB) was established as the Statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis.

The SWRCB is the primary agency responsible for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Water Quality Control Act.

Pursuant to the Porter-Cologne Water Quality Control Act, the state is given authority to regulate waters of the state, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if Section 404 of the CWA is not required for the activity. “Waste” is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

Natural Community Conservation Planning Act

In 1991, the California Natural Community Conservation Planning Act (NCCP Act; CFGC Section 1900 et seq.) was approved and the NCCP Coastal Sage Scrub program was initiated in southern California. California law (CFGC Section 2800 et seq.). The Act established the NCCP program “to provide for regional protection and perpetuation of natural wildlife diversity while allowing compatible land use and appropriate development and growth.” The NCCP Act encourages preparation of plans that address habitat conservation and management on an ecosystem basis rather than one species or habitat at a time.

CDFW Lake and Streambed Alteration Program

The Lake and Streambed Alteration Program requires that an entity shall not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

Local

City of Ontario General Plan – The Ontario Plan 2050

The Ontario Plan (TOP) 2050 Environmental Resources Element defines the ethic to guide management of the City’s environmental resources; establishes goals for Environmental Infrastructure; maps environmental justice areas; and establishes policies that support system integration, resource conservation and regeneration, energy independence, environmental justice, and healthy communities. Included in TOP 2050 is the Policy Plan, which is a framework that would guide the City’s future growth through the application of policies and goals. The following goals of TOP 2050 relate to visual and scenic resources. The TOP 2050 Environmental Resources Element contains policies which pertain to biological resources.

The following policy contained in the Environmental Resources Element is relevant to the Project:

Environmental Resources Element⁴

Goal ER5	Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.
Policy ER5-1	Habitat Conservation Areas. We support the protection of biological resources through the establishment, restoration, and conservation of high-quality habitat areas.
Policy ER5-2	Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.
Policy ER5-4	Transition of Farms. We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.

⁴ City of Ontario. 2022. *TOP 2050, Environmental Resources Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/environmental-resources>. (accessed March 2023).

City of Ontario Municipal Code

Municipal Code, Section 6.05.020

Section 6.05.020, Tree Preservation Policy and Protection Measures, of the Ontario Development Code establishes policies and measures that would further the preservation, protection, and maintenance of established and healthy heritage trees within the City. A Heritage Tree is one that is designated for preservation as a tree of historic or cultural significance, or a tree of importance to the community due to any one of the following factors:

- It is one of the largest or oldest trees of species located within the City and has a trunk diameter of 18 inches or greater when measured at 54 inches above grade;
- It has a historical significance due to association with a historic building, site, street, person, or event;
- It is a defining landmark or significant outstanding feature of a neighborhood or district, typical of early Ontario Landscapes. This includes Camphor Tree (*Cinnamomum camphora*), Deodar Cedar (*Cedrus deodara*), London Planetree (*Platanus acerifolia*), Cork Oak (*Quercus suber*), Holly Oak (*Quercus ilex*), and California Pepper (*Schinus molle*);
- It is a Native Tree. This means that it is one of the following California native tree species with a trunk diameter of more than 8 inches, measured at 54 inches above natural grade: California Sycamore (*Platanus racemose*), Torrey Pine (*Pinus torreyana*), Coast Live Oak (*Quercus agrifolia*), Engelmann Oak (*Quercus engelmannii*), Valley Oak (*Quercus lobata*), or California Bay (*Umbellularia californica*).

Healthy Heritage Trees that are approved for removal shall be replaced with new trees with a total trunk diameter equal to the tree(s) removed, or as deemed appropriate by the Approve Authority based on lot size and available planting space. Replacement trees are to be in addition to the quantity of trees required for landscaping. The Approving Authority is responsible for reviewing the landscape plan and approving appropriate species for tree replacement (The Ontario Plan 2022).

Several blue gum (*Eucalyptus globulus*) and red gum (*Eucalyptus camaldulensis*) are located adjacent to the northeast and western Project Site boundaries, although these are not known to be Heritage Trees meeting the criteria set forth above.

Municipal Code, Volume II, Chapter 2

The City's Municipal Code (MC), Volume II, Chapter 2 contains a provision for "Parkway Tree Regulations" (Ordinance 1664), to preserve parkway trees and to regulate the maintenance and removal of such trees. Parkway is defined as "...that portion of any public street right-of-way between the right-of-way boundary line and the curb line, and also the area enclosed within the curb lines of a medial divider." The property owner abutting upon public rights-of-way (ROW) is responsible to water any tree located in the parkway and for trimming that can be done from the ground to preserve the neat appearance and non-obstructed use of the parkway, while the City is responsible for all major pruning. Removal or relocation of any parkway tree requires prior authorization from the Public Works Agency of the City through a permit process, and planting of a replacement tree, whenever feasible, shall be a condition included in any permit

issued by the City for the removal of any parkway tree. Alternatively, a cash-in-lieu deposit may be accepted by the City as an alternate to the actual planting of any required parkway tree based on a fair value established by the Public Facilities Manager.

City of Ontario Biological Resources Habitat Mitigation Fee⁵

Since the Settlement Agreement, the City has established a habitat mitigation fee to cover potential environmental impacts to the Burrowing Owl, Delhi sands flower-loving-fly (DSFLF), raptor foraging, loss of open space, and agricultural lands. Development impact fees for new development in Ontario Ranch were adopted on June 23, 2003, by the City Council. The Ontario Ranch development impact fees include a habitat mitigation fee of \$4,320 per net acre for proposed residential, commercial, hotel and restaurant, office, and industrial development. Mitigation fees have been collected by the City and have been deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. Up to \$500 of the fees may be used for DSFLF. In addition, current City procedure is to require a habitat assessment to determine existing habitat and biological resources on proposed development sites. If the assessment determines that there is potential habitat for sensitive species, focused protocol surveys are required. If potential DSFLF habitat is present, two-year (consecutive) protocol surveys per the USFWS Interim General Survey Guidelines for DSFLF are required.

The City has approved a Memorandum of Agreement with Inland Empire Resource Conservation District to administer the Greater Prado Basin Habitat Conservation Program and associated Ontario Ranch Habitat Mitigation Fees.

4.4.4 Impact Thresholds and Significance Criteria

According to Appendix G of the state CEQA Guidelines, a project would have a significant effect on the biological resources if the project would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service;
- Have substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; or
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

⁵ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.4, Biological Resources*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed March 2023).

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

Methodology

The Project and associated Plans, Program, and Policies in *Section 4.4.5* are evaluated as to the aforementioned significance criteria/thresholds, to determine the potential level of significance of any impact concerning biological resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

Biological Resource Survey

Consultant conducted a field survey of the Phase I area on October 7, 2022. The purpose of the field survey was to document the existing habitat conditions, obtain plant and animal species information, view the surrounding uses, assess the potential for state and federal waters, assess potential for wildlife movement corridors, and if critical habitat is present, assess for the presence of constituent elements.

Aerial imagery, topographic maps, as well as vegetation and rare plant maps were previously prepared for the region and were used to determine community types and other physical features that could support sensitive plants or wildlife within or adjacent to the Project site.

A general plant survey was conducted throughout the Phase I area and all plants observed were either identified in the field or collected and later identified using taxonomic keys. All animals identified during the reconnaissance survey by sight, call, tracks, scat, or other characteristic sign were documented. In addition to species actually detected, expected use of the site by other wildlife was derived from the analysis of habitats on the site, combined with known habitat preferences of regionally occurring wildlife species. Currently, the Applicant does not control the Phase II parcels therefore, a biological resources report was not completed at this time. At the time of Phase II development, it will undergo its own site-specific CEQA analysis. However, because the disturbance level, land use, and other environmental factors are generally consistent between the Phase I and Phase II areas, occurrence potential of special-status plant and wildlife species analyzed for the Phase I area is anticipated to be the same for the Phase II area.

Burrowing Owl Survey

The BUOW (SSC) uses predominantly open land, including grassland, agriculture, playa, sparse coastal sage scrub, and desert scrub habitats. The consultant concluded there would be a low potential for BUOW within the Project site. Suitable habitat including burrows larger than 4-inches in diameter, which is suitable habitat for the BUOW, was observed within and adjacent to the east of the Project site.

4.4.5 Plans, Programs, and Policies

- PPP BIO-1** The Project shall comply with the Federal Endangered Species Act and Migratory Bird Treaty Act.
- PPP BIO-2** The Project shall comply with the California Endangered Species Act and Fish and Game Code.

4.4.6 Impacts and Mitigation Measures

The following impact analysis addresses thresholds of significance.

Impact 4.4-1 *Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Level of Significance: Less than Significant with Mitigation Incorporated (Phase I Project) and Significant and Unavoidable (Phase II Only)

Specific Plan – Phase I

Construction

A substantial adverse effect to special-status species would occur if the Project would:

- 1) Reduce the population size or reduce the area of occupied habitat of a rare, threatened, or endangered species; or
- 2) Reduce the population size or reduce the area of occupied habitat of a locally uncommon species.

A substantial adverse effect on a special-status wildlife species occurs if the Project would:

- 1) Increase predation of a species, leading to population reduction;
- 2) Reduce habitat availability sufficiently to affect potential reproduction; or
- 3) Reduce habitat availability sufficiently to constrain the distribution of a species and not allow for natural changes in distributional patterns over time.

Project Implementation would cover a total of 84.1 acres within the City on 18 parcels allowing for a business park and mixed-use development. Furthermore, the Phase I area within the Project Specific Plan is mostly comprised of heavily disturbed active dairy and agricultural facilities.

Sensitive Plants

Refer to **Table 4.4-1: Special-Status Plant Species Potentially Occurring in the Site Vicinity** above. A total of thirteen sensitive plant species have potential to occur within the Project vicinity, however of these 13 plant species, eight were deemed to have no potential to occur, and five were not detected during the reconnaissance survey for the Phase I area. Lack of suitable habitat within the Project vicinity would make it difficult for these plant species to survive. Long-standing use of the Phase I area for agricultural uses

and other anthropogenic disturbances have likely altered soil chemistry and other substrate characteristics such that on-site soils are not likely capable of supporting those sensitive plant species known from the Project vicinity. Phase I area development would not eliminate significant amounts of habitat for potentially occurring special-status plant species, nor reduce population size of sensitive plant species below self-sustaining levels on a local or regional basis (if present). Therefore, the development of the Project would not result in a substantial adverse effect, either directly or through habitat modification, on any plant species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulation or by the CDFW or USFWS in the Phase I area. Hence, no significant impact to special-status plant species or their habitat would occur.

Sensitive Wildlife

Two special-status wildlife species were directly observed in the Phase I area. The species observed were the Northern harrier (SCC) and the White-faced ibis (CWL). Additionally, several species observed during the survey were deemed to have a moderate occurrence potential (primarily as foragers). Most remaining potentially occurring sensitive wildlife species are not expected to occur on-site due to lack of suitable habitat. Impacts to agricultural-related habitats could amount to an incremental reduction of potential foraging habitat for certain species that may be considered locally adverse. However, development would not eliminate significant amounts of habitat for these species, nor reduce population size below self-sustaining levels on a local or regional basis, and impacts would be less than significant.

Nesting Birds

Most native bird species are protected under the federal MBTA and CDFG Code Sections 3503, 3503.5, and 3800 which prohibit take, possession, or destruction of birds, their nests, or eggs. If it were later determined that active nests of any of special-status or native species would be lost or indirectly impacted as a result of site-preparation, it could result in adverse impacts and would be in conflict with these regulations. If construction activities (e.g., site disturbances) are proposed during the nesting season, a nesting bird survey(s) may be required prior to development. Development activities performed outside of the avian breeding season (generally September 1 to December 31) usually eliminates the need to conduct pre-activity nesting surveys for most native species known from the site vicinity and ensure that there were no constraints to construction relative to the MBTA/CDFG Code. Compliance with the MBTA/CDFG Code would be necessary prior to development; however, no special permit or approval is typically required in most instances where BUOW are not present. Development activities performed outside of the avian breeding season would generally eliminate the need to conduct pre-activity nesting surveys for most common native species (other than BUOW) known from the Project site vicinity, and likely ensure that there were no constraints to construction relative to the MBTA/CDFG codes.

Suitable foraging and nesting habitat for the Cooper's hawk (SSC), sharp-shinned hawk (CWL), golden eagle (CWL,SFP), great egret (Nesting Colony), great blue heron (Nesting Colony), ferruginous hawk (CWL), snowy egret (Nesting Colony), white-tailed kite (SFP), California horned lark (CWL), Swainson's hawk (ST), merlin (CWL), prairie falcon (CWL), loggerhead shrike (SSC), California gull (CWL), long-billed curlew (CWL), and double crested cormorant (CWL) was observed in the Phase I area within the agricultural fields and the artificially created unvegetated dairy effluent retention ponds. The Project would adhere to the required Ontario Ranch development impact fees which include a habitat mitigation fee of \$4,320 per net

acre for proposed residential, commercial, hotel and restaurant, office, and industrial development. These paid mitigation fees would then be collected by the City and be deposited into a trust fund to use for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. As stated in *Section 4.4.3: Regulatory Setting*, the City has approved a Memorandum of Agreement with Inland Empire Resource Conservation District to administer the Greater Prado Basin Habitat Conservation Program and associated Ontario Ranch Habitat Mitigation Fees. Additionally, **MM BIO-1** would require a qualified biologist to conduct a nesting bird survey(s) to be reviewed by the City to reduce impacts to nesting birds to less than significant levels.

Many North American bat species tend to congregate at preferred roosting sites or at isolated water sources, several field methods are available to identify species and broad habitat associations (e.g., tree cavities, exfoliating bark, bark fissures, crevices, cliff faces, and/or dense foliage). Suitable foraging and roosting habitat for the pallid bat (SSC), Townsend's big-eared bat (SSC), and the western mastiff bat (SSC) was observed within the Phase I area. Potential impacts to foraging habitat for these species would be mitigated to a level of less than significant level with implementation of **MM BIO-2**. **MM BIO-2** would require a qualified biologist to determine whether potential roosting sites for bats may be affected through exit counts and acoustic surveys that would be performed prior to ground disturbance activities. If the results of the bat survey find a total of one single roosting individual of a special status bat species or 25 or more individuals of a non-special status bat species with potential to be present in the Phase I area (i.e., western Mastiff bat, big free-tailed bat, or pallid bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. The plan would be reviewed and approved by the CDFW.

Although there is suitable foraging and nesting habitat located on the Project site for the aforementioned species, suitable habitat for breeding was not documented within the Project site, and mitigation would reduce potential impacts to these species to less than significant levels. Furthermore, the biological assessment prepared did not document any sensitive or undisturbed native habitats within the Project site.

Burrowing Owl (BUOW)

Furthermore, suitable habitat including burrows larger than 4-inches in diameter, which is suitable habitat for the BUOW, was observed within and adjacent to the east of the Project site. Although there is suitable habitat for the BUOW, potential impacts to refugia, nesting and foraging habitat for this species would be mitigated to a level of less than significant following implementation of **MM BIO-3** which would ensure BUOW surveys are completed prior to construction. **MM BIO-3** would implement focused and preconstruction surveys to ensure potential impacts to refugia, nesting, and foraging habitat for the BUOW would be reduced to less than significant levels. Upon arrival at the survey area and prior to initiating the walking surveys, the biologist would use binoculars and/or spotting scope to scan suitable habitat. A total of four (4) surveys would be conducted with at least one site visit between February 15th and April 15th, and a minimum of three surveys at least three weeks apart between April 15th and July 15th. Furthermore, one site visit will occur after June 15th.

BUOW is a CDFW Species of Special Concern. The BUOW uses predominantly open land, including grassland, agriculture, playa, sparse coastal sage scrub, and desert scrub habitats. Suitable burrows larger than 4 inches in diameter and foraging habitat for the BUOW were documented within and adjacent to

the east of the Phase I area. However, despite that fact that the site has been exposed to long-standing disturbances, the BUOW (low-occurrence potential) often occur in less than optimal and/or disturbed conditions. While this species is not protected by state or federal endangered species acts, BUOW (and other native avian species) are protected under the MBTA and CDFG Code Sections 3503, 3503.5, and 3800 which prohibits take, possession, or destruction of birds, their nests, or eggs (in particular raptor species such as BUOW). If it were later determined that active nests of BUOW (or other native species) would be lost as a result of Project site-preparation, it could result in significant adverse impacts and would be in conflict with these regulations. Specific BUOW survey and mitigation guidelines were developed and described in the 2012 CDFG Staff Report on Burrowing Owl Mitigation in order to reduce project-related impacts to BUOW (**MM BIO-3**). If Project site-preparation activities occur within potential BUOW habitat, a pre-construction BUOW / Initial Take Avoidance Survey conducted no less than 14 days prior to initiating ground disturbance activities using the recommended methods described in the 2012 Staff Report is required by CDFG to determine if active nests of species protected by the MBTA and/or CDFG codes are present in the construction zone for CEQA compliance and to subsequently evaluate appropriate measures that may reduce potential adverse project-related impacts. Therefore, implementation of **MM BIO-3** would reduce impacts to less than significant.

Operations

Operations of the Project would not have a significant effect on sensitive plants, animals, or their habitat. Once construction activities for the Project are completed, no additional impacts would occur with Project operations as it relates to sensitive species. Therefore, impacts would be less than significant, and no further mitigation would be required.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Upon commencement of project-level CEQA review for the Phase II area, a focused biological resources assessment and site reconnaissance survey would be conducted, similar to that of the Phase I analysis. During future development of the Phase II area, existing vegetation and habitat would be removed by grading, excavation, and other construction activities. Note that, in its current state, the Project site is devoid of vegetation or dominated by ornamental, non-native and native species commonly detected in disturbed habitats. These disturbed habitats would be removed upon implementation of Phase II. Similar to Phase I, development occurring within the Phase II area would be subject to **MM BIO-1** through **MM BIO-3** to reduce potential impacts to special status wildlife species. However, in the absence of focused biological surveys, impacts within the Phase II area are not fully known and could be potentially significant. At the time of the project-level CEQA analysis and associated biological resources assessment of the Phase II area, unforeseen site conditions could be discovered that warrant a finding of potentially significant impact. In that case, a subsequent CEQA analysis, in the form of a subsequent EIR or EIR Addendum, may be required pursuant to Sections 15162(a) and 15164 of the State CEQA Guidelines. This determination will be made by City staff at the time of future Phase II area site-specific development applications.

A focused biological resources assessment and impact analysis would be conducted for future development areas prior to approval of any development in this region to ensure potential adverse effects to sensitive species and resources would be minimized. Furthermore, any focused surveys and required mitigation measures would be implemented prior to Project approval and construction initiation (refer to **MM BIO-4** below). Future development would modify the existing habitat when Planning Areas 2B and 3B are completed; however, impacts on sensitive species due to habitat modifications would be minimized with mitigation incorporated along with compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.⁶ Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. As mentioned above, a subsequent CEQA analysis may be required should the new information presented by the focused surveys or focused biological resources assessment indicate that the Project will have significant impacts relating to biological resources.

Conclusion

As noted above, the Project is not anticipated to significantly impact sensitive species. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. **MM BIO-1** through **MM BIO-4** would be required to reduce impacts. For the Phase I portion of the Project, impacts would be reduced to less than significant levels. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to biological resources within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation.

Mitigation Measures

MM BIO-1 Nesting Bird and Raptor Preconstruction Survey. Regulatory requirement for potential direct/indirect impacts to nesting common and sensitive bird and raptor species will require compliance with the CDFG Code Section 3503. Construction outside the nesting season (between September 1st and January 31st) do not require pre-removal nesting bird surveys. If construction is proposed during nesting season (February 1st and August 31st), a qualified biologist will conduct a nesting bird survey(s) no more than three (3) days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (200 ft -500 ft for raptors) to the Project site.

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

⁶ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.4, Biological Resources*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed March 2023).

The biologist shall establish a no-disturbance buffer around each active nest. The buffer area will be determined by the biologist based on the species present, surrounding habitat, and type of construction activities proposed in the area. The survey report will be submitted by the qualified biologist to the City of Ontario for review and approval prior to initiation of grading in the nest-setback zone.

Additionally, the qualified biologist will serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A final monitoring report of the findings, prepared by a qualified biologist, will be submitted to the City of Ontario documenting compliance with the CDFG Code. Any nest permanently vacated for the season would not warrant protection pursuant to the CDFG Code.

MM BIO-2 Focused Bat Survey. Prior to implementation of Project activities, a qualified biologist shall be retained to determine whether potential roosting sites for bats may be affected. For large ornamental trees suitable for bat roosting/nursery, exit counts and acoustic surveys shall be performed prior to initial ground disturbance, vegetation or structure removal to determine whether the Project Site and a 300-foot buffer supports a nursery or roost, and by which species. This work will occur between late -spring and late summer and/or in the fall (generally mid-March through late October).

If the results of the bat survey find a total of a single roosting individual of a special status bat species or 25 or more individuals of a non-special status bat species with potential to be present in the Project Site (i.e., western Mastiff bat, big free-tailed bat, or pallid bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. For each location confirmed to be occupied by bats, the plan will provide details both in text and graphically where exclusion devises/and or staged tree removal will need to occur, the timing for exclusion work and the timeline and methodology needed to exclude the bats. The plan will need to be reviewed and approved by CDFW prior to disturbance of the roost(s).

MM BIO-3 Focused and Preconstruction Burrowing Owl Surveys. Focused surveys for burrowing owl will be conducted in accordance with the March 7, 2022, CDFG staff report on Burrowing Owl Mitigation. Specifically, A total of 4 surveys will be conducted: 1) at least one site visit between Februa^{ry} 15th and Apr^{il} 15th, and 2) a minimum of three (3) surveys, at least three weeks apart, between Apr^{il} 15th and Ju^{ly} 15th, with at least one visit after Ju^{ne} 15th. A report of the findings prepared by a qualified biologist shall be submitted to the City of Ontario prior to any permit or approval for ground disturbing activities.

A 14-day burrowing owl preconstruction survey will also be conducted immediately prior to the initiation of ground-disturbing construction to ensure protection for this species. The survey will be conducted in compliance with CDFW guidelines (CDFW 2012). A report of the findings prepared by a qualified biologist shall be

submitted to the City of Ontario prior to any permit or approval for ground disturbing activities.

If burrowing owls are detected on-site during the focused surveys or 14-day preconstruction survey efforts, during the breeding season (February 1st to August 31st) then construction activities shall be limited to beyond 300 feet of the active burrows until a qualified biologist has confirmed that nesting efforts are complete or not initiated. In addition to monitoring breeding activity, if construction is proposed to be initiated during the breeding season or active relocation is proposed, a burrowing owl relocation plan will be developed and approved by the City of Ontario, CDFW and USFWS.

MM BIO-4

Programmatic Assessment Area CEQA Analysis. The Programmatic Assessment Area located within the southwest region of the Specific Plan Boundary, including APN's 1053-281-01, -02, -03, -04, -05, 07 and – 08, was not evaluated for biological resources as part of this analysis. To ensure that potential adverse effects to sensitive species and resources are reduced to a less than significant level, a focused biological resources assessment and impact analysis shall be conducted in the un-surveyed portion of the Specific Plan Boundary prior to approval of development within this region. In addition to completing CEQA review, any focused surveys and required mitigation measures shall be implemented prior to project approval and initiation of construction.

Impact 4.4-2

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

Level of Significance: Less than Significant with Mitigation Incorporated (Phase I Project) and Significant and Unavoidable (Phase II Only)

Specific Plan - Phase I

Construction and Operations

As previously mentioned, the Phase I area is heavily disturbed and mostly consists of active dairy and agricultural facilities. A total of 70.04 acres of vegetation communities would be directly impacted as a result of project implementation as summarized in **Table 4.4-3: Project Site Vegetation Community Impacts**. However, no riparian, sensitive, or undisturbed native/natural habitats were documented during the biological assessment. In addition, no riparian scrub, forest, or woodland habitat was observed within the artificially created dairy effluent retention ponds located within the Phase I area. Furthermore, the adherence to the City's Biological Resources habitat mitigation fee, described previously, would reduce potential impacts to Burrowing Owl, raptor foraging, loss of open space, and agricultural lands to a less than significant level.

Table 4.4-3: Project Site Vegetation Community Impacts

Vegetation Community	On-site Acres	Off-site Acres	Total/Impacted
Active Dairy	31.17	2.69	33.86
Active Agriculture	25.71	1.62	27.33
Disturbed	3.02	4.04	7.06
Developed	--	1.18	1.18
Ornamental	0.08	0.53	0.61
Total	59.98	10.06	70.04

Source: Cadre Environmental. 2022. *Biological Resources Technical Report*. Page 7. See **Appendix C**.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. When Phase II Planning Areas 2B and 3B are completed, impacts to riparian habitat would be minimized with compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.⁷ However, in the absence of focused biological surveys, impacts within the Phase II area are not fully known and could be potentially significant. At the time of the project-level CEQA analysis and associated biological resources assessment of the Phase II area, unforeseen site conditions could be discovered that warrant a finding of potentially significant impact. In that case, subsequent CEQA analysis, in the form of a subsequent EIR or EIR Addendum, may be required pursuant to Sections 15162(a) and 15164 of the State CEQA Guidelines. This determination will be made by City staff at the time of future Phase II area site-specific development applications.

A focused biological resources assessment and impact analysis would be conducted for Future Development Areas area prior to approval of any development in this region to ensure potential adverse effects to sensitive species and resources would be minimized. Furthermore, any focused surveys and required mitigation measures would be implemented prior to Project approval and construction initiation (refer to **MM BIO-4** located above in Impact 4.4-1). As mentioned above, a subsequent CEQA analysis may be required should the new information presented by the focused surveys or focused biological resources assessment indicate that the Project will have significant impacts relating to biological resources.

Conclusion

As noted above, the Project is not anticipated to significantly impact any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts would be less than significant with mitigation incorporated. Adherence to the City’s habitat mitigation fee would be required to reduce impacts to less significant levels. For the Phase I portion of the Project, impacts would be reduced to less than significant levels. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to biological resources within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation.

⁷ Ibid.

Mitigation Measures

MM BIO-4 would apply.

Impact 4.4-3 *Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Level of Significance: Less than Significant (Phase I Project) and Significant and Unavoidable (Phase II Only)

Specific Plan – Phase I

Construction and Operations

Jurisdictional Resources

The presence of wetland hydrology was evaluated throughout the Phase I area by recording the extent of observed surface flows, depth of inundation, depth to saturated soils, and depth to free water in the soil pits. Indicators of wetland or riverine hydrology were then recorded, such as watermarks, drift lines, rack, debris, and sediment deposits. Additionally, indicators of hydric soils, such as redoximorphic features, buried organic matter, organic streaking, reduced soil conditions, gleied or low-chroma soils, or sulfidic odor were recorded. Based on the field investigation of the Phase I area conducted by Cadre Environmental, no wetlands or jurisdictional resources regulated by the USACE, CDFW, or RWQCB were documented within the Phase I area.⁸

The on-site active dairy/effluent pond would not be subject to federal wetland regulatory requirements and would not be considered a freshwater pond. Furthermore, the active artificially created, unvegetated, dairy effluent retention ponds are devoid of wetland, riparian scrub, forest, and/or woodland habitats. The active dairy/effluent pond is not connected to a natural stream and does not divert natural flow from any river, stream, or lake. Since these waters are not a part of a natural stream, river, or lake, they would not be considered jurisdictional under the CDFW Lake and Streambed Alteration Program. The program states: “An entity shall not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake....” Furthermore, the active dairy/effluent pond is an isolated feature and is not tributary to, nor has a significant nexus (biological, chemical, or physical connection) to traditional navigable waters of the United States. Therefore, a less than significant impact would occur.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. Phase II would be located on Planning Areas 2B and 3B. Furthermore, any focused surveys and required mitigation measures

⁸ Cadre Environmental. 2022. *Biological Resources Technical Report*. Page 39. See **Appendix C**.

would be implemented prior to Project approval and construction initiation (refer to **MM BIO-4** located above in *Impact 4.4-1*) However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to biological resources within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation.

Conclusion

As noted above, the Project is not anticipated to significantly impact federally protected wetlands, as no federally protected wetlands exist in the Project area. For the Phase I portion of the Project, impacts would be less than significant. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to biological resources within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation.

Mitigation Measures

Refer to **MM BIO-4**.

Impact 4.4-4 *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Level of Significance: Less than Significant with Mitigation Incorporated (Phase I Project) and Significant and Unavoidable (Phase II Only)

Specific Plan – Phase I

Construction

Wildlife Movement Corridors

The Phase I area is currently developed with manmade structures and is surrounded by development including high traffic roads, commercial/residential development, active dairy/agricultural facilities, and therefore, it is highly unlikely that the Phase I area occupies an important location relative to regional wildlife movement. As such, Project implementation would not have any substantial effect on local or regional wildlife movement. The Phase I area is separated from regional wildlife movement corridors associated with the Prado Dam Flood Control Basin and Santa Ana River. Therefore the Phase I area does not function as a wildlife movement corridor.

Furthermore, although vegetation, including trees and shrubs would provide nesting habitat for raptors and migratory birds protected under the CDFG Codes are present within the Phase I area, the Project would comply with CDFG Code Section 3503 and implementation of **MM BIO-1** would require a qualified biologist to conduct a nesting bird and raptor survey(s) no more than three (3) days prior to initiation of grading. Furthermore, construction activities outside of the nesting season (between September 1st and January 31st) would not require any preconstruction nesting bird survey(s).

The Phase I area does not represent a wildlife movement corridor or route between open space habitats. Additionally, the Phase I area is separated from regional wildlife movement corridors associated with the Prado Dam Flood Control Basin and Santa Ana River. Therefore, the Phase I area does not function as a

wildlife movement corridor. With implementation of **MM BIO-1**, Project development would not impede on any native resident or migratory fish or wildlife species and would not be located in a migratory wildlife corridor. Therefore, with mitigation incorporated, impacts would be reduced to a less than significant level.

Operations

The Phase I area does not function as a wildlife movement corridor. As previously stated, the Phase I area has been previously disturbed for agricultural use with multiple manmade structures present. Operation of the Project would involve mixed-use and business park infrastructure within the Phase I area. This usage would be consistent with previous uses of the site in that both would reduce the area's ability to act as a natural wildlife corridor. Therefore, operation of the Project would not interfere with the movement of any native resident or migratory fish or wildlife species. Thus, operation of the Project would not create a significant impact.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. Similar to the Phase I area, the Phase II area has been previously disturbed for agricultural use with multiple manmade structures present. Operation of the Project would involve mixed-use and business park infrastructure within the Phase II area. This usage would be consistent with previous uses of the site in that both would reduce the area's ability to act as a natural wildlife corridor. Additionally, the Project site (both the Phase I and II areas) is separated from regional wildlife movement corridors associated with the Prado Dam Flood Control Basin and Santa Ana River. Therefore, the Phase II area does not function as a wildlife movement corridor. Therefore, development of the Phase II area would not interfere with the movement of any native resident or migratory fish or wildlife species.

The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. In consideration of the above, when the development of Phase II Planning Areas 2B and 3B are completed, impacts to wildlife corridors are anticipated to remain less than significant with mitigation and compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.⁹

A focused biological resources assessment and impact analysis would be conducted for Future Development Areas prior to approval of any development in this region to ensure potential adverse effects to sensitive species and resources would be reduced to a less than significant level. Furthermore, any focused surveys and required mitigation measures would be implemented prior to Project approval and construction initiation (refer to **MM BIO-4** located above in Impact 4.4-1). As mentioned above, a subsequent CEQA analysis may be required should the new information presented by the focused surveys

⁹ Ibid.

or focused biological resources assessment indicate that the Project will have significant impacts relating to biological resources.

Conclusion

As noted above, the Project is not anticipated to significantly impact any established native resident or migratory wildlife corridors, nor impede the use of native wildlife nursery sites. **MM BIO-1** is required to reduce impacts to less than significant levels. For the Phase I portion of the Project, impacts would be reduced to less than significant levels. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to biological resources within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation.

Mitigation Measures

MM BIO-1 and **MM BIO-4** would apply.

Impact 4.4-5 *Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Level of Significance: Less than Significant with Mitigation Incorporated (Phase I Project) and Significant and Unavoidable (Phase II Only)

Specific Plan – Phase I

Construction and Operations

A Heritage Tree is one that is designated for preservation as a tree of historic or cultural significance, or a tree of importance to the community. As noted above, the majority of the site is occupied by agricultural operations, associated access roads and agricultural residential uses. The site has sparse mature trees other than ornamental landscaping and the existing nursery located along Euclid Avenue. The nursery will be relocated prior to Project site construction activities. None of the trees on-site are known to meet the City's Heritage Tree policy (they are not known to be the oldest or largest of their kind, are not known to have any historic significance, are not known to be a defining landmark or significant outstanding feature of the area, and are not known to include any of the listed native trees with trunk diameter greater than eight inches).

As previously mentioned, several blue gum (*Eucalyptus globulus*) and red gum (*Eucalyptus camaldulensis*) are located in the northeast and western portions of the Project Site boundaries, although these trees do not meet the City's Heritage Tree policy criteria. Prior to any site clearing or grading, a tree inventory would be prepared to ensure compliance with Ontario MC Section 6.05.020, Tree Preservation Policy and Protection Measures (refer to **MM BIO-5**). This policy would ensure healthy Heritage Trees that are approved for removal would be replaced with new trees with a total trunk diameter equal to the trees removed, or as deemed appropriate by the Approve Authority. With implementation of **MM BIO-5**, impacts would be reduced to less than significant levels.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. When Phase II Planning Areas 2B and 3B are completed, impacts to local policies or ordinances protecting biological resources would be minimized with mitigation incorporated and would comply with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.¹⁰ However, in the absence of focused biological surveys, impacts within the Phase II area are not fully known and could be potentially significant. At the time of the project-level CEQA analysis and associated biological resources assessment of the Phase II area, unforeseen site conditions could be discovered that warrant a finding of potentially significant impact. In that case, subsequent CEQA analysis, in the form of a subsequent EIR or EIR Addendum, may be required pursuant to Sections 15162(a) and 15164 of the State CEQA Guidelines. This determination will be made by City staff at the time of future Phase II area site-specific development applications.

A focused biological resources assessment and impact analysis would be conducted for the Phase II area prior to approval of any development in this region to ensure potential adverse effects to biological resources would be minimized. The site-specific biological resources studies would include a Heritage Tree survey prior to approving any future development within the Project's Phase II area (refer to **MM BIO-5**). As mentioned above, a subsequent CEQA analysis may be required should the new information presented by the focused surveys or focused biological resources assessment indicate that the Project will have significant impacts relating to biological resources.

Conclusion

As noted above, the Project is not anticipated to significantly impact an established Tree Preservation Policy. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. Impacts would be less than significant with mitigation incorporated, along with compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050. **MM BIO-5** is required to reduce impacts to less than significant levels. For the Phase I portion of the Project, impacts would be reduced to less than significant levels. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to biological resources within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation.

Mitigation Measures

MM BIO-5 **Tree Inventory.** Prior to implementation of Project site clearing or grading, a qualified biologist shall provide a tree inventory to ensure compliance with Ontario MC Section 6.05.020, Tree Preservation Policy and Protection Measures. Healthy Heritage Trees that are approved for removal shall be replaced with new trees with a total trunk

¹⁰ Ibid.

diameter equal to the tree(s) removed, or as deemed appropriate by the Approving Authority based on lot size and available planting space. Replacement trees are to be in addition to the quantity of trees required for landscaping. The Approving Authority is responsible for reviewing the landscape plan and approving appropriate species for tree replacement (The Ontario Plan 2050).

Impact 4.4-6 *Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

Level of Significance: No Impact

Specific Plan - Phase I and Phase II Future Development Areas

Construction and Operations

The Project is not located within or adjacent to a Conservation Program Area. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. Phase II future development area is not located within or adjacent to a Conservation Program Area. Therefore, implementation of the Project would not result in a conflict with the provisions of an adopted habitat conservation plan and no impact would occur. Therefore, no mitigation is required or proposed.

Conclusion

As noted above, the Project would not significantly impact an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. No impacts would occur, and no mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.¹¹

Mitigation Measures

No mitigation is necessary.

4.4.7 Cumulative Impacts

The cumulative study area for biological resources includes the southwestern San Bernardino County. This area consists of a variety of land uses that includes agricultural, residential, commercial, and industrial uses. The agricultural areas may include sensitive habitats which may contain special-status plants, migratory bird species, and jurisdictional resources. However, as discussed above the Project would implement mitigation measures to reduce impacts to the identified species to less than significant levels. Therefore, the Project would result in a less than significant contribution to cumulative impacts to these resources, and impacts would be less than cumulatively significant.

¹¹ Ibid.

Project development would not involve the removal of critical habitat and would not make a considerable contribution to the decline of wildlife species. The Project would remove potential raptor foraging habitat through development of the mixed-use and business park structures. Although the existing agriculture may provide foraging habitat for raptors, it is not expected to be valuable, as the lands are actively maintained to minimize use by small mammals (prey for raptors) and active ground squirrel management programs are continually implemented. This loss of potential raptor foraging habitat would not make a cumulatively considerable contribution to the regional decline of raptors.

Mitigation has been incorporated into the Project that would avoid direct impacts to any potentially sensitive wildlife species that may occur on-site. Therefore, the mitigation measures for the Project would mitigate the potential of the Project to cumulatively combine with other projects; and the Project Specific Plan would not contribute to the cumulative loss of any special status wildlife species.

Additionally, **MM BIO-3** would ensure focused surveys for BUOW would be conducted and potential BUOW impacts to less than significant levels.

The types of birds affected are common to the region and the number of individuals would be limited given the type of vegetation proposed for removal (i.e., agriculture, ornamental plantings). Based on the types of species and expected limited number of nesting pairs affected, development of the Project would not make a cumulatively considerable contribution to the regional decline of native nesting bird populations. However, because native birds are protected by MBTA, mortality to a single native bird due to the Project would be in violation of the MBTA, CESA or FESA. Therefore, cumulative impacts related to nesting birds would be less than cumulatively significant.

The Biological Resource Assessment also indicated that the Project would not impact CDFW jurisdictional waters and riparian habitats. Thus, the Project would not make a cumulatively considerable contribution to the regional decline of jurisdictional waters.

Additionally, the Project would be pursuant to TOP 2050 and would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Project Specific Plan is implementing TOP 2050.¹²

4.4.8 Significant Unavoidable Impacts

No significant unavoidable biological resources impacts have been identified for Phase I of the Project. However, the Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Impacts within the Phase II area are not fully known and could be potentially significant. At the time of the project-level CEQA analysis and associated biological resources assessment of the Phase II area, unforeseen site conditions could be discovered that warrant a finding of potentially significant impact. In that case, a subsequent CEQA analysis, in the form of a subsequent EIR or EIR Addendum, may be required pursuant to Sections 15162(a) and 15164 of the State CEQA

¹² Ibid.

Guidelines. This determination will be made by City staff at the time of future Phase II area site-specific development applications.

4.4.9 References

Cadre Environmental. October 2022. *Biological Resources Technical Report for Euclid Mixed-Use Specific Plan. City of Ontario, California. (Appendix C)*

City of Ontario. 2022. *TOP 2050, Environmental Resources Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/environmental-resources>.

City of Ontario. 2022. *TOP 2050 Final Supplemental EIR. Section 5.4, Biological Resources*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf.

City of Ontario. 2020. *Ontario Municipal Code*. https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-35678.

Code of Federal Regulations for MBTA. https://www.ecfr.gov/cgi-bin/text-idx?SID=b85587342ebe4f607983dfb6d1e07461&mc=true&node=se50.1.10_113&rgn=div8.

EPA. 2022. *Exemptions to Permit Requirements under CWA Section 404*. <https://www.epa.gov/cwa-404/exemptions-permit-requirements-under-cwa-section-404>.

4.5 CULTURAL RESOURCES

4.5.1 Introduction

This section of the Draft Environmental Impact Report (EIR) analyzes the potential impacts of the Euclid Mixed Use Specific Plan Project (Project) on the surrounding cultural resources on a regional and local level, within the City of Ontario (City). Cultural resources comprise of buildings, sites, structures, or objects that may have historic, architectural, archaeological, cultural, and/or scientific importance. Historical resources are cultural resources that are considered significant and eligible for listing on the California Register of Historical Resources (CRHR). Refer to **Section 4.5.6: Impacts and Mitigation**, for legal definitions and significance thresholds associated with cultural resources. Paleontological resources, which are the fossilized remnants of plants and animals, are analyzed in **Section 4.7: Geology and Soils**, and Tribal Cultural Resources are analyzed in **Section 4.16: Tribal Cultural Resources**, of this Draft EIR. The evaluation of the Project area and the potential impact on cultural resources is largely based on the following sources:

- BCR Consulting LLC. August 2023. *Cultural Resources Assessment Euclid Mixed Use Specific Plan Project, City of Ontario, San Bernardino County, California. (Appendix D1)*
- Structural Focus. November 2023. *Relocation of Milking Parlors – Feasibility Study Venegas Farm (13813 Euclid Ave) and Drake Farm (7275 Schaefer Ave) Ontario, California. (Appendix D2)*
- The Ontario Plan 2050 Final Supplemental EIR
- City of Ontario Municipal Code

4.5.2 Environmental Setting

Existing Conditions

The 84.1-acre Project site is bounded by Schaefer Avenue on the north, Sultana Avenue on the east, Edison Avenue on the south, and Euclid Avenue on the west, in the City of Ontario, San Bernardino County (County), California. The Project area consists of 18 parcels, identified as Assessor's Parcel Numbers (APNs) 1053-071-01, -02, -03, -04; 1053-211-01, -02, -05; 1053-281-01, -02, -03, -04, -05, -07, -08; 1053-081-01, -02, -03, -04. Existing uses surrounding the Project site are similar to those on the site. Ongoing crop farming is located to the north of the Project site and a vacant property that was a former dairy farm is located to the east of the site. The property to the south of the Project site is currently utilized for residential, farming, or trucking related uses. North across Schaefer Avenue is an existing dairy farm. South across Edison Avenue is an existing trucking facility. East across Sultana Avenue is vacant land and an existing trucking facility. West across Euclid Avenue is the City of Chino with existing commercial and residential uses and a truck/trailer storage.

The Project site is located in the Chino Valley, which is bounded on the west by the San Jose Hills, on the south by the Chino Hills, on the north by the foothills of the San Gabriel Mountains, and on the east by La Sierra and the Jurupa Mountains. The Project site and immediate surroundings exhibits a gradual southerly slope and lies on a flood plain that feeds the Santa Ana River approximately five miles to the south. The native, historic biology of the region is difficult to reconstruct due to recent and historical

agricultural, municipal, and industrial impacts. However, the Project site is situated in the Upper Sonoran Life Zone, which is locally present between approximately 500 and 5,000 feet above mean sea level (asml). This zone typically comprises cismontane valleys and low mountain slopes dominated by mixed coastal sage scrub and chaparral vegetation communities.

Cultural Setting

Prehistoric Context

The Project site is located within the traditional boundaries of the Gabrielino. The Gabrielino likely first encountered Europeans when Spanish explorers reached California's southern coast during the 15th and 16th centuries. The first documented encounter, however, occurred in 1769 when Gaspar de Portola's expedition crossed Gabrielino territory. The Gabrielino name has been attributed by association with the Spanish mission of San Gabriel and refers to a subset of people sharing speech and customs with other Cupan speakers (such as the Juaneño/Luiseño/Ajachemem) from the greater Takic branch of the Uto-Aztecan language family. Gabrielino villages occupied the watersheds of various rivers (locally including the Santa Ana) and intermittent streams. Chiefs were usually descended through the male line and often administered several villages. Gabrielino society was somewhat stratified and is thought to have contained three hierarchically ordered social classes which dictated ownership rights and social status and obligations. Plants utilized for food were heavily relied upon and included acorn-producing oaks, as well as seed-producing grasses and sage. Animal protein was commonly derived from rabbits and deer in inland regions, while coastal populations supplemented their diets with fish, shellfish, and marine mammals.

Historical Setting

Historic-era California is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present).

Spanish Period. The Spanish period began in 1769 with Captain Gaspar de Portolá's land expedition and ended in 1821 with Mexican Independence. During the Spanish Period, the establishment of the Mission San Gabriel Arcángel (1771) was influential throughout the surrounding regions, using the area for cattle grazing. An asistencia was established within the area nearby in Redlands in 1819 and helped facilitate the Mission's control of the surrounding area. However, after control of the area shifted to Mexico, secularization began throughout the area and the missions and their associated ranches began to decline. The Mexican government proceeded to push settlements of Mexican populations from the south by deeding large grants to individuals who promised to employ settlers.

Mexican Period. In 1821, Mexico overthrew Spanish rule, and the missions began to decline. By 1833, the Mexican government passed the Secularization Act, and the missions, reorganized as parish churches, lost their vast land holdings and released their neophytes.

American Period. The American Period (1848–Present) began with the Treaty of Guadalupe Hidalgo. The Gold Rush of 1849 would see tremendous influx of Americans and Europeans flooding into Southern California. In 1850, California was accepted into the Union of the United States primarily due to the

population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849–1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi and Missouri Valleys. When the beef market collapsed, many California ranchers lost their ranchos through foreclosure. A series of disastrous floods in 1861–1862, followed by a significant drought further diminished the economic impact of local ranching. This decline combined with ubiquitous agricultural and real estate developments of the late 19th century, set the stage for diversified economic pursuits that continue to this day.

Ontario. In 1839, the Mexican government granted the 12,000-acre Rancho de Cucamonga to Tiburcio Tapia. In the 1840s, Americans began settling in California in large numbers due to the Gold Rush, and California’s statehood in 1850 accelerated settlement. In 1881, George and William Chaffey purchased part of Rancho Cucamonga in order to develop Etiwanda, where they tested their ground-breaking irrigation and town planning ideas. That same year, the Chaffey family purchased 6,000 acres (along with water rights) west of Etiwanda, which became the cities of Ontario and Upland. In 1883, the Chaffey family added the Kincaid Ranch at the mouth of San Antonio Canyon to their holdings. They established the Ontario Land Company and subdivided the land into 10-acre farm lots, all of which had street frontage.

The Chaffey family set aside a town site for Ontario as well as land for an agricultural college, making water available to each parcel to encourage farmers to settle there. George Chaffey laid out a boulevard named Euclid, which stretched from the Southern Pacific Depot to the mesa at the north end of their holdings. The Chaffey family sold off their land and left California for Australia in 1886. Charles Frankish had moved to Ontario from Riverside that same year to participate in the Chaffey family’s “Model Colony,” and invested in undeveloped land along Euclid Avenue. He recruited a group of investors and formed the Ontario Land and Improvement Company, which bought the Chaffey family’s land holdings in 1886. Frankish acted as Manager and later President, and actively participated in the sale of real estate as well as planning and developing Ontario. Frankish extended Euclid past the depot to the south end of the company’s holdings, platting the street grid and planting trees. In 1887, he organized the Ontario and San Antonio Heights Railroad Company (O&SA) as a subsidiary of the land company. In the 1890s, the O&SA constructed a hydro-electric plant at the mouth of San Antonio Canyon and electrified the system, making it the first electrified trolley west of Chicago. Ontario officially incorporated as a city in 1891. In 1912, Frankish bought the land company’s Ontario-area assets and formed the Frankish Company. Frankish installed electric streetlights in Ontario, established its first bank, and was involved in local commerce and planning until his abrupt departure from the area in 1927.

Aviation interests were introduced to Ontario in 1923 when Waldo Waterman and Archie Mitchell established Latimer Field in the City limits. As more people moved to Ontario, its urban growth forced aviators eastward until they established an airport at the current location of Ontario International Airport. During World War II, Ontario’s airport brought many to the area for its pilot training facilities. It was about this time that the citrus industry that had contributed to Ontario’s nascent years of growth started to experience a broad decline. Land values increased as more Americans began moving westward and settling in the area. In subsequent years and decades, farmers sold their land to incoming residential

developers. The population of Ontario swelled, and by the late 1950s, the City's residential area had expanded south and east. Manufacturing, defense, and dairy industries began to take the place of citrus as the local economic staples drawing in new residents. By the late twentieth century, manufacturing had waned and was replaced by service industries and warehousing. Today, the City has expanded to a population of more than 166,000 people living within a 50 square-mile area. The City's economic base is now heavily dependent on industrial and manufacturing, and with three freeways, three major railroads, and Ontario International Airport, the region is rich in transportation resources.

Local Dairies. Ontario and Chino are located in the Chino Valley basin of southwestern San Bernardino County. Dairy cows came to California with American settlers during the Gold Rush, and by 1876, a State Dairyman's Association had been organized. Dairies were first established in Chino Valley in the 1890s. The first dairy was most likely the Steel and Green Dairy, comprised of adobe buildings on the site of the Battle of Chino. The industry was based on free grazing during this era, and the availability of large tracts of fertile and inexpensive pastureland drew dairy farmers from Los Angeles County. However, most dairies in the region remained closer to Los Angeles population centers for several decades and citrus groves dominated the landscape through the end of the 1940s. Through 1930, the dairies in the region were small family businesses. Yet, by 1915, milk shipments already totaled over 6,000 pounds out of Chino. As Los Angeles County grew in population, so did the regional dairy industry. In the 1920s, many Dutch immigrants started dairy farms near Los Angeles. In the 1930s, to optimize milk production, dairies began switching from free grazing to dry-lot dairying and mechanized milking.

In the early years, the milking equipment was sanitized with steam tanks heated by oil burners. By 1920, dairy health and sanitation laws were established. Milk was originally filtered through cloth into the cans it was shipped in. The new laws required that a milk house had to be at least sixty feet from the barn, milkers must wear clean clothes before each milking, and milk house drains were constantly flushed with water. New ammonia colling systems were also created. After World War I, many cows in California had tuberculosis, thus pasteurization became a requirement. The Dairy Herd Improvement Association (DHIA), formerly the Cow Testing Association, was also created to improve the quality of the milk cattle. The association was first started in the United States in 1906 by Danish immigrant, Helmer Rabild, and a small group of dairy farmers in Michigan. The Dairy Division of the U.S. Department of Agriculture was the biggest supporter of the DHIA. By 1926, over one-hundred associations were established across the country.

During and after World War II, the Los Angeles Basin grew as a metropolitan area, pushing dairy farms to peripheral areas such as the Chino Valley. In 1949, Chino dairies produced one-third of the total dairy production in San Bernardino County. In 1950, there were 79 dairies with an average of 145 cows to a herd in the Chino area. Suburbanization in Los Angeles County allowed dairymen, many of whom were Dutch, to purchase larger acreage and build bigger homes in Chino Valley. During this era, dry lot operations (which purchased all feed) began to replace traditional dairy farms, which grew some or all cattle feed. By 1957, there were more than 135 dairies in Chino Valley. The late 1950s and early 1960s dairies established in Chino Valley were the most technologically sophisticated in the US, capable of milking 450 cows a day for each worker. Herringbone milking parlors, in which cows were raised on a platform so milkers did not have to kneel, became popular during this era to control labor costs. In 1960,

an agricultural dairy preserve was established to protect the land from development, and by 1965, there were around 350 dairies in Chino Valley. In 1979, sixty percent of milk produced in California was from Chino Valley. Dairy products became California's number one agricultural commodity in 1993, and the state continued to lead the country in milk production throughout the twenty-first century.

Cultural Resource Assessment

A Cultural Resources Assessment (**Appendix D1** of this Draft EIR) was prepared for the Project site. The Cultural Resource Assessment includes a thorough literature review, an intensive-level cultural resources field survey field investigation, and cultural resources recommendations for the proposed development (see **Appendix D1**). Currently, the Applicant does not own or control the Phase II (Planning Areas 2B and 3B) parcels therefore, these inaccessible parcels (1053-281-01, -02,-03, -04, -05, and -07) were photographed from the public right of way, and as a result, built environment resources could be assessed and evaluated on these properties.

Research

Records Search. On November 17th, 2022, a records search was conducted at the South-Central Coastal Information Center (SCCIC) at California State University, Fullerton. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, and survey and excavation reports completed within one half-mile of the project site. Additional resources reviewed included the NRHP, the CRHR, and documents and inventories published by the California Office of Historic Preservation (OHP). These include the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures.

Additional Research. BCR Consulting performed additional research through City of Ontario permit records, the Robert E. Ellingwood Model Colony History Room of the Ontario Library, the San Bernardino County Historical Archives, and through various internet resources. The research focused on land-use history, and on acquiring and consulting primary and secondary sources such as building permits, property title documents, census records, birth and death records, newspaper articles, scholarly journal articles, and biographical sources.

Field Survey

An intensive-level cultural resources field survey of the Project site was conducted on October 31, 2022, February 8, 2023, and on May 22, 2023. The survey was conducted by walking parallel transects spaced approximately 15 meters apart across the accessible Project site. The following Assessor Parcel Numbers were not accessible: 1053-281-01, -02, -03, -04, -05, and -07. Also, inaccessible areas such as fenced yards, building interiors, and livestock enclosures and feeding areas were not subject to systematic survey. However, inaccessible parcels were photographed from the public right of way, and as a result, built environment resources could be assessed and evaluated on these properties. Cultural Resources were recorded on DPR 523 forms. Digital photographs were taken at various points within the project site. These included overviews as well as detail photographs of all cultural resources. Cultural resources were recorded per the California OHP Instructions for Recording Historical Resources in the field using:

- Detailed note taking for entry on DPR Forms

- Hand-held Garmin Global Positioning systems for mapping purposes
- Digital photographic overviews and photographs of all cultural resources

Results of the Cultural Resource Assessment are discussed below under **Section 4.5.4**.

4.5.3 Regulatory Setting

Federal

National Register Bulletin 38¹

The National Park Service (NPS) has prepared guidelines to assist in the documentation of Traditional Cultural Properties (TCPs) by public entities. While it is federal guidance, it serves as the best and most recognized guidance for identifying TCPs. National Register Bulletin (NRB) 38 is intended to be an aid in determining whether properties have traditional cultural significance and if they are eligible for inclusion in the NRHP. It is also intended to assist federal agencies, State Historic Preservation Offices (SHPO), Certified Local Governments, tribes, and other historic preservation practitioners who need to evaluate such properties when considering their eligibility for the NRHP as part of the review process prescribed by the Advisory Council on Historic Preservation (ACHP).

National Historic Protection Act Section 106

The Project will be reviewed in accordance with Section 106 of the National Historic Preservation Act (NHPA). The NHPA of 1966, as amended, is the primary set of federal laws governing projects that may affect cultural resources. Section 106 of the NHPA addresses Federal undertakings and requires agencies to review and evaluate how undertakings may impact historic properties.

A “Federal Undertaking” is defined as a project, activity or program that is funded, permitted, licensed, or approved by a Federal agency. Federal undertakings can occur on or off federally controlled properties and include new and continuing projects, activities, or programs, or any element thereof. Permitting pursuant to the Clean Water Act is considered a Federal undertaking for purposes of compliance with the NHPA.

Under Section 106 of the NHPA, federal agencies are required to consider the effects of their actions on properties that are listed in, or eligible for listing in, the NRHP. The following are the four general processing steps for Section 106 compliance:

1. Initiate the Section 106 process by establishing the undertaking, developing a plan for public involvement and identifying other consulting parties;
2. Identify historic properties by determining the scope of efforts, identifying cultural resources and evaluating their eligibility for inclusion in the NRHP;
3. Assess adverse effects to historic properties by applying the criteria of adverse effects to historic properties; and

¹ United States Department of the Interior, National Park Service – Interagency Resources Division. 1992. *National Register Bulletin 38*. <https://www.nps.gov/subjects/nationalregister/upload/NRB38-Completwweb.pdf> (accessed April 2023).

4. Resolve adverse effects by consulting with the SHPO and other consulting agencies, including the ACHP if necessary, to develop an agreement that addresses the treatment of historic properties.

To address their Section 106 obligations, the United States Army Corps of Engineers (USACE) promulgated implementing regulations at 33 Code of Federal Regulations (CFR) Part 325, **Appendix C**.² **Appendix C** establishes procedures to fulfill the requirements set forth in the NHPA. The USACE follows these procedures rather than those outlined in 36 CFR Part 800.

Per **Appendix C**, "designated historic property" is a historic property listed in the NRHP or which has been determined eligible for listing in the NRHP pursuant to 36 CFR Part 63. A historic property that, in both the opinion of the SHPO and the USACE district engineer, appears to meet the criteria for inclusion in the NRHP will be treated as a "designated historic property."

The USACE will identify a "permit area" for the Project, in accordance with the following:

1. The term "permit area" as used in this appendix means those areas comprising the waters of the United States that will be directly affected by the proposed work or structures and uplands directly affected as a result of authorizing the work or structures. The following three tests must all be satisfied for an activity undertaken outside the waters of the United States to be included within the "permit area":
 - i. Such activity would not occur but for the authorization of the work or structures within the waters of the United States;
 - ii. Such activity must be integrally related to the work or structures to be authorized within waters of the United States. Or, conversely, the work or structures to be authorized must be essential to the completeness of the overall project or program; and
 - iii. Such activity must be directly associated (first-order impact) with the work or structures to be authorized.

Title 36 CFR Section 60.4³ provides the criteria for evaluation of NRHP eligibility.

National Register Criteria for Evaluation. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- b) that are associated with the lives of persons significant in our past; or
- c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

² United States Army Corps of Engineers. ND. *33 SFR 325 Appendix C – Procedures for the Protection of Historic Properties*. <https://www.lrl.usace.army.mil/Portals/64/docs/regulatory/Coordination/33%20CFR%20325%20Appendix%20C.pdf>. (accessed April 2023).

³ Electronic Code of Federal Regulations (eCFR). 2019. *Title 36, Chapter I, Part 60, Section 60.4 – Criteria for evaluation*. <https://www.ecfr.gov/current/title-36/chapter-I/part-60/section-60.4>. (accessed April 2023).

- d) that have yielded, or may be likely to yield, information important in prehistory or history.

Criteria considerations. Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria of if they fall within the following categories:

- a) A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- b) A building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- c) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life;
- d) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- e) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- f) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- g) A property achieving significance within the past 50 years if it is of exceptional importance.

Establishing NRHP eligibility also depends on integrity of location, design, setting, materials, workmanship, feeling, and association. Sites that meet one or more NRHP eligibility criteria but do not retain integrity are not eligible for the NRHP. Guidance regarding integrity of location, design, setting, materials, workmanship, feeling, and association is provided by NRB 15.⁴

Location - Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understand why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

Design - Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning,

⁴ United States Department of the Interior, National Park Service – Cultural Resources Division, National Register of History and Education. 1995. *National Register Bulletin 15*. https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf (accessed April 2023).

engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related: for example, spatial relationships between major features; visual rhythms in a streetscape or landscape plantings; the layout and materials of walkways and roads; and the relationship of other features, such as statues, water fountains, and archaeological sites.

Setting - Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. It involves how not just where the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences. The physical features that constitute the setting of a historic property can be either natural or man-made, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property but also between the property and its surroundings. This is particularly important for districts.

Materials - Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place.

A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved. The property must also be an actual historic resource, not a re-creation; a recent structure fabricated to look historic is not eligible. Likewise, a property whose historic features and materials have been lost and then reconstructed is usually not eligible.

Workmanship - Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its

individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques.

Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles. Examples of workmanship in historic buildings include tooling, carving, painting, graining, turning, and joinery. Examples of workmanship in prehistoric contexts include Paleo-Indian clovis projectile points; Archaic period beveled adzes; Hopewellian birdstone pipes; copper earspools and worked bone pendants; and Iroquoian effigy pipes.

Feeling - Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the 19th century. A grouping of prehistoric petroglyphs, unmarred by graffiti and intrusions and located on its original isolated bluff, can evoke a sense of tribal spiritual life.

Association - Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. For example, a Revolutionary War battlefield whose natural and manmade elements have remained intact since the 18th century will retain its quality of association with the battle.

Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the NRHP.

The Project is not anticipated to be subject to the federal permitting processes, as there are no anticipated federal actions or approvals that would be required and trigger compliance under Section 106 of the NHPA. Under the NHPA, federal agencies are required to consider the effects of their actions on places that are listed in, or eligible for listing in, the NRHP.

Natural Register of Historic Places

The NRHP was established by the NHPA as “an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation’s historic resources and to indicate what properties should be considered for protection from destruction or impairment” (CFR 36 Section 60.2). The NRHP recognizes both historical-period and prehistoric archaeological properties that are significant at the national, state, and local levels.

To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must meet one or more of the following four established criteria: Are associated with events that have made a significant contribution to the broad patterns of our history;

- 1) Are associated with the lives of persons significant in our past;
- 2) Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- 3) Have yielded, or may be likely to yield, information important in prehistory or history.

Unless the property possesses exceptional significance, it must be at least 50 years old to be eligible for listing in the NRHP. In addition to meeting the criteria of significance, a property must have integrity. Integrity is defined as “the ability of a property to convey its significance.” The NRHP recognizes seven qualities that, in various combinations, define integrity: location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

Archaeological Resources Protection Act

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

State

California Environmental Quality Act

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

“Historical resource” is a term with a defined statutory meaning. Under California Code of Regulations (CCR), Title 14, Chapter 3 (California Environmental Quality Act [CEQA] Guidelines), Section 15064.5(a) “historical resource” includes the following:

A resource listed in or determined to be eligible by the State Historical Resources Commission (SHRC), for listing in the CRHR (PRC Section 5024.1 and Title 14 CCR, Section 4850 et seq.).

A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical

resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the CRHR (PRC Section 5024.1 and Title 14 CCR Section 4852) including the following:

- **Criterion 1** - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- **Criterion 2** - Is associated with the lives of persons important in our past;
- **Criterion 3** - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- **Criterion 4** - Has yielded, or may be likely to yield, information important in prehistory or history.

CEQA addresses significant impacts to historical resources. “A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.” (CEQA Guidelines Section 15064.5(b)(1)).

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

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

However, if a resource is identified as both a historical resource and a “unique archaeological resource,” then it would undergo the provisions outlined for historical resources (CEQA Guidelines Section 15064.5 and PRC § 21084.1 and 21083.2(l)).

California Public Records Act

Sections 6254(r) and 6254.10 of the California Public Records Act (Government Code Section 6250 et seq.) were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to “Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects... maintained by, ..., the Native American Heritage Commission...”. Section 6254.10 specifically exempts from disclosure requests for “records that relate to archaeological site information

and reports maintained by, or in the possession of, the Department of Parks and Recreation, the SHRC, the State Lands Commission, the Native American Heritage Commission (NAHC), another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency.”

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of State policies and regulations in the California PRC (PRC Sections 5020 to 5029.5, PRC Section 5079 to 5079.65, and PRC Section 5097.9 to 5097.991). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

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

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

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

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is “an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC Section 5024.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHL) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the Point of Historical Interest (PHI) program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the SHRC determines that it meets any of the following criteria, which are modeled on NRHP criteria:

- Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- Criterion 2: It is associated with the lives of persons important in our past.
- Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
- Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

According to 14 CCR Section 4852(a), types of resources eligible for nomination:

- 1) **Building.** A resource, such as a house, barn, church, factory, hotel, or similar structure created principally to shelter or assist in carrying out any form of human activity. “Building” may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn;
- 2) **Site.** A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historical, cultural, or archaeological value regardless of the value of any existing building, structure, or object. A site need not be marked by physical remains if it is the location of a prehistoric event, and if no buildings, structures, or objects marked it at that time. Examples of such sites are trails, designed landscapes, battlefields, habitation-sites, Native American ceremonial areas, petroglyphs, and pictographs;
- 3) **Structure.** The term “structure” is used to describe a construction made for a functional purpose rather than creating human shelter. Examples of structures include mines, bridges, and tunnels;
- 4) **Object.** The term “object” is used to describe those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed, as opposed to a building or a structure. Although it may be moveable by nature or design, an object is associated with a specific setting or environment. Objects should be in a setting appropriate to their significant historic use, role, or character. Objects that are relocated to a museum are not eligible for listing in the CRHR. Examples of objects include fountains, monuments, maritime resources, sculptures, and boundary markers; and
- 5) **Historic district.** Historic districts are unified geographic entities which contain a concentration of historic buildings, structures, objects, or sites united historically, culturally, or architecturally. Historic districts are defined by precise geographic boundaries. Therefore, districts with unusual boundaries require a description of what lies immediately outside the area, in order to define the edge of the district and to explain the exclusion of adjoining areas. The district must meet at least one of the criteria for significance discussed in Section 4852(b)(1)-(4) of this chapter.

Under PRC Section 5024.1 and 14 CCR Section 4852(c), a cultural resource must retain integrity to be considered eligible for the CRHR. Specifically, it must retain enough character or appearance to be recognizable as a historical resource and convey reasons of significance. Integrity is evaluated with regard to retention of such factors as location, design, setting, materials, workmanship, feeling, and association. Cultural sites that have been affected by ground-disturbing activities, such as agricultural activities and off-road vehicle use (both of which occur within the Project area), often lack integrity because they have been directly damaged or removed from their original location, among other changes.

Typically, a prehistoric archaeological site in California is recommended eligible for listing in the CRHR based on its potential to yield information important in prehistory or history (Criterion 4). Important information includes chronological markers such as projectile point styles or obsidian artifacts that can be subjected to dating methods or undisturbed deposits that retain their stratigraphic integrity. Sites such as these have the ability to address research questions.

California Historical Landmarks

CHLs are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below. The resource also must have written consent of the property owner; be recommended by the SHRC; and be officially designated by the Director of California State Parks. The specific standards now in use were first applied in the designation of CHL No. 770. CHLs numbered 770 and above are automatically listed in the CRHR.

To be eligible for designation as a CHL, a resource must meet at least one of the following criteria:

- It is the first, last, only, or most significant of its type in the state or within a large geographic region (northern, central, or southern California);
- It is associated with an individual or group having a profound influence on the history of California; or,
- It is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

California Historical Resources Status Codes

In order to be considered as significant, a resource must meet at least one of the above-listed NRHP or CRHR criteria and retain enough integrity to support its period of significance and association within a historical context. A resource is assigned a California Historical Resources (CHR) status code following evaluation, which identifies its significance level. The status codes and descriptions are:

1. Properties listed in the NRHP or the CRHR.
2. Properties determined eligible for listing in the NRHP or CRHR.
3. Appears eligible for NRHP or CRHR through survey evaluation.
4. Appears eligible for NRHP or CRHR through other evaluation.
5. Properties recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated for NRHP or CRHR or needs re-evaluation.

Typically, resources designated as CHR Status Code 6 are determined ineligible for designation under any criteria and are not considered historical resources. However, there are several subcategories that exist within each of the status codes that allow for various exemptions, such as whether a resource contributes to a Historic District.

California Historic Building Code (CHBC)

The CHBC provides guidelines for the preservation, restoration, rehabilitation, relocation, and reconstruction of buildings or structures designated as qualified historical buildings or properties by a

local, state, or federal jurisdiction, as defined by CHBC Section 8-218. The CHBC provides guidelines for long-term preservation efforts of qualified historical buildings or properties to allow owners to make improvements for access for persons with disabilities; to provide a cost-effective approach to preservation; and, to ensure overall safety of affected occupants or users.

As defined by the CHBC, a “qualified historical building” is “any building, site, structure, object, district, or collection of structures, and their associated sites, deemed of importance to the history, architecture, or culture of an area by an appropriate local, state, or federal governmental jurisdiction. This includes designated buildings or properties on, or determined eligible for, official national, state, or local historical registers or official inventories, such as the NRHP, CRHR, CHLs, California PHI, and officially adopted city or county registers, inventories, or surveys of historical or architecturally significant sites, places, or landmarks.”⁵

California Health and Safety Code Section 7050.5 and 7052

State Health and Safety Code (HSC), Section 7050.5, declares that, in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbance must cease, and the county coroner must be notified. HSC Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

More precisely, if human remains are encountered, Section 7050.5 states that:

- a) “Every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in Section 5097.99 of the PRC. The provisions of this subdivision shall not apply to any person carrying out an agreement developed pursuant to subdivision (l) of Section 5097.94 of the PRC or to any person authorized to implement Section 5097.98 of the PRC.
- b) In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.

⁵ State of California. ND. *Health and Safety Code, Division 13 – Part 2.7, Sections 18950 to 18962 of the California Historic Building Code.* https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=HSC&division=13.&title=&part=2.7.&chapter=&article= (accessed April 2023).

If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.”⁶

PRC Section 5097.91, PRC Section 5097.98, PRC Section 5097.94 and the Native American Heritage Commission

PRC Section 5097.91 established the NAHC, the duties of which include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. PRC Section 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

PRC Section 5097.94 establishes the powers and duties of the NAHC, including, but not limited to:

- a) To identify and catalog places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private lands. The identification and cataloging of known graves and cemeteries shall be completed on or before January 1, 1984. The commission shall notify landowners on whose property the graves and cemeteries are determined to exist and shall identify the Native American group most likely descended from those Native Americans who may be interred on the property.
- b) To make recommendations relative to Native American sacred places that are located on private lands, are inaccessible to Native Americans, and have cultural significance to Native Americans for acquisition by the state or other public agencies for the purpose of facilitating or assuring access thereto by Native Americans.
- c) To make recommendations to the Legislature relative to procedures that will voluntarily encourage private property owners to preserve and protect sacred places in a natural state and to allow appropriate access to Native American religionists for ceremonial or spiritual activities.

For a complete list of powers and duties, visit:

https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC§ionNum=5097.94.

California Penal Code, Section 622.5

California Penal Code, Section 622.5, provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

California Penal Code, Section 622.5

California Penal Code, Section 622.5, provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

⁶ State of California. 1987. *Health and Safety Code Section 7050.5*.
http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=HSC§ionNum=7050.5. (accessed April 2023).

Local

City of Ontario General Plan – The Ontario Plan 2050

The Ontario Plan (TOP) 2050 Community Design Element articulates design qualities that will create locally and regionally significant places and utilizes community design to help achieve the Vision in the areas of economic development, land use, housing, community health, infrastructure, and transportation. Included in TOP 2050 is the Policy Plan, which is a framework that would guide the City’s future growth through the application of policies and goals. The following goals of TOP 2050 relate to cultural and historic resources.

The following policy contained in the Land Use Element is relevant to the Project:

*Community Design Element*⁷

- Goal CD-4** **Historic buildings, streets, landscapes, and neighborhoods, as well as the story of Ontario’s people, businesses, and social and community organizations, have been preserved and serve as a focal point for civic pride and identity.**
- Policy CD-4.1** **Cultural Resource Management.** We update and maintain an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps, and other archives.
- Policy CD-4.2** **Collaboration with Property Owners and Developers.** We educate and collaborate with property owners and developers to implement strategies and best practices that preserve the character of our historic buildings, streetscapes, and unique neighborhoods.
- Policy CD-4.3** **Collaboration with Outside Agencies.** We pursue opportunities to team with other agencies, local organizations, and nonprofits in order to preserve and promote Ontario’s heritage.
- Policy CD-4.4** **Incentives.** We use the Mills Act and other federal, state, regional and local programs to assist property owners with the preservation of select properties and structures.
- Policy CD-4.5** **Adaptive Reuse.** We actively promote and support the adaptive reuse of historic sites and buildings to preserve and maintain their viability.

City of Ontario Development Code

The City Development Code Chapters 4 and 7 establish the City’s scope of historic preservation activities and is the primary body of local law relating to historic preservation. Division 7.01 includes the purpose and authority for historic preservation, and Division 4.02 includes criteria for local historic designation and procedures for the alteration or demolition of historic properties.

Properties may be designated at the local level as Historic Landmarks or Districts. The City Council maintains a record of historic properties that are eligible to apply for placement on the City’s List of

⁷ City of Ontario. 2022. *TOP 2050, Community Design Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/community-design>. (accessed April 2023).

Designated Historic Landmarks or Districts. Any property owner may request the designation of a Historical Resource as a Historic Landmark or District by applying to the City's Planning Department.

Pursuant to Development Code Section 4.02.040, a property that meets one or more of the following criteria is eligible to be placed on the City's List of Historic Landmarks and Districts as a Landmark:

- It meets the criteria for listing in the NRHP; or
- It meets the criterion for listing in the CRHR; or
- It meets one or more of the following criteria:
 - It exemplifies or reflects special elements of the City's history;
 - It is identified with persons or events significant in local, state, or national history;
 - It is representative of the work of a notable builder, designer, architect, or artist;
 - It embodies distinguishing characteristics of a style, type, period, or method of construction;
 - It is noteworthy example of the use of indigenous materials or craftsmanship;
 - It embodies elements that represent a significant structural, engineering, or architectural achievement or innovation;
 - It has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community of the City;
 - It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen; or
 - It has yielded or is likely to yield information important to the City's history or prehistory.

Pursuant to Development Code Section 4.02.040, any neighborhood or area that meets one or more of the following criteria is eligible to be placed on the City's List of Historic Landmarks and Districts as a District:

- Is a geographically definable area possessing a concentration of Historical Resources or thematically related grouping of structures which contribute to each other and are unified by plan, style, or physical development; and embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master and possesses high artistic values;
- Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of a park landscape, site design, or community planning;
- Is associated with, or the contributing resources are unified by events that have a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
- The historic resource is, or the contributing resources are associated with lives of persons important to Ontario, California, or national history.

Landmarks and Districts listed in the NRHP or the CRHR are automatically placed on the City's List of Historic Landmarks and Districts. In addition to the criteria listed above that refer to the historical significance of the resource, the City also requires Landmarks and Districts to have integrity for the time in which they are significant.

The City requires that EIRs associated with Specific Plans in New Model Colony (also referred to as NMC, or Ontario Ranch [OR]) must consider the findings discovered in the City of Ontario's Historic Context for the New Model Colony Area⁸ and address impacts to historical resources. Therefore, this analysis of the resources on the Project area considers the contextual aspects of the NMC Historic Context with an analysis of the Project.

The City Development Code Article 26, Historic Preservation⁹, promotes the public health, safety, and general welfare by:

- Safeguarding the character and history of the City which is reflected in its unique cultural, historical, and architectural heritage, with emphasis on the "Model Colony" as recognized by an Act of Congress and presented at the St. Louis World's Fair in 1904;
- Promoting public knowledge, appreciation, and understanding of the City's past;
- Fostering civic and neighborhood pride in the beauty and accomplishments of the past;
- Promoting the enjoyment and use of Historical Resources appropriate for the education and recreation of the people of the City;
- Enhancing the visual and aesthetic character, diversity, and interest of the City;
- Enhancing property values and stabilizing neighborhoods within the City;
- Recognizing Historical Resources and protecting areas of historical buildings from encroachment of incompatible designs;
- Providing economic benefits to the City and its inhabitants through financial incentives for preservation;
- Protecting and enhancing the City's attraction to tourists and visitors,
- Stimulating business and industry;
- Promoting public awareness of the benefits of preservation; and
- Encouraging public participation in historic preservation, thereby increasing civic pride in the City's heritage.

The Project area would comply with the City's Historic Preservation Ordinance, ensuring all historically-significant findings within the City, including the Project area, would align with the above standards.

⁸ Galvin and Associates. 2004. *The City of Ontario's Historic Context for the New Model Colony Area*. Prepared for City of Ontario Planning Department. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Historic_Preservation/the_dairy_industry.pdf. (accessed April 2023).

⁹ City of Ontario. 2011. *Development Code, Article 26*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Historic_Preservation/historic_preservation_ordinance_0.pdf (accessed April 2023).

4.5.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning cultural resources. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section.

Accordingly, the Project would have a significant effect on the environment if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5; or
- Disturb any human remains, including those interred outdoors of dedicated cemeteries.

Historical Resources

State CEQA Guidelines §15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered “historically significant” if the resource meets the criteria for listing on the CRHR.

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

The fact that a resource is not listed in the CRHR, not determined to be eligible for listing, or not included in a local register of historical resources does not preclude a lead agency from determining that it may be a historical resource. The City is a Certified Local Government (CLG) that is required to review historic resource surveys and make a determination of eligibility for listing on an ongoing basis as part of the implementation of the certified historic preservation program.

Methodology and Assumptions

Cultural Resource Assessment Results

As discussed previously, a Cultural Resources Assessment (**Appendix D1** of this Draft EIR) was prepared for the Project site. The Cultural Resource Assessment includes a thorough literature review, an intensive-level cultural resources field survey field investigation, and cultural resources recommendations for the proposed development. The results are discussed herein.

Records Search

Data from the SCCIC revealed that 10 previous cultural resources studies have taken place and two cultural resources have been recorded within one half-mile of the Project site. Two of the previous studies have assessed small portions of the Project site for cultural resources resulting in one cultural resource (a transmission alignment designated P-36-25440) previously recorded within its boundaries. Records search results are summarized in **Table 4.5-1: Cultural Resources and Reports Within One Half-Mile of the Project Site** below.

Table 4.5-1: Cultural Resources and Reports Within One Half-Mile of the Project Site

USGS 7.5 Min Quad	Cultural Resources Within One Half-Mile of Project Site	Studies W/in One Half-Mile
Ontario (1981), Prado Dam (1981), California	P-36-25440: Historic-Period Chino-Mira Loma No.1 Transmission Alignment (Crosses Project Site) P-36-26725: Historic-Period Building (1/2 Mile SW)	SB-1499, 2623, 2678, 3012, 3688, 4402, 4404*, 6095*, 7898, 7968
Source: Appendix D1 . Notes: *Previously assessed a portion of the Project site.		

Field Survey

BCR Consulting conducted the field survey on October 31, 2022, February 8, 2023, and on May 22, 2023. The Project site has been completely disturbed by historic-period and modern dairy and agricultural developments, and by the installation of public utility alignments. Vegetation at the time of survey included a seasonal pumpkin patch on the northern portion of the project site and seasonal grasses were seen throughout the Project area. Average visibility was approximately 50 percent and sediment comprised sandy silt with very few rocks. Two historic-period dairies and one historic-period transmission alignment were recorded during the survey and are discussed below.

Significance Criteria and Evaluation Results

California Register of Historical Resources. The CRHR criteria are based on NRHP criteria. For a property to be eligible for inclusion on the CRHR or as a City Landmark, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.;
2. It is associated with the lives of persons important to local, California, or U.S. history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of a master, possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, the CRHR requires that sufficient time has passed since a resource’s period of significance to “obtain a scholarly perspective on the events or individuals

associated with the resources.” (CCR Section 4852 [d][2]). The CRHR also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

In addition to evaluation for NRHP and CRHR listing eligibility, the City of Ontario Development Code Article 26: Historic Preservation (Section 9-1.2615) provides the following designation criteria for a property to qualify as a City Historic Landmark:

- a) It exemplifies or reflects special elements of the City’s history;
- b) It is identified with persons or events significant in local, state, or national history;
- c) It is representative of the work of a notable builder, designer, architect, or artist;
- d) It embodies distinguishing architectural characteristics of a style, type, period, or method of construction;
- e) It is a noteworthy example of the use of indigenous materials or craftsmanship;
- f) It embodies elements that represent a significant structural, engineering, or architectural achievement or innovation;
- g) It has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community or the City; or
- h) It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen.

California Register of Historical Resources Results

During the research and field survey, six resources were identified, recorded, and evaluated for CRHR listing eligibility (i.e., significance under CEQA). These include the historic-period Grant Dairy at 13813 Euclid Avenue, a historic-period rural-residential property at 14095 Euclid Avenue, an unnamed historic-period dairy at 7275 Schaefer Avenue, a historic-period rural-residential property at 7218 & 7226 Edison Avenue, an unnamed historic-period dairy at 7244 & 7260 Edison Avenue, and a historic-period transmission alignment designated P-36-25440. CRHR listing eligibility recommendations are summarized in the below **Table 4.5-2: Historic-Period Resources**; see **Appendix D1** of the Draft EIR for additional detail.

Table 4.5-2: Historic-Period Resources

Property Type	Address	California Register of Historic Resources Eligibility
Historic-Period Grant Dairy	13813 Euclid Avenue	Recommended Eligible
Historic-Period Rural Residential	14095 Euclid Avenue	Recommended Not Eligible
Historic-Period Dairy	7275 Schaefer Avenue	Recommended Eligible
Historic-Period Rural Residential	7218 & 7226 Edison Avenue	Recommended Not Eligible
Historic-Period Dairy	7244 & 7260 Edison Avenue	Recommended Eligible
Historic-Period Transmission	P-36-25440	Recommended Not Eligible

Property Type	Address	California Register of Historic Resources Eligibility
Alignment		
Source: <i>Appendix D1</i> .		

City of Ontario Criteria Results

13813 Euclid Avenue City of Ontario Designation Criteria. The Historic-Period Grant Dairy at 13813 Euclid Avenue comprises a Streamline Moderne-style milk parlor, two residences and several ancillary buildings, and other dairy features; refer to *Appendix D1* for information regarding Streamline Moderne-style milk parlors. The dairy is recommended eligible for CRHR listing under Criterion 1, 2, and 3. The property is therefore considered a “historical resource” under CEQA. However, the two residences, ancillary buildings, and other features have been modified outside the historic period. They do not contribute to the overall significance of the Grant Dairy and as such do not warrant preservation. The milk parlor is an excellent example of a Streamline Moderne milk parlor, which has been previously identified in a historic context statement as an important local property type. It features design elements such as the rounded corners of the facades, a shaped parapet, glass block windows, and a flat clay tile roof. The Streamline Moderne milk parlor warrants preservation.

The property meets the requirements for designation under the following criteria:

- a) The property exemplifies/reflects special elements of the City’s dairy history.
- b) It is identified with Austin Grant-a pioneer in the dairy industry.
- d) The milk parlor embodies distinguishing architectural characteristics.
- h) The milk parlor is one of the few remaining examples in the region of its type.

14095 Euclid Avenue CRHR Evaluation. This property was never used as a dairy and therefore has no associations with the New Model Colony.

14095 Euclid Avenue City of Ontario Designation Criteria. The property does not meet any of the eight City Designation Criteria, and as such does not qualify as a City Historic Landmark.

7275 Schaefer Avenue City of Ontario Designation Criteria. The historic-period dairy at 7275 Schaefer Avenue comprises a Streamline Moderne-style milk parlor, a second milk parlor (c1965), and two residences as well as outbuildings, several goat barns, hay storage structures, and an effluent pond to the south. Of these elements, only the Streamline Moderne-style milk parlor is eligible because it is an important local property type under Criterion 3 of the CRHR. It has been previously identified in a historic context statement as an important local property type. It features design elements such as the rounded corners of the facades, a shaped parapet, glass block windows that curve around a corner, and a flat clay tile roof. The property is therefore considered a “historical resource” under CEQA, based on the significance of the milk parlor (which warrants preservation or mitigation). The other buildings lack significance and do not warrant preservation or mitigation under CEQA.

The property meets the requirements for designation under the following criteria:

- a) The property exemplifies/reflects special elements of the City's dairy history.
- d) The milk parlor embodies distinguishing architectural characteristics.
- h) The milk parlor is one of the few remaining examples in the region of its type.

7218 & 7226 Edison Avenue CRHR Evaluation. This property was never used as a dairy and therefore has no associations with this local historic context.

7218 & 7226 Edison Avenue City of Ontario Designation Criteria. The property does not meet any of the eight City Designation Criteria, and as such does not qualify as a City Historic Landmark.

7244 & 7260 City of Ontario Designation Criteria. The historic-period dairy at 7244 & 7260 Edison Avenue comprises a historic-period residence to the west, a historic-period residence to the east, and a historic-period Streamline Moderne-style milking parlor at the center. This dairy is recommended eligible for CRHR listing under Criterion 1, 2, and 3. The property is therefore considered a "historical resource" under CEQA. However, the two residences do not contribute to the overall significance of the historic-period dairy and as such do not warrant preservation. The milk parlor is an excellent example of a Streamline Moderne-style milk parlor, which has been previously identified in a historic context statement as an important local property type. It features design elements such as the smooth stucco finish, projecting center volume, rounded corners, shaped parapet, and decorative clay tile roof, and it warrants preservation under CEQA.

The property meets the requirements for designation under the following criteria:

- a) The property exemplifies/reflects special elements of the City's dairy history.
- b) It is identified with Floris Ykema—a prominent leader in the dairy industry.
- d) The milk parlor embodies distinguishing architectural characteristics.
- h) The milk parlor is one of the few remaining examples in the region of its type.

Approach To Analysis

This analysis of impacts on cultural resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project area and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field observations, review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that any components of the Project may result in "significant" adverse effects on historical and archaeological resources and human remains considers the existing site's historical resource value and the severity of the Project implementation on resources that may be considered historical.

4.5.5 Plans, Programs, and Policies

- PPP CUL-1** Cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.
- PPP CUL-2** Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.
- PPP CUL-5** If human remains are discovered within a project area, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. (California HSC Section 7050.5).

4.5.6 Impacts and Mitigation Measures

Impact 4.5-1 *Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

Level of Significance: Significant and Unavoidable

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operation

Under CEQA, a project has a significant impact on a historical resource if it “would result in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resources would be materially impaired” (State CEQA Guidelines Section 15064.5(b)(1)). Material impairment would occur if the Project would result in demolition or material alteration of those physical characteristics that convey the resource’s historical significance (State CEQA Guidelines Section 15064.5(b)(2)).

BCR Consulting conducted the Cultural Resources Assessment (**Appendix D1**) for the Project. As stated previously, during the research and field survey, six resources were identified, recorded, and evaluated for CRHR listing eligibility (i.e., significance under CEQA). These include the historic-period Grant Dairy at 13813 Euclid Avenue, a historic-period rural-residential property at 14095 Euclid Avenue, an unnamed historic-period dairy at 7275 Schaefer Avenue, a historic-period rural-residential property at 7218 & 7226 Edison Avenue, an unnamed historic-period dairy at 7244 & 7260 Edison Avenue, and a historic-period transmission alignment designated P-36-25440.

Based on the results of the Cultural Resources Assessment (**Appendix D1**), the historic-period rural residential property at 14095 Euclid Avenue, the historic-period rural residential property at 7218 & 7226 Edison Avenue, and the transmission alignment designated P-36-25440 have been evaluated and are recommended not eligible for CRHR eligibility. They do not warrant further consideration. However, as stated above, potential historical resources in the Project study area consist of the historic-period Grant

Dairy at 13813 Euclid Avenue, the historic-period Dairy at 7275 Schaefer Avenue, and the historic-period dairy at 7244 & 7260 Edison Avenue. As proposed, these buildings would be demolished to facilitate development of the Project.

Preservation in place is the preferred manner of mitigating impacts to historical resources under CEQA. Based on results of the current study, the Art Deco Milk Parlor located at the Grant Dairy merits preservation. If preservation of the Art Deco Milk Parlor is feasible, no other cultural resources work, or monitoring is recommended for the portions of the project site that have been subject to inventory. The significance of a historical resource is impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for the CRHR. If an impact on a historical or archaeological resource is significant, CEQA requires feasible measures to minimize the impact (State CEQA Guidelines Section 15126.4 (a)(1)). Mitigation of significant impacts must lessen or eliminate the physical impact that the project will have on the resource. Where preservation is not an option, a data collection mitigation program has been developed in which potential adverse effects of any proposed demolition would be reduced. Preservation in place is considered infeasible in regard to the three potential historic resources, identified above. Preserving these buildings in place would inhibit the attainment of basic Project objectives, as described in **Section 6.0: Alternatives**. Therefore, it is required to assess the feasibility of relocating the three historic milk parlors. However, relocation would not mitigate impacts to historic resources to less than significant levels.

A Feasibility Study (**Appendix D2**) for the relocation of two historic milk parlors, located on the Venegas Farm (13813 Euclid Avenue) and the Drake Farm (7275 Schaefer Avenue), was conducted by Structural Focus in November 2023. The Feasibility Study makes determinations on the feasibility of relocation for the two milk parlors located within the Phase I area of the Project site. The findings are based on visual observations made while on both milk parlor sites on October 25, 2023. Structural Focus observed that the Drake Farm Milk Parlor is in relatively good condition and is currently functioning as a working parlor. The Venegas Farm Milk Parlor is also functioning as a working parlor, but the wood and corrugated metal roof of the back portion is in bad condition. Additionally, approximately 20 feet at the back of the building has been demolished, and the back 20 feet of the existing building is severely deteriorated and in danger of collapse. Based on these observations, the Feasibility Study presents the following findings related to the relocation of the two historic milk parlors:

- **Venegas Farm Milk Parlor** – The roof of the front portion of the building could be lifted and relocated. It is not feasible to relocate the remainder of the front portion and the entire back portion of the building.
- **Drake Farm Milk Parlor** – It is feasible to relocate the building in its entirety (with the exception of the stem walls in the front and back portion of the parlor and the animal stalls in the back portion of the parlor).

Prior to any project-related impacts to significant resources, the City would complete or require the completion of Historic American Building Survey (HABS) style photographic documentation of the subject property. While the photographs would meet HABS standards, only local curation (and no federal curation

or involvement) would be necessary. The photographic documentation will be provided to the City (and any required local repositories) for curation. However:

In most cases the use of drawings, photographs, and/or displays does not mitigate the physical impact on the environment caused by demolition or destruction of an historical resource (14 CCR § 15126.4(b)). However, CEQA requires that all feasible mitigation be undertaken even if it does not mitigate below a level of significance. In this context, recordation serves a legitimate archival purpose. The level of documentation required as a mitigation should be proportionate with the level of significance of the resource (http://ohp.parks.ca.gov/?page_id=21727).

Through this mitigation measure, impacts to the Project site would be reduced. However, it may not be possible to reduce impacts of demolition below a level of significance.

Therefore, impacts would be potentially significant (impacts to residences and/or dairy properties) and mitigation would be required. The application of **MM CUL-1** through **MM CUL-8** would ensure that every effort would be made to reduce impacts to the historical resources on-site to the extent feasible. **MM CUL-1** ensures that every effort would be made to relocate the eligible historic buildings on the Project site, including offering relocation for the historical buildings off-site at no cost; and advertisements notifying the public of the opportunity to relocate the buildings would be placed on-site with temporary signage, in at least three local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards (realtor's offices, local business), for a minimum of 45 days. **MM CUL-2** would require full documentation of the historical buildings following Historic American Buildings Survey standards, of the historical resource be submitted to the Planning Department for review and approval and subsequent release to the Ovitt Family Community Library, Model Colony History Room prior to issuance of demolition building permit. **MM CUL-3** ensures a mitigation fee payment is made to the Planning Department, pursuant to Section 7.01.030 of the Ontario Development Code. **MM CUL-4** requires that the Planning Department determine whether items within or on the historical resource should be salvaged. The applicant shall be responsible for the removal, relocation and donation of such items selected for salvaging. An inventory of salvaged items shall be provided by the applicant to the Planning Department prior to issuance of demolition permit. **MM CUL-5** requires the applicant to obtain a building permit prior to any demolition, relocation, or construction.

In the absence of a relocation feasibility study for the historic milk parlor located in the Phase II area, impacts within the Phase II area are not fully known. Thus, **MM CUL-6** would apply. **MM CUL-6** requires that a feasibility study of the relocation and adaptive reuse be completed for the milk parlor located within the Phase II area (at 7244 and 7260 Edison Avenue), such as that conducted for the Phase I area historic resources (at 13813 Euclid Avenue and 7275 Schaefer Avenue; refer to **Appendix E3**). Should relocation be deemed infeasible, **MM CUL-1** would apply to the milk parlor within the Phase II area. Further, **MM CUL-7** would require that a comparative study of other dairy areas within California be conducted to further understand the significance of dairy farming at a local, regional, and statewide level.

Finally, **MM CUL-8** would require the creation of a 12-15 minute documentary that focuses on the dairy history, themes, site, building, and stories gathered from new and archived oral interviews, dairy context

and recent dairy surveys. Implementation of **MM CUL-1** through **MM CUL-8** would reduce impacts to historic resources, however impacts would remain significant and unavoidable.

Conclusion

As noted above, the Project would have significant and unavoidable impacts pertaining to historical resources. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. Implementation of **MM CUL-1** through **MM CUL-8** is required, in addition to compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.¹⁰

Mitigation Measures

- MM CUL-1** Prior to issuance of a demolition building permit, every effort shall be made to relocate the Milk Parlor (front portion). The building shall be offered at no cost for those who can relocate off site. Advertisements notifying the public of the opportunity to relocate the building shall be placed for a minimum of 30 days: on-site with temporary signage, in at least three local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards.
- MM CUL-2** Full documentation, including but not limited to as built drawing, historical narrative, and Historic American Building Survey (HABS) photographs of the historic resource pursuant to HABS Level 3 standards shall be submitted to the Planning Department for subsequent release to the Ovitt Family Community Library, Model Colony History Room prior to issuance of demolition building permit.
- MM CUL-3** A mitigation fee pursuant to Section 7.01.030 of the Ontario Development Code shall be paid to the Planning Department prior to issuance of building permit for demolition. Mitigation fee is equal to 30% of the price per square foot construction cost as established in the most current International Code Council Building Valuation Data. The fee amount will be provided by the Planning Department at the time of payment. Funds will be deposited into the City's Historic Preservation Trust Fund.
- MM CUL-4** A determination whether items within or on the resource should be salvaged shall be made by the Planning Department. The applicant shall be responsible for the removal, relocation and donation of such items selected for salvaging. An inventory of salvaged items shall be provided by the applicant to the Planning Department prior to the issuance of building permit.
- MM CUL-5** The applicant shall obtain a building permit prior to any demolition, relocation, or construction.
- MM CUL-6** A feasibility study of the relocation and adaptive reuse shall be completed by a qualified architect and structural engineer who specializes in historic buildings in consultation with contractors who specialize in moving buildings for the Milk Parlor

¹⁰ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.5, Cultural Resources*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023).

located within the area identified as Phase II. MM CUL-1 shall be implemented if determined relocation is feasible.

MM CUL-7 Conduct a comparative study of other dairy areas within California such as the San Joaquin Valley, Arcata Bottoms in Humboldt County, and the Fresno region to further understand the significance of dairy farming at a local, regional, and statewide level.

MM CUL-8 Produce a short video documentary on the operations of a functioning dairy located within the Ontario Ranch area. The 12-15 minute documentary should focus on the dairy history, themes, site, building, and stories gathered from new and archived oral interviews, dairy context and recent dairy surveys.

Impact 4.5-2 *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

Level of Significance: Less Than Significant with Mitigation Incorporated

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operation

One purpose of the Cultural Resources Assessment was to determine whether significant archaeological deposits were present within the proposed Project area. Although none were identified during the records search and field survey, ground-disturbing activities have the potential to reveal buried deposits not observed on the surface. If discovered, impacts to those resources would be potentially significant. In order to minimize any potential impact to the environment, impacts to archaeological resources are considered potentially significant and mitigation measures are required to ensure the proper treatment of undiscovered archaeological resources that may be encountered during grading. The application of mitigation measures **MM CUL-9** and **MM CUL-10** below requiring Cultural Awareness training for all construction and field personnel and ensure the proper treatment of undiscovered archaeological resources that may be encountered during grading would reduce the impacts to less than significant levels.

Following the completion of construction of the Project and disturbances to the site, the Project operation will not include further ground disturbing activities, and it is not anticipated to cause a substantial or adverse change in the significant of an archaeological resource since construction will be completed and mitigation measures applied. Therefore, impacts will be less than significant.

Conclusion

As noted above, the Project would have a less than significant impact with mitigation incorporated pertaining to archaeological resources. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. Impacts would be less than significant with implementation of **MM CUL-9** and **MM CUL-10** below, in addition to applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.¹¹

¹¹ Ibid.

Mitigation Measures

Refer to **MM CUL-1** through **MM CUL-8** above.

MM CUL-9 Prior to the issuance of any grading permits for the Project area, a Cultural Awareness Training Program shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work within the Project area. The training shall be prepared and conducted by a Qualified Archaeologist to the satisfaction of the City Planning Department. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. A copy of the training transcript and/or training video, as well as a list of the names of all personnel who attended the training and copies of the signed acknowledgment forms shall be submitted to the City Planning Department for their review and approval.

MM CUL-10 Should any cultural resources be discovered during Project implementation; the City Planning Department and a Qualified Archaeologist shall be notified to assess the nature and significance of the find. Should any cultural resources be deemed significant, the Qualified Archaeologist shall draft a treatment plan for review and approval by the City Planning Department. Tribes listed on the City's contact list for the Project shall be notified of any significance discovery that is Native American in origin and be given the opportunity to comment on the treatment plan prior to implementation. All final site records, reports, etc. associated with the discovery, evaluation, and treatment of cultural resources discovered during Project implementation shall be submitted to the South-Central Coastal Information Center (SCCIC).

Impact 4.5-3 *Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?*

Level of Significance: Less Than Significant

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operation

No cemeteries or similar uses exist on the Project area. As well, no uses on the Project site would include the preservation, containment, or burial of human remains. Despite the lack of human remains on the Project area, there is still a remote possibility of encountering human remains buried since the existing uses were established in 1963. As the records search and field survey did not reveal any resources known to contain human remains within or near the Project area, the Cultural Resources Assessment conducted for the Project concluded that the potential presence of archeological deposits, which include human remains, would be low. However, though none were identified during the records search and field survey, ground-disturbing activities have the potential to reveal buried remains not observed on the surface. If discovered, impacts to human remains would be potentially significant.

In order to maintain a conservative consideration of potential impacts to human remains, the Project would comply with the mandates provided by State regulations, including Health and Safety Code (HSC) Sections 7050.5-7055, PRC Section 5097.94, and PRC Section 5097.98-5097.99. HSC Sections 7050.5-7055 describe the general provisions for process for discovery and treatment of human remains. Specifically, HSC Section 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a Project area. HSC §7050.5 requires that all activities cease within the vicinity of the find and the County Coroner be contacted immediately to inspect the remains. As set forth in HSC Section 7050.5 and PRC §5087.98, for Native American human remains, the County Coroner will contact the Native American Heritage Commission (NAHC), who would then designate the Most Likely Descendant (MLD) of the unearthed human remains. Following compliance with the established regulatory framework (i.e., HSC Sections 7050.5-7055, PRC Section 5097.94, and PRC Sections 5097.98-5097.99), the Project's impacts concerning potential to disturb human remains, would be reduced to less than significant.

Conclusion

As noted above, the Project would result in a less than significant impact pertaining to the disturbance of human remains. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. No mitigation is required other than compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is required.

4.5.7 Cumulative Impacts

Cultural resources impacts are site specific and generally do not combine to result in cumulative impacts. In the immediate vicinity of the Project area, no significant cultural resources were identified that could combine with the effects of the Project to result in a cumulatively significant impact to cultural resources. However, cultural resources investigations would be required for other projects before the City of Ontario would permit ground disturbances or demolition or substantial alteration of existing structures. Such investigations would identify resources on the affected Project areas that are or appear to be eligible for listing on the NRHP or CRHR. Such investigations would also recommend mitigation measures to protect and preserve cultural resources. The Project includes mitigation measures to ensure proper identification, treatment, and preservation of cultural resources on the Project. Therefore, cumulative impacts to cultural resources would be less than significant.

The Project could result in potential site-specific impacts to currently unknown archaeological and cultural resources discovered during grading and trenching activities. Other projects within the cumulative study area also have the potential to result in damage and/or loss to these resources. The combination of the Project as well as past, present, and reasonably foreseeable projects in the City and County would be required to comply with all applicable state, federal, County, and local regulations concerning preservation, salvage, or handling of cultural resources, including compliance with required mitigation. Similar to the Project, these projects also would be required to implement and conform to mitigation

measures, which would be likely to reduce impacts to less than significant. Although in the process of development, some known or unknown resources may be lost, it is not anticipated that these impacts would be cumulatively considerable. In addition, implementation of **MM CUL-1** through **MM CUL-10** would reduce Project-specific impacts to the extent feasible. However, despite implementation of all applicable mitigation measures, Project-specific impacts relating to historic resources would be significant and unavoidable. Additionally, the Project would be pursuant to TOP 2050 and would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Project Specific Plan is implementing TOP 2050.¹² Therefore, in consideration of the findings of the TOP 2050 Final Supplemental EIR, the Project's contribution to cumulative impacts would be less than significant.

4.5.8 Significant Unavoidable Impacts

The Project area consists of three cultural resources; the historic-period Grant Dairy at 13813 Euclid Avenue, an unnamed historic period dairy at 7275 Schaefer Avenue, and an unnamed historic-period dairy at 7244 & 7260 Edison Avenue, which were found to be significant and eligible for listing in the CRHR. These findings are consistent with the information provided by the City. As proposed, the Project will lead to significant impacts to this historical resource, as the buildings would be demolished to facilitate development of the Project. As mentioned above, every effort would be made to relocate the historic milk parlors, when feasible based on the structural integrity of the buildings. However, relocation does not mitigate impacts to a less than significant level and impacts to historic resources would be significant and unavoidable. This unavoidable significant impact is consistent with findings of the City's TOP 2010 Certified EIR and TOP 2050 Final Supplemental EIR, which implemented the interim Agricultural Overlay District in anticipation of future development for the site. Even with implementation of regulatory requirements, standard conditions of approval, and consideration of mitigation, the Project would result in significant and unavoidable impacts.

4.5.9 References

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4.6 ENERGY

4.6.1 Introduction

This section of the Draft Environmental Impact Report (EIR) evaluates potential impacts related to energy resources associated with the Euclid Mixed-Use Specific Plan Project (Project), within the City of Ontario (City). The energy analysis consists of a summary of the existing conditions, the energy regulatory framework, a discussion of the Project's potential impacts on energy resources, and identification of mitigation of the Project that may reduce energy consumption, as needed.

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

Additionally, the following analysis is based in part on information obtained from:

- Kimley-Horn and Associates. April 2023. *Energy Calculations*. (**Appendix B4**)

4.6.2 Environmental Setting

Energy use is typically quantified using the British Thermal Unit (BTU), a unit of heat defined as the amount of heat energy required to raise one pound-mass of water by one degree Fahrenheit. Total energy use in California was 7,966.6 trillion BTU in 2018 (the most recent year for which this specific data is available), with a total consumption per capita being 202 million BTU. The State is the second largest consumer of energy in the U.S. but ranks 50th for energy consumption on a per capita basis. Of California's total energy use, the breakdown by sector is approximately 39.8 percent transportation, 23.2 percent industrial, 18.9 percent commercial, and 18.1 percent residential. Electricity and natural gas in California are generally used by stationary sources such as residences, commercial sites, and industrial facilities, whereas petroleum use is generally accounted for by transportation-related energy use.¹

Electricity

Electricity as a utility is a man-made resource. The production of electricity requires the consumption or conversion of resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity requires several system components including substations and transformers that lower transmission line power (voltage) to a level appropriate for distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W), while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep

¹ US Energy Information Agency (USEIA). 2019. *California State Energy Profile*. <https://www.eia.gov/state/print.php?sid=CA>. (accessed April 2023).

the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility-scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy use is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion Wh.

The Project site is in Southern California Edison's (SCE) service area, which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north. Total electricity consumption in SCE's service area was 103,045 GWh in 2021.² Sources of electricity sold by SCE in 2021, the latest year for which data are available, were:

- 32 percent renewable, consisting mostly of solar and wind
- 2 percent large hydroelectric
- 22 percent natural gas
- 9 percent nuclear
- 35 percent unspecified sources – that is, not traceable to specific sources³

The Project site generates electricity demand for the day-to-day operations of the agricultural and residential uses on-site. Existing use of electricity on-site includes lighting, heating and cooling, ventilation, and milking equipment, such as pumps and cooling systems.

Natural Gas

Southern California Gas Company (SoCalGas) provides gas service in the City and has facilities throughout the City, including the Project site. The service area of SoCalGas spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest to part of Fresno County on the north to Riverside County and most of San Bernardino County on the east. Total natural gas consumption in SoCalGas's service area was 6,755 million therms in 2021.⁴

The Project site generates natural gas demand for the day-to-day operations of the dairy farm and residences on-site. Estimated annual natural gas demand for the existing on-site operations is 387,510 kilo-BTU per year (kBTU/year) or 3,876 therms.³ Natural gas demands on-site mainly stem from the use of space and water heaters, cooking appliances, and laundry and water appliances.

² California Energy Commission. 2016. *Electricity Consumption by Planning Area*. <http://www.ecdms.energy.ca.gov/elecbyplan.aspx>. (accessed April 2023).

³ Southern California Edison. 2022. *2021 Power Content Label, Southern California Edison*. <https://www.sce.com/sites/default/files/custom-files/Web%20files/2021%20Power%20Content%20Label.pdf>. (accessed April 2023).

⁴ California Energy Commission. 2016. *Gas Consumption by Planning Area*. <http://www.ecdms.energy.ca.gov/gasbyplan.aspx>. (accessed April 2023).

4.6.3 Regulatory Setting

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act (EISA; Public Law 110-140) was signed into law by President George W. Bush on December 19, 2007. The Act's goal is to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas (GHG) capture and storage. Under the EISA, the Renewable Fuel Standard (RFS) program (RFS2) was expanded in several keyways:

- Expanded the RFS program to include diesel, in addition to gasoline;
- Increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- Established new categories of renewable fuel and set separate volume requirements for each; and
- Required the U.S. Environmental Protection Agency (EPA) to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

RFS2 lays the foundation for achieving significant reductions of GHG emissions from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of our nation's renewable fuels sector.

The EISA also includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

State

Assembly Bill 32 and Senate Bill 32

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020, and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Reductions in overall energy consumption have been implemented to reduce emissions. See **Section 4.8: Greenhouse Gas Emissions**, of this Draft EIR for a further discussion of AB 32.

In September 2016, the Governor signed into legislation SB 32, which builds on AB 32 and requires the state to cut GHG emissions to 40 percent below 1990 levels by 2030. With SB 32, the Legislature also passed AB 197, which provides additional direction for updating the Scoping Plan to meet the 2030 GHG

reduction target codified in SB 32. The California Air Resources Board (CARB) has published a draft update to the Scoping Plan and has received public comments on this draft but has not released the final version.

Additional energy efficiency measures beyond the current regulations are needed to meet these goals as well as the AB 32 GHG reduction goal of reducing Statewide GHG emissions to 1990 levels by 2020 and the SB 32 goal of 40 percent below 1990 levels by 2030 (see **Section 4.8: Greenhouse Gas Emissions**, for a discussion of AB 32 and SB 32). Part of the effort in meeting California’s long-term reduction goals include reducing petroleum use in cars and trucks by 50 percent, increasing from one-third to more than one-half of California’s electricity derived from renewable sources, doubling the efficiency savings achieved at existing buildings and making heating fuels cleaner; reducing the release of methane, black carbon, and other short-lived climate pollutants, and managing farm and rangelands, forests, and wetlands so they can store carbon.

California Building Energy Efficiency Standards: Title 24, Part 6 (California Energy Code)

Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6), commonly referred to as “Title 24,” California’s energy efficiency standards for residential and non-residential buildings, was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California’s energy consumption, and provide energy efficiency standards for residential and non-residential buildings. The 2022 Building Energy Efficiency Standards, which took effect on January 1, 2023, promote photovoltaic (PV) systems in newly constructed buildings, electric ready requirements in new homes, and new electric heat pump requirements for buildings. The California Building Energy Efficiency Standards (CBEES) updates focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

The Title 24, Part 6 was created as part of the California Building Standards Code by the California Building Standards Commission in 1978 to establish statewide building energy efficiency standards to reduce California’s energy use. These standards include provisions applicable to all buildings, residential and non-residential, which describe requirements for documentation and certificates that the building meets the standards. These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment, and appliances:

- Air Conditioning Systems
- Heat Pumps
- Water Chillers
- Gas- and Oil-Fired Boilers
- Cooling Equipment
- Water Heaters and Equipment
- Pool and Spa Heaters and Equipment

- Gas-Fired Equipment Including Furnaces and Stoves/Ovens
- Windows and Exterior Doors
- Joints and Other Building Structure Openings (Envelope)
- Insulation and Cool Roofs
- Lighting Control Devices
- Solar PV Systems

The standards include additional mandatory requirements for space conditioning (cooling and heating), water heating, indoor and outdoor lighting systems, as well as equipment in non-residential, high-rise residential, and hotel or motel buildings. Mandatory requirements for low-rise residential buildings cover indoor and outdoor lighting, fireplaces, space cooling and heating equipment (including ducts and fans), and insulation of the structure, foundation, and water piping. The standards require solar PV systems for new homes. In addition to the mandatory requirements, the standards call for further energy efficiency that can be provided through a choice between performance and prescriptive compliance approaches. Separate sections apply to low-rise residential and to non-residential, high-rise residential, and hotel or motel buildings. In buildings designed for mixed use (e.g., commercial and residential), each section must meet the standards applicable to that type of occupancy.

The performance approach set forth under these standards provides for the calculation of an energy budget for each building and allows flexibility in building systems and features to meet the budget. The energy budget addresses space-conditioning (cooling and heating), lighting, and water heating. Compliance with the budget is determined using a CEC-approved computer software energy model. The alternative prescriptive standards require demonstrating compliance with specific minimum efficiency for components of the building such as building envelope insulation R-values, fenestration (areas, U-factor and solar heat gain coefficients of windows and doors) and heating and cooling, and water heating and lighting system design requirements. These requirements vary depending on the building's location in the State's 16 climate zones.

The CBEES are updated on an approximately three-year cycle as technology and methods have evolved. As a result of new law under AB 970, passed in the fall of 2000 in response to the State's electricity crisis, an emergency update of the standards went into effect in June 2001. The CEC then initiated an immediate follow-on proceeding to consider and adopt updated standards that could not be completed during the emergency proceeding. The CBEES updates focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

California Green Building Standards

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, is a Statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community

Development. The CALGreen Code requires new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The CALGreen Code also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent CALGreen Code was adopted in 2022 and went into effect January 1, 2023.

2008 California Energy Action Plan Update

The 2008 Energy Action Plan (EAP) Update provides a status update to the 2005 EAP II, which is the State of California's principal energy planning and policy document. The 2008 EAP continues the goals of the original EAP and describes a coordinated implementation plan for State energy policies, and identifies specific action areas to ensure that California's energy is adequate, affordable, technologically advanced, and environmentally sound. First-priority actions to address California's increasing energy demands are energy efficiency, demand response (i.e., reduction of customer energy usage during peak periods in order to address system reliability and support the best use of energy infrastructure), and the use of renewable sources of power. If these actions are unable to satisfy the increasing energy and capacity needs, the plan supports clean and efficient fossil-fired generation.

2006 Appliance Efficiency Regulations

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

Executive Order B-30-15, Senate Bill 350, and Senate Bill 100

In April 2015, the Governor issued Executive Order B-30-15, which established a GHG reduction target of 40 percent below 1990 levels by 2030. SB 350 (Chapter 547, Statutes of 2015) advanced these goals through two measures. First, the law increases the renewable power goal from 33 percent renewables by 2020 to 50 percent by 2030. Second, the law requires the CEC to establish annual targets to double energy efficiency in buildings by 2030. The law also requires the California Public Utilities Commission (CPUC) to direct electric utilities to establish annual efficiency targets and implement demand-reduction measures to achieve this goal. In 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Local

City of Ontario Climate Action Plan

The City adopted the Community Climate Action Plan (CAP) in August 2022. The primary purpose of the City's Community CAP is to design a feasible strategy to establish the long-term framework for action on climate change to ensure greenhouse gas pollution is reduced while boosting low-carbon innovation.

The City implemented a Development Screening Table and that is used to determine the significance of a project's GHG impacts. The CAP includes a specific target for GHG reductions for 2030, 2040, and 2050. The targets are consistent with broader State and federal reduction targets and will reflect contemporary scientific understanding of GHG reductions required by 2050.

City of Ontario General Plan – The Ontario Plan 2050

The Ontario Plan (TOP) 2050 Environmental Resources Element defines the ethic to guide management of the City's environmental resources; establishes goals for Environmental Infrastructure; maps environmental justice areas; and establishes policies that support system integration, resource conservation and regeneration, energy independence, environmental justice, and healthy communities. Included in TOP 2050 is the Policy Plan, which is a framework that would guide the City's future growth through the application of policies and goals. The following goals of TOP 2050 relate to visual and scenic resources. The TOP 2050 Environmental Resources Element contains policies which pertain to existing farms and improving the transition of farms to urban uses.

The following policy contained in the Environmental Resources Element is relevant to the Project:

*Environmental Resources Element*⁵

Goal ER-3 **Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.**

Policy ER-3.1 **Conservation Strategy.** We require conservation as the first strategy to be employed to meet applicable energy-saving standards.

Policy ER-3.2 **Green Development – Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.

Policy ER-3.3 **Building and Site Design.** We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.

Policy ER-3.4 **Green Development – Public Buildings.** We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.

⁵ City of Ontario. 2022. *TOP 2050, Environmental Resources Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/environmental-resources>. (accessed April 2023).

Policy ER-3.5 Fuel Efficient and Alternative Energy Vehicles and Equipment. We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.

Policy ER-3.6 Generation – Renewable Sources. We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.

4.6.4 Impact Thresholds of Significance Criteria

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

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Methodology

Based on CEQA Guidelines Appendix G, Energy Conservation, in order to ensure energy implications are considered in project decisions, CEQA identifies that EIRs include a discussion of the potential impacts of proposed projects, with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources as applicable. Environmental effects may include the Project's energy requirements and its energy use efficiencies by amount and fuel type during demolition, construction, and operation; the effects of the Project on local and regional energy supplies; the effects of the Project on peak and base period demands for electricity and other forms of energy; the degree to which the Project complies with existing energy standards; the effects of the Project on energy resources; and the Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable. The energy and fuel usage information provided in this section is based on the following:

- **Building Energy:** Electricity and natural gas usage associated with building energy that would be generated by land uses accommodated under the Project are based on CalEEMod default electricity and natural gas rates. New buildings are modeled to comply with the 2022 Building Energy Efficiency Standards.
- **On-Road Vehicle Fuel Usage:** Fuel usage associated with operation-related vehicle trips in addition to construction-related vehicle trips (i.e., worker and vendor trips) are based on fuel usage data obtained from EMFAC2021, Version 1.0.2, and on vehicle trip generation and Vehicle Miles Traveled (VMT) data provided Urban Crossroads (see **Appendix 12: Vehicle Miles Traveled Analysis**).
- **Off-Road Equipment Fuel Usage:** Fuel usage for construction-related off-road equipment are based on fuel usage data obtained from OFFROAD2021, Version 1.0.4, and on the equipment mix and operations anticipated for the Project (see **Table 4.6-1: Construction-Related Fuel Usage**, for details regarding the anticipated construction schedule and equipment).

4.6.5 Plans, Programs, and Policies

- PPP E-1** New buildings are required to achieve the current CBEES (Title 24, Part 6) and the CALGreen Code (Title 24, Part 11). The 2022 Building Energy Efficiency Standards were effective starting January 1, 2023. The Building Energy Efficiency Standards and the CALGreen Code are updated tri-annually with a goal to achieve 100 percent clean carbon neutrality by 2050 within the State.
- PPP E-2** New buildings are required to adhere to the CALGreen Code requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Code Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2).
- PPP E-3** The CALGreen Code requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most “new construction” projects (CALGreen Code Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).
- PPP E-4** Construction activities are required to adhere to Title 13 California Code of Regulations Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.
- PPP E-5** New buildings are required to adhere to the CALGreen Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.
- PPP E-6** CARB’s RPS is a foundational element of the State’s emissions reduction plan. These mandates apply directly to investor-owned utilities, which in the case of the Project is SCE. On September 10, 2018, SN 100 was signed into law and established the following RPS targets: 50 percent renewable resources target by December 31, 2026, and 60 percent target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030.
- PPP E-7** SB 375 requires the reduction of GHG emissions from light trucks and automobiles through land use and transportation efforts that will reduce vehicle miles traveled. In essence, SB 375’s goal is to control GHGs by curbing urban sprawl and through better land use planning. SB 375 essentially becomes the land use contribution to the GHG reduction requirements of AB 32, California’s global warming bill enacted in 2006, and SB 32.

Project Design Features

- PDF E-1** The tilt-up concrete warehouse buildings would have rooftops that can support tenant improvements for solar panels (i.e., solar-ready).
- PDF E-2** All outdoor water demands would be served with recycled water.
- PDF E-3** The Project would include use of energy efficient Light Emitting Diodes (LEDs), implementation of passive design such as skylights, building orientation, landscaping, and strategic colors to improve building energy performance, and use of high-performance dual pane window glazing in office storefronts.

4.6.6 Impacts and Mitigation Measures

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

Impact 4.6-1 *Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?*

Level of Significance: Less Than Significant Impact

Project Buildout (Phase I + Phase II)

Short-Term Construction Impacts

Project construction would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use. Energy consumption during construction (2023 through 2026) was calculated using the CalEEMod, Version 2022.1 computer model, and the results are shown in **Table 4.6-1: Construction-Related Fuel Usage**.

Table 4.6-1: Construction-Related Fuel Usage

Project Component	Gasoline (Gallons)	Diesel (Gallons)
Construction Worker Commute	195,564	0
Construction Hauling/Vendor Trips	0	129,044
Construction Off-Road Equipment	0	123,815
Total	195,564	252,859
Source: CalEEMod Version 2022.1;		

Electrical Energy

Construction activities associated with the land uses accommodated under the Project would require electricity use to power the construction equipment. The electricity use during construction would vary during different phases of construction, where the majority of construction equipment during demolition and grading would be gasoline-powered or diesel-powered, and the later construction phases would be electricity-powered, such as interior construction and architectural coatings. Overall, the use of electricity would be temporary in nature and would fluctuate according to the phase of construction. Additionally, it is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g.,

power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities. Therefore, Project-related construction activities would not result in wasteful or unnecessary electricity demands and impacts would be less than significant.

Natural Gas Energy

It is not anticipated that construction equipment used for the Project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, impacts would be less than significant with respect to natural gas usage.

Transportation Energy

Transportation energy use depends on the type and number of trips, VMT, fuel efficiency of vehicles, and travel mode. Transportation energy used during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. It is anticipated that the majority of off-road construction equipment, such as those used during demolition and grading activities, would be gasoline-powered or diesel-powered.

The use of energy resources by vehicles and equipment would fluctuate according to the phase of construction. To limit wasteful and unnecessary energy consumption, the construction contractors are anticipated to minimize non-essential idling of construction equipment during construction in accordance with Section 2449 of the CCR, Title 13, Article 4.8, Chapter 9. In addition, electrical energy would be available for use during construction from existing power lines and connection, which could minimize or avoid the use of generators that are less efficient than tying into existing SCE infrastructure. Furthermore, construction trips would not result in unnecessary use of energy since the Project site is centrally located and is served by numerous regional freeway systems (e.g., Interstate 10 [I-10], Interstate 15 [I-15], State Route 83 [SR 83], and State Route 60 [SR 60]) that provides the most direct and shortest routes from various areas of the region. Moreover, all construction-equipment operation would cease upon completion of Project construction. Thus, impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Additionally, over time as fuel efficiencies and fuel technologies improve, it is likely that transportation energy consumption will decrease. Overall, it is expected that construction fuel associated with land use developments accommodated under the Project would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to transportation energy.

Long-Term Impacts during Operation

Project operation would create additional demands for electricity and natural gas compared to existing conditions and would result in increased transportation energy use. Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and indoor, outdoor, perimeter, and parking lot lighting.

Electrical Energy

Operation of the existing facility consumes electricity for various purposes, including, but not limited to heating, cooling, and ventilation of buildings, water heating, operation of electrical systems, security and control center functions, lighting, and use of on-site equipment and appliances. The proposed electricity consumption for the business park, warehouses, strip mall, restaurant, residential use, and associated parking lot are shown in **Table 4.6-2: Electricity Consumption**.

Table 4.6-2: Electricity Consumption

Land Use	Electricity (kWh/year)
Warehouse (Unrefrigerated)	4,493,153
Industrial Park	3,339,907
Apartment	2,011,332
Strip Mall	99,472
Fast Food with Drive-Thru	350,667
Fast Food without Drive-Thru	350,667
Parking Lot	1,831,610
Proposed Project Total	12,904,184
Source: CalEEMod Version 2022.1 Notes: kWh = kilowatt hour	

Electrical service to the Project would be provided by SCE through connections to existing offsite electrical lines and new on-site infrastructure. As shown in the table, the Project would have an annual electricity demand of 12,904,184 kWh/year. While the Project would increase energy demand at the Project site compared to existing conditions, it would be required to comply with the applicable Building Energy Efficiency Standards and the CALGreen Code. Because the Project would be consistent with the requirements of these energy-related regulations, it would not result in wasteful or unnecessary electricity demands. In addition, it is projected that 100 percent of the total outdoor water demand would be served by recycled water, which would contribute to minimizing the energy associated with the distribution and treatment of water. Therefore, the Project would not result in a significant impact related to electricity.

Natural Gas Energy

The proposed natural gas consumption for the Project site is shown in **Table 4.6-3: Natural Gas Consumption**. As seen in the table, natural gas demand would total 31,234,353 kBtu/year with the Project. Because the Project would be built to meet the Building Energy Efficiency Standards, it would not result in wasteful or unnecessary natural gas demands. Therefore, operation of the Project would result in less than significant impacts with respect to natural gas usage.

Table 4.6-3: Natural Gas Consumption

Land Use	Natural Gas (kBtu/year)
Warehouse (Unrefrigerated)	18,493,912
Industrial Park	5,251,416
Apartment	5,143,326
Strip Mall	60,281
Fast Food with Drive-Thru	1,142,709
Fast Food without Drive-Thru	1,142,709
Parking Lot	0
Proposed Project Total	31,234,353
Source: CalEEMod Version 2022.1 Notes: kBtu = kilo-British thermal unit	

Transportation Energy

The Project would consume transportation energy during operations from the use of motor vehicles. Because the efficiency of the motor vehicles in use, such as the average miles per gallon for motor vehicles involved with the Project are unknown, estimates of transportation energy use is assessed based on the overall VMT and related transportation energy use. The Project-related VMT would primarily come from future employees and for the commercial uses. As seen in **Table 4.6-4: Operation-Related Fuel Usage**, the VMT for the Project is estimated to be 43,183,549. However, the Project would involve the construction of an industrial and business park and retail uses that would provide more opportunities for employment for residents of the City and would be within an urbanized area with nearby amenities and public transit options. Furthermore, the Project includes a Circulation Plan to provide connectivity to the trails and bikeway corridors identified in the Ontario Multipurpose Trails and Bikeway Corridor Plan. The City is also coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service that would include the segment of Euclid Avenue along the western boundary of the Project site. In addition, in compliance with the CALGreen Code, the Project would include bicycle racks and storage for employee use. These features and aspects of the Project would contribute to minimizing VMT and transportation-related fuel usage. Overall, it is expected that operation-related fuel usage associated with the Project would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

Table 4.6-4: Operation-Related Fuel Usage

Vehicle Type	Gasoline		Diesel	
	VMT	Gallons	VMT	Gallons
Passenger Vehicles	34,330,921	1,589,395	0	0
Light/Medium Trucks	0	0	7,773,039	451,921
Heavy Trucks	0	0	1,079,589	176,982
Total	34,330,921	1,589,395	8,852,628	628,903
Source: CalEEMod Version 2022.1				

Impact 4.6-2 *Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?*

Level of Significance: Less Than Significant Impact

Project Buildout (Phase I + Phase II)

City of Ontario Community Climate Action Plan (CAP)

As discussed in the **Section 4.8: Greenhouse Gas Emissions**, the primary purpose of the City’s Community CAP is to design a feasible strategy to reduce GHG emissions generated by community activities that is consistent with statewide CARB Scoping Plan GHG reduction efforts. The City has identified a series of reduction measures to be implemented by the City. These reduction measures include programs that relate to the energy efficiency of projects within the City. As shown in **Table 4.8-8: Community CAP Consistency**, the Project would comply and would not conflict with the measures and goals established by the City’s Community CAP. Therefore, implementation of the project would not be inconsistent with the energy efficiency and renewable energy standards of a City’s local plan.

City of Ontario TOP

Table 4.6-5: Consistency with the TOP evaluates the consistency of the Project to the applicable policies of TOP. As shown in the table, the Project would generally be consistent with the applicable policies of TOP. For example, the sustainable design strategies in the Project Specific Plan Amendment includes use of energy efficient LEDs, implementation of passive design such as skylights, building orientation, landscaping, and strategic colors to improve building energy performance, use of high-performance dual pane window glazing in office storefronts, and incorporation of skylights into at least two percent of warehousing/distribution building roof area to provide natural light and to reduce electric lighting demand. Therefore, overall, the Project would be consistent and would not interfere with the City of Ontario TOP.

Table 4.6-5: Consistency with the TOP

Goal/Policy No.	Goal/ Policy	Consistency
Policy ER3-1	Conservation Strategy: Require conservation as the first strategy to be employed to meet applicable energy saving standards.	Consistent: The proposed Project incorporates energy-saving conservation strategies into its design guidelines by addressing lighting, bicycle parking, sustainable landscaping, and energy efficiency. Sustainable design strategies include design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
Policy ER3-2	Green Development – Communities: Encourage the use of LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.	Consistent: Development of land uses accommodated under the Project would be in compliance with the CALGreen Code. Additionally, the proposed Project’s Sustainable Design Strategies include the use of best practices through passive design to improve building energy performance.
Policy ER3-3	Building and Site Design: Require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive	Consistent: The proposed Project’s Sustainable Design Strategies include the use of passive design to improve building energy performance through skylights, building orientation, landscaping, and use of select colors. Additionally, the development of

Goal/Policy No.	Goal/ Policy	Consistency
	solar and natural ventilation.	land uses accommodated under the proposed Project would also be designed in compliance with the CALGreen Code.
Policy ER3-4	Green Development – Public Buildings: We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.	Not Applicable: This policy is applicable to City-owned buildings.
Policy ER3-5	Fuel Efficient and Alternative Energy Vehicles and Equipment: We purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.	Not Applicable: This policy is applicable to City-owned vehicles and equipment.
Policy ER3-6	Generation – Renewable Sources: Promote the use of renewable energy sources to serve public and private sector development.	Consistent: The buildings developed under the Project would have rooftops that can support solar panels (i.e., solar-ready) which will comply with solar ready requirements of the Building Energy Efficiency Standards, which would enable future tenants to install a PV system.
Source: City of Ontario. 2022. <i>TOP 2050, Environmental Resources Element</i> . https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/environmental-resources . (accessed April 2023).		

The state’s electricity grid is transitioning to renewable energy under California’s RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy. SCE’s *Pathway 2045* concludes that reaching California’s 2045 GHG goals requires the decarbonization of electricity, electrification of transportation, electrification of buildings, and utilization of low carbon fuels.⁶ Achieving 100 percent renewable energy would be feasible with continued technical advances including the following:⁷

- Better weather forecasting technology is making it much easier for grid operators to know precisely how much wind or solar generation we can depend on at any given time.
- The cost of zero-carbon generation sources like wind and solar have dramatically decreased in the past decade and continue to decline.
- The cost of energy storage technologies, which will help us be able to use renewables when the wind isn’t blowing and the sun isn’t shining, also continues to decline.
- New advancements in the ability of large and small electricity users to shift usage towards times when electricity is cheaper and when the supply of renewables is most abundant are helping to make the grid more flexible and able to accommodate very high levels of renewable energy.

⁶ Southern California Edison. 2023. *Carbon Neutrality by 2045*. <https://www.edison.com/our-perspective/pathway-2045>. (accessed April 2023).

⁷ SB 100. 2023. *100% Clean Energy FAQs*. <https://focus.senate.ca.gov/sb100/faqs>. (accessed April 2023).

- Grid operators around the western United States are coordinating to gain access to larger markets for renewables and other carbon-free flexible grid resources.
- Targeting energy efficiency during times of the day when renewables are less abundant (after the sun sets) will also help the grid operate more efficiently.

As discussed herein, the Project would comply with the Building Energy Efficiency Standards, the CALGreen Code, and energy efficiency measures implemented by the City CAP. Consistent with the CAP, the buildings developed under the Project would have rooftops that can support solar panels (i.e., solar-ready) which will comply with solar ready requirements of the Building Energy Efficiency Standards, which would enable future tenants to install a PV system. Therefore, implementation of the Project would support the statewide goal of decarbonization by 2045.

4.6.7 Cumulative Impacts

The areas considered for cumulative impacts to electricity and natural gas supplies are the service areas of SCE and SoCalGas, respectively, described above in *Section 4.6.2: Environmental Setting*. Other projects would generate increased electricity and natural gas demands. However, all projects within the SCE and SoCalGas service areas would be required to comply with the Building Energy Efficiency Standards and the CALGreen Code, which would contribute to minimizing wasteful energy consumption. Additionally, the Project would be pursuant to TOP 2050 and would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Project Specific Plan is implementing TOP 2050.⁸ Therefore, cumulative impacts would be less than significant, and Project impacts would not be cumulatively considerable.

4.6.8 Significant Unavoidable Impacts

No significant unavoidable aesthetic impacts have been identified.

4.6.9 References

California Energy Commission (CEC). 2022. *Building Energy and Efficiency Standards*.

<https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards>.

California Energy Commission (CEC). 2016. *Electricity Consumption by Planning Area*.

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California Energy Commission. 2016. *Gas Consumption by Planning Area*.

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⁸ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.6, Energy Resources*.
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4.7 GEOLOGY AND SOILS

4.7.1 Introduction

This section of the Draft Environmental Impact Report (EIR) identifies and analyzes the potential environmental impacts of the Euclid Mixed Use Specific Plan Project (Project) as they relate to geological and soil resources, paleontological resources, or unique geologic features in the City of Ontario (City) within San Bernardino County (County). The environmental setting will be discussed for the Project, along with any applicable federal, state, regional, and local policies and regulations. Additionally, this section will describe the specific mitigation measures that would be used to minimize any significant environmental impact, if any are identified. The data collected provides information on existing conditions in the Project region from literature search, review of existing data, and site surveys.

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

Additionally, the following analysis is based in part on information obtained from:

- Converse Consulting. March 2022. *Preliminary Geotechnical Investigation & Organic Soil/Manure Evaluation Report for the Euclid Mixed Use Specific Plan Project.* (**Appendix E1**)
- Converse Consulting. October 2022. *Geotechnical Evaluation Report of Soil Stockpile.* (**Appendix E2**)

The Project is anticipated to be developed in two phases within five planning areas (PAs), with only Phase I proposed at a project-level entitlement. Phase I would include PAs 1, 2A, and 3A, proposing the construction of 13 buildings with ancillary office space and commercial uses, approximating 1,386,776 square feet (sf) of business park uses and designated open space. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time.

The preliminary geotechnical investigation prepared by Converse Consulting analyzed the Phase I area only, which covers 59.6 acres of active dairy and agricultural land located on the southeast corner of Euclid Avenue and Schaefer Avenue. Currently, the Applicant does not control the Phase II parcels therefore, a geotechnical investigation was not completed at this time. At the time of Phase II development, it will undergo its own site-specific CEQA analysis. This investigation evaluated the current nature and engineering properties of the subsurface soils and groundwater conditions and provided geotechnical recommendations for the proposed residential development. The geotechnical evaluation prepared by Converse Consulting evaluated the soil stockpile located in the center of the analyzed 59.6-acre Phase I area (refer to **Figure 4.7-1: Analyzed Site and Stockpile**). The soil stockpile is approximately 420 to 430 feet long, 70 to 85 feet wide, and 5 to 10 feet high.



FIGURE 4.7-1: Analyzed Site and Stockpile
Euclid Mixed Use Specific Plan

4.7.2 Environmental Setting

Existing Conditions

The Project is located at the southeast corner of Euclid Avenue and Schaefer Avenue within the City. The Project site (Phases I and II) consists of approximately 84.1 acres on 18 existing parcels, (refer to **Section 3.0: Project Description, Figure 3-2: Local Vicinity Map** and **Figure 3-3: Project Boundary**). The Project site is bounded by Schaefer Avenue to the north, Euclid Avenue to the west, and existing active and abandoned dairy farms and agricultural uses to the east and south. The October 2021 Geotechnical Evaluation analyzed the Phase I area of the Project, which evaluated a stockpile located in the center of the 59.6 acres of active dairy and agricultural land (refer to **Figure 4.7-1: Soil Stockpile Located in the Phase I Area**). The soil stockpile was approximately 420 to 430 feet long, 70 to 85 feet wide, and 5 to 10 feet high. Ground surface on and surrounding the stockpile consisted of some weeds and grasses and some scattered localized debris and trash.

The Phase I area is currently occupied by agricultural uses, including the raising of livestock, dairy farming activities, and a commercial nursery. The majority of this area consists of fallow or cultivated fields. There is a private recreational vehicle facility in the southwestern portion of the site and a scrap yard at the intersection of Euclid Avenue and Edison Avenue. Numerous single family residential structures, as well as agricultural related buildings and open structures are located within the Phase I area. Two Southern California Edison (SCE) easements extend across the Phase I area. No permanent structures, besides the transmission towers, are located within the SCE easements; however, they have been used for various agricultural uses historically.

Based on visual observations made at the time of the subsurface investigation and from elevation information obtained from Google Earth, the overall site topography slopes gently from the northeast to the southwest and south. Drainage appears to flow south and southwest. Site elevations range from approximately 730 feet above mean sea level (amsl) in the northeast portion of the site to approximately 690 feet amsl in the southwest portion of the site.

A Geotechnical Investigation of the Phase I area was prepared in March 2022 by Converse Consultants (see **Appendix E1**), which reviewed the existing site soil characteristics and geotechnical feasibility of implementation of the Project. The majority of the information provided in this section uses the updated 2022 Geotechnical Evaluation (Geotechnical Evaluation). The data from the previous 2021 evaluation is included in the Geotechnical Evaluation. This Geotechnical Evaluation concluded the Phase I area is considered feasible from a geotechnical standpoint, based on field investigation and laboratory testing, to support Project development. Additionally, the Phase II area is being evaluated only at a programmatic level based on available information from The Ontario Plan (TOP) 2050, and there are no specific development proposals at this time. At the time of Phase II development, it will undergo its own site-specific CEQA analysis.

Near- and Sub-surface Conditions

Based on the field exploration and laboratory test results, the subsurface soil at the Phase I area consisted primarily of manure, organic artificial fill soil, topsoil, alluvium, and older alluvium.

Manure and Highly Organic Soil

Manure and highly organic soils partially cover the Phase I area within the fill berm located on the central eastern portion of the site. Approximately 16 ft to 23 ft of manure and highly organic soils are located on-site due to the site's history of being an active dairy farm.¹ This manure and highly organic soils would be removed from the site prior to Project construction.

Organic Artificial Fill

Based on the exploratory excavations of the Phase I area conducted by Converse Consultants, artificial fill soils were encountered on the Phase I area due to the current dairy and agricultural use of the majority of the ground surface. Approximately 0.9 ft to 10 ft of partially organic artificial fill soil is located on the ground surface of the Phase I area.² This material was encountered within some of the exploratory excavations and was generally comprised of fine to coarse-grained silty sands, and some gravel of 1.5 inches maximum dimensions with occasional scattered cobbles to 10 inches maximum dimension, trace clay, some desiccation, some localized debris, and some roots and rootlets. The fill stockpile area, located in the central portion of the site, consists of artificial fill soils that are generally comprised of a mixture of silty sand, clayey sand, sandy silt and sandy clay and silty clay, which are fine to coarse grained. These artificial fill soils also contain traces of manure, which is loose to medium dense, and moist.

Topsoil

Based on the exploratory excavations of the Phase I area conducted by Converse Consultants, topsoil was encountered at the surface and below the artificial fill soil within some of the exploratory excavations at depths ranging from approximately 4 ft to 8 ft below ground surface (bgs).³ These soils are comprised of silty sand and sandy silt, which is fine to coarse grained with scattered gravel of a one inch maximum in dimension, trace clay, and a few organics, and some roots and rootlets. Topsoil ranged from up to about 2 ft to 5 ft thick.

Alluvium

Based on the exploratory excavations of the Phase I area conducted by Converse Consultants, Holocene alluvium was encountered below the artificial fill and topsoil in the majority of the exploratory excavations at depths ranging from approximately 0.9 ft to 7.5 ft bgs.⁴ The alluvium observed on site was generally comprised of sand, silty sand, clayey sand, sandy silt and some sandy clay, which was fine to medium-grained with trace gravel with a one-inch maximum dimension. This material experienced some oxidation staining, and some pinhole pores. Based on some of the exploratory borings, the alluvium ranged from up to about 6.0 ft to 16.5 ft thick. Portions of the upper 0.5 ft to 2.0 ft are low in density.

¹ Converse Consultants. 2022. *Preliminary Geotechnical Investigation & Organic Soil/Manure Evaluation Report for the Euclid Mixed Use Specific Plan Project*. Page 6. See **Appendix E1**.

² Ibid. Page 6.

³ Ibid. Page 7.

⁴ Ibid. Page 7.

Older Alluvium

Early Holocene to late Pleistocene older alluvium was encountered at depths ranging from approximately 11.0 ft to 15.0 ft bgs. Where observed, this material was generally comprised of sand, silty sand and sandy clay, which was fine to coarse-grained, with trace of few gravel to a one-inch maximum dimension, slightly to very desiccated, moderate oxidation staining, medium dense to very dense/medium stiff to stiff and various shades of brown, orange, and red.

Groundwater

The National Water Information System was reviewed for current and historical groundwater data from all sites within an approximately one-mile radius of the Phase I area.⁵ No groundwater was identified. Additionally, the California Department of Water Resources database was reviewed for historical groundwater data from sites within an approximately one-mile radius of the Phase I area as well. One site (CHINO-1208672: Station 340045N1176407W001), located approximately 1,650 ft east of the Phase I area, was identified and reported groundwater at depths ranging from 137.01 ft to 145.74 ft bgs between 2011 and 2021. The historical high groundwater level and the current groundwater level is estimated to be deeper than 137 ft bgs, and groundwater is not expected to be encountered during Project construction activities.⁶ The groundwater conditions of the Phase II future development area is expected to be similar to the anticipated groundwater depth of the Phase I area.

Faulting and Seismicity

The Project site is located within the Chino Basin between the Chino Hills to the southwest and San Gabriel Basin to the north. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no evidence of faulting within the Phase I area was identified during the Geotechnical Investigation. Additionally, there are no Alquist-Priolo Earthquake fault zones within the proximity of the Project site. The nearest Alquist-Priolo Earthquake fault zone is located approximately 3.5 miles southwest from the Project site boundary. The Elsinore Fault Zone is located approximately 4.0 miles southwest of the Project site. This fault is a north to northwest trending reverse fault that dips steeply towards the southwest. The Chino-Central Avenue Fault acts as a groundwater barrier along the western margin of the Chino Basin.⁷ The Chino-Central Avenue Fault is located along the southwest-facing mountain front of the Puente Hills (also referred to as Chino Hills). This fault follows CA Highway 71 north for approximately five miles and then continues to the Los Serranos Country Club area and into the Chino/Pomona region of Los Angeles (approximately 12 miles).

There have been no notable earthquakes, of a magnitude of 5.5 or more, affecting the Ontario-Chino region within the last 50 years. The most recent earthquake, the 2008 Chino Hills Earthquake, occurred southwest of the Project site and had a magnitude of 5.4.

⁵ Ibid. Page 8.

⁶ United States Geological Survey. ND. *National Water Information System: Mapper*. <https://maps.waterdata.usgs.gov/mapper/index.html>. (accessed April 2023).

⁷ Converse Consultants. 2022. *Preliminary Geotechnical Investigation & Organic Soil/Manure Evaluation Report for the Euclid Mixed Use Specific Plan Project*. Page 11. See **Appendix E1**.

Surface Fault Rupture

No portion of the Project site located within a currently designated State of California or San Bernadino County Earthquake Fault Zone.⁸ The potential for surface rupture resulting from the movement of nearby or distant faults is not known with certainty but is considered very low.

Seismic Ground Shaking

Horizontal ground acceleration, which frequently results in widespread damage to structures, is estimated as a percentage of the acceleration of gravity (g). The damage that an earthquake will cause to a structure depends on the earthquake's size, location, distance, and depth; the types of rock and soil at the surface of the Project site; and the type of construction of the structure.

When comparing the sizes of earthquakes, the most meaningful feature is the amount of energy released. Thus, scientists most often consider seismic moment, a measure of the energy released when a fault ruptures. We are more familiar, however, with scales of magnitude, which measure amplitude of ground motion. The energy released by an earthquake is measured as moment magnitude (Mw). The moment magnitude scale is logarithmic; therefore, each one-point increase in magnitude represents a 10-fold increase in amplitude of the waves as measured at a specific location and a 32-fold increase in energy. That is, a magnitude 7 earthquake produces 100 times (10 x 10) the ground motion amplitude of a magnitude 5 earthquake.

The Project site is situated in a seismically active region and ground shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project site. The most prominent of the nearby fault zones include the San Jacinto, Cucamonga, and San Andreas Fault Zones. The Project site is located within the Chino Basin between the Chino Hills to the southwest and San Gabriel Basin to the north. The Elsinore Fault Zone is located approximately 4.0 miles southwest of the Project site. This fault is a north to northwest trending reverse fault that dips steeply towards the southwest. The Chino-Central Avenue Fault acts as a groundwater barrier along the western margin of the Chino Basin. The Chino-Central Avenue Fault is a northern fault strand that merges into the Elsinore Fault Zone. The maximum magnitude recorded for this portion of the Chino Fault was 6.8. The Geotechnical Investigation indicated that the seismic hazard for the Project site is high.

Geologic Hazards

Liquefaction and Related Ground Failure

Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. Based on the exploratory excavations of the Phase I area conducted by Converse Consultants, the depth within which the occurrence of liquefaction may impact surface improvements is

⁸ California Geological Survey. 2015. *Fault Activity Map of California*. <https://maps.conservation.ca.gov/cgs/fam/>. (accessed March 2023).

generally identified as the upper 50 feet bgs.⁹ Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean (d50) grain size in the range of 0.075 to 0.2 millimeters (mm). Non-sensitive clayey (cohesive) soils which possess a plasticity index of at least 18 are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

Based on review of hazard maps, the Project site is not located within a State of California or San Bernardino County designated zone of liquefaction susceptibility.^{10,11} Based on groundwater being deeper than approximately 137 feet bgs, it is estimated that the liquefaction induced settlement of the Project site is negligible.

Earthquake-Induced Landslides

Seismically induced landslides and slope failures are common occurrences during or soon after large earthquakes. There are no slopes on or near the Project site that would cause earthquake-induced landslides.

Settlement

Dynamic dry settlement may occur in loose, granular, unsaturated soils during a large seismic event. Based on dense soil conditions, site-specific boring logs, soil types, soil conditions and blow counts, dry seismic settlement is expected to be minimal.

Lateral Spreading

Seismically induced lateral spreading involves primarily lateral movement of earth materials over underlying materials which are liquefied due to ground shaking. It differs from the slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. Generally due to the negligible risk for liquefaction and flat nature of the Project site, the risk of lateral spreading is considered low.

Shrinkage/Subsidence

The volume of excavated and recompacted soils decreases as a result of grading. The shrinkage would depend on, among other factors, the depth of cut and/or fill, the grading method, and the equipment used. The Geotechnical Investigation concluded shrinkage factors for various units of earth material from the Phase I area would range from approximately 0 to 14 percent for the upper 15 feet of soils.¹² Subsidence occurs when a large portion of land sinks, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. Subsidence would depend on the construction methods and the type of equipment used. Ground

⁹ Converse Consultants. 2022. *Preliminary Geotechnical Investigation & Organic Soil/Manure Evaluation Report for the Euclid Mixed Use Specific Plan Project*. Pages 13-14. See **Appendix E1**.

¹⁰ California Geological Survey. 2020. *Seismic Hazards Program: Liquefaction Zones*. <https://gis.data.ca.gov/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones-1/explore?location=35.720844%2C-119.759465%2C8.10>. (accessed March 2023).

¹¹ County of San Bernardino. 2020. *Countywide Plan Policy Map HZ-2 Liquefaction and Landslides*. <https://www.arcgis.com/apps/webappviewer/index.html?id=5864a434814c4e53adc74101b34b1905>. (accessed July 2023).

¹² Converse Consultants. 2022. *Preliminary Geotechnical Investigation & Organic Soil/Manure Evaluation Report for the Euclid Mixed Use Specific Plan Project*. Page 12. See **Appendix E1**.

subsidence for the Phase I area is estimated to be approximately 0.20 foot to 0.25 foot. The consultant recommends that field-testing using the actual grading equipment and techniques be conducted.

Expansive Soils

Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Depending on the extent and location below finish subgrade, expansive soils can have a detrimental effect on structures.

Expansive soils contain substantial amounts of clay that swells when wetted and shrinks when dried; the swelling or shrinking can shift, crack, or break structures built on such soils. The composition of the near surface soils at this site ranges from sands, silty sands, and sandy silts to silty clays, sandy clays, and clayey silts. Laboratory testing performed on representative samples of these materials indicate that the upper 5 to 9 feet of the general site soils had a very low expansion potential (Expansion Index = 0 to 4), and the stockpiled soils possess a medium expansion potential (Expansion Index = 53 to 79).¹³

Corrosive Soils

The results of laboratory testing indicate that the tested samples of the near surface soils possess resistivity values ranging between 300 to 1,703 ohms centimeter (ohm-cm). This indicates that the soils tested are corrosive to severely corrosive to ferrous metals in contact with the soil. The proposed concrete structures would not be exposed to external sources of chlorides, such as deicing chemicals, salt, brackish water, or seawater, according to the Geotechnical Investigation.¹⁴

Tsunamis

Tsunamis are large waves generated in open bodies of water by fault displacement or major ground movement. Due to the inland location of the Project site, tsunamis are not considered to be a risk.

Seiches

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. There are no enclosed bodies of water near the Project site, therefore, seiching is not considered to be a risk during construction or operation.

Paleontological Setting

According to the California Geological Survey (CGS), the Project site is underlain by Quaternary Alluvium composed of alluvium, lake, playa, and terrace deposits or unconsolidated and semi-consolidated sediments.¹⁵ The Project site is within the Transverse Ranges Geomorphic Province of California, which is

¹³ Converse Consultants. 2022. *Preliminary Geotechnical Investigation & Organic Soil/Manure Evaluation Report for the Euclid Mixed Use Specific Plan Project*. Page 15. See **Appendix E1**.

¹⁴ Ibid. Page 31.

¹⁵ California Department of Conservation (DOC). 2015. *Geologic Map of California*. <https://maps.conservation.ca.gov/cgs/gmc/>. (accessed April 2023).

an east-west trending series of steep mountain ranges and valleys. It extends offshore, slanted against the coastline, including islands and prominent mountain ranges, like the San Bernardino Mountains which resides along the San Andreas fault. Apart from the east-west direction, intense north-south compression of the province is squeezing the Transverse Ranges, causing the region to become “one of the most rapidly rising regions on earth.” Within this region of California, the “thickness of Cenozoic petroleum-rich sedimentary rocks has been folded and faulted, making this one of the important oil-producing areas in the United States.”¹⁶

Paleontological Resources

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA. The Project area is situated in the San Bernardino Basin, adjacent to the Transverse Ranges Geomorphic Province. This province is comprised of a series of mountain ranges that run transverse to most mountain ranges in southern California – roughly east/west trending. The mountains within the Transverse Ranges Geomorphic Province, including the San Gabriel and San Bernardino mountains to the north and northeast, were uplifted by tectonic activity, and provide a major sedimentary source for the alluvium basins of the adjacent areas. The geologic units underlying the Phase I area are mapped entirely as younger Quaternary alluvium (Qyfa) dating from the late Holocene to Pleistocene. These deposits derived broadly as alluvial fan deposits from the San Bernardino Mountains to the north.

Qyfa are Holocene to late Pleistocene-aged alluvial fan deposit that typically consists of river and stream derived sediments. The sediments are comprised of slightly consolidated gray-hued arkosic, sandy and gravel-sand deposits derived from local Peninsular Ranges batholith granitic bodies.

4.7.3 Regulatory Setting

Federal

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1997 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the act established the National Earthquake Hazard Reduction Program (NEHRP), which refined the description of agency responsibilities, program goals, and objectives. NEHRP’s mission includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. NEHRP designates the Federal Emergency Management Agency (FEMA) as the lead agency of the program and assigns it several planning, coordinating, and reporting responsibilities.

¹⁶ California Geological Survey. 2002. *California Geomorphic Provinces*. <https://www.conservation.ca.gov/cgs/Documents/Publications/CGS-Notes/CGS-Note-36.pdf>. (accessed April 2023).

Programs under NEHRP help inform and guide planning and building code requirements such as emergency evacuation responsibilities and seismic code standards.

State

Alquist-Priolo Earthquake Fault Zoning Act

The California Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972, and amended, with its primary purpose being to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The California Alquist-Priolo Earthquake Fault Zoning Act was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. California Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to delineate regulatory zones known as “earthquake fault zones” along faults that are “sufficiently active” and “well defined” and to issue and distribute appropriate maps to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Pursuant to the California Alquist-Priolo Earthquake Fault Zoning Act and as stipulated in Section 3603(a) of the California Code of Regulations (CCR), structures for human occupancy are not permitted to be placed across the trace of an active fault. The California Alquist-Priolo Earthquake Fault Zoning Act also prohibits structures for human occupancy within 50 feet of the trace of an active fault, unless proven by an appropriate geotechnical investigation and report that the development site is not underlain by active branches of the active fault, as stipulated in Section 3603(a) of the CCR. Furthermore, the act requires that cities and counties withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting, as stipulated in Section 3603(d) of the CCR.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the State in 1990 for the purpose of protecting the public from the effects of non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The CGS prepares and provides local governments with seismic hazard zones maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures.

California Building Code

The California Code of Regulations (CCR) Title 24, also known as the California Building Standards Code (CBSC), includes regulations for how buildings are designed and constructed, and are intended to ensure the maximum structural integrity and safety of private and public buildings. The CBSC, which applies to all applications for building permits, consists of 12 parts that contain CBSC administrative regulations for all State agencies that implement or enforce building standards. Local agencies must ensure the development complies with the CBSC standards. Cities and counties can adopt additional standards beyond the CBSC including CBSC Part 2, named the California Building Code (CBC).

California Public Resources Code

The California Public Resources Code (PRC), Chapter 1.7, Sections 5097.5 and 30244, include additional State-level requirements for the assessment and management of paleontological resources. These statutes require reasonable mitigation of adverse impacts to paleontological resources resulting from development on state lands, define the removal of paleontological “sites” or “features” from state lands as a misdemeanor, and prohibit the removal of any paleontological “site” or “feature” from state land without permission of the jurisdictional agency. These protections apply only to State land.

Local

City of Ontario General Plan – The Ontario Plan 2050

The TOP 2050 Safety Element states that the City is susceptible to earthquakes, alluvial deposits that underlie the region, and the rapid withdrawal of groundwater causing subsidence. The Safety Element policies ensure that the City is prepared for and would effectively deal with seismic and geologic hazards. Included in TOP 2050 is the Policy Plan, which is a framework that would guide the City’s future growth through the application of policies and goals. The following goals of TOP 2050 relate to geology and soils.

The following policy contained in the Safety Element is relevant to the Project:

Safety Element¹⁷

- Goal S-1** **Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.**
- Policy S-1.1** **Implementation of Regulations and Standards.** We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.
- Policy S-1.2** **Entitlement and Permitting Process.** We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.

City of Ontario Municipal Code

The City Municipal Code (MC) adopted the 2022 CBC by Ordinance NO. 3227, which incorporates the 2021 Edition of the International Building Code (IBC), as published by the International Code Council. These regulations provide applicable standards and documentation of requirements found in the CBC that address construction of structures and seismic safety. New construction, alteration, or rehabilitation shall comply with applicable ordinances set forth by the City and/or by the most recent City building and seismic codes in effect at the time of project design. In accordance with Section 1803A of the 2022 CBC, a geotechnical investigation is required that must evaluate soil classification, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and expansiveness, as necessary, determined by the City building official.

¹⁷ City of Ontario. 2022. TOP 2050, Safety Element. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/safety>. (accessed April 2023).

The geotechnical investigation must be prepared by registered professionals (i.e., California Registered Civil Engineer or Certified Engineering Geologist).

4.7.4 Impact Thresholds and Significance Criteria

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

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)
 - ii) Strong seismic ground shaking.
 - iii) Seismic-related ground failure, including liquefaction.
 - iv) Landslides.
- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Methodology

The Phase I area was analyzed based on site-specific technical studies (refer to **Appendix E**) while the Phase II area was analyzed programmatically based upon TOP 2050 and other available references. The Preliminary Geotechnical Investigation and organic soil/manure evaluation prepared for 59.6 acres of the active dairy and agricultural uses of the Phase I area evaluated the current nature and engineering properties of the subsurface soils and groundwater conditions. Grading at the Phase I area is anticipated to have cuts and fills of approximately 5 to 10 feet or less. Six exploratory borings (BH-01 through BH-06) were drilled using a truck-mounted CME 75 drill rig equipped with 8-inch diameter hollow-stem augers to investigate the subsurface conditions on January 20, 2022. The borings were drilled to depths ranging from 16.5 feet to 51.5 feet bgs. In addition, 8 exploratory test pits (TP-01 through TP-8) were previously excavated using a backhoe equipped with 24-inch-wide bucket to solely investigate the subsurface conditions of a soil stockpile on July 28, 2021, and obtain samples for organic content, expansion potential and corrosivity tests. The test pits were excavated from approximately 9.0 feet to 12.0 feet bgs.

Representative samples of the stockpiled soils were tested in the laboratory to aid in evaluating the suitability of the use of the soil for future development.

Paleontological Resources

Paleontological resources within the Phase I area were analyzed based on available references including TOP 2050.

4.7.5 Plans, Programs, and Policies

- PPP GEO-1** The Project would be required to comply with the California Building Code and the Ontario MC Section 1803.2, which requires a geotechnical investigation to evaluate soil classification, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and expansiveness, as necessary, determined by the City building official. The geotechnical investigation must be prepared by registered professionals (i.e., California Registered Civil Engineer or Certified Engineering Geologist).
- PPP CUL-1** Cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.
- PPP CUL-2** Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.
- PPP CUL-3** The removal, without permission, of any paleontological site or feature is prohibited from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof (PRC Section 5097.5). This applies to agencies' own activities, including construction and maintenance, and permit actions by others.
- PPP CUL-4** Adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands require reasonable mitigation. (PRC Section 5097.5).
- PPP CUL-5** If human remains are discovered within a project area, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. (California HSC Section 7050.5).

4.7.6 Impacts and Mitigation Measures

- Impact 4.7-1*** ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area***

or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Level of Significance: Less than Significant

Specific Plan - Phase I

Construction and Operations

The Phase I area is not within an Alquist-Priolo Earthquake fault zone and there are no Alquist-Priolo fault zones within the immediate surrounding area of Phase I. The nearest Alquist-Priolo Earthquake fault zone is approximately 3.5 miles southwest from the Phase I area. The nearest fault to the Phase I area is the Elsinore Fault located approximately four miles south. According to the Geotechnical Investigation, there was no evidence of faulting identified during the investigation of the Phase I area. The Phase I area's distance from the nearest fault line would minimize risks attributed to ground rupture and gapping. Therefore, the impacts associated with the rupture of a known fault would be less than significant and no mitigation would be required.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. The Phase II future development area is not within an Alquist-Priolo Earthquake fault zone and there are no Alquist-Priolo fault zones within the vicinity of the Phase II area. The nearest Alquist-Priolo Earthquake fault zone is approximately 3.5 miles southwest from the Phase II area. The nearest fault to the Phase I area is the Elsinore Fault located approximately four miles south. Phase II would not be located within an Alquist-Priolo Earthquake fault zone when Planning Areas 2B and 3B are completed, and impacts concerning rupture of a known earthquake fault would remain less than significant. No mitigation would be required other than compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.¹⁸

Conclusion

As noted above, the Project would not result in significant impacts concerning the rupture of a known earthquake fault. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. Impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is necessary.

¹⁸ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.7, Geology and Soils.* https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023).

Impact 4.7-2 *Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

Level of Significance: Less than Significant

Specific Plan - Phase I and Phase II Future Development Areas

Construction and Operations

Surface Fault Rupture

The Project site is not within an Alquist-Priolo Earthquake Fault Zone, and no evidence of faulting was identified during the Geotechnical Investigation. Furthermore, the Project site is not located within a currently designated State of California or San Bernardino County Earthquake Fault.¹⁹ Therefore, the potential for surface rupture resulting from the movement of nearby or distant faults is considered very low.

Ground Shaking

Southern California is considered a seismically active region and the regional vicinity of the Phase I area contains a number of known earthquake faults. Therefore, the subject property would be exposed to moderate to strong ground shaking. However, the Project site is not located within a currently mapped State of California or San Bernadino County Earthquake Fault Zone for surface fault rupture. As part of the Geotechnical Investigation, 2022 CBC Seismic Design Parameters were generated for future structural improvements within the Project site. Structures for human occupancy must be designed to meet or exceed the most current CBC standards for earthquake resistance. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground motion with a specified probability at the Project site. Therefore, future development of habitable structures within the Project site would be conducted in accordance with the 2022 CBC Seismic Design Parameters generated as part of the Geotechnical Investigation, which would reduce impacts from seismic ground shaking to a less than significant level.

Liquefaction

Soil liquefaction generally occurs in submerged granular soils and non-plastic silts during or after strong ground shaking events. In order for liquefaction to occur, the soils must be submerged and loose to medium-dense, ground motion must be intense, and the duration of ground shaking must be sufficient enough for the soils to lose shear resistance. Based on review of hazard maps, the Project site is not located within a State of California or San Bernadino County designated zone of liquefaction

¹⁹ California Department of Conservation. 2021. *Earthquake Zones of Required Investigation*. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. (accessed July 31, 2023).

susceptibility.^{20,21} Based on groundwater being deeper than approximately 137 feet bgs, it is estimated that the liquefaction induced settlement of the Project site is negligible.

Landslides

Seismically induced landslides and slope failures are common occurrences during or soon after large earthquakes, however the Phase I area is relatively flat with no extreme elevation differences that would potentially lead to landslide effects. According to the San Bernardino County Geologic Hazard map, the Phase I area and the immediate area are not within a zone of generalized landslide susceptibility.²² The relatively flat topography of the Project site along with its location outside of identified landslide susceptibility and rockfall/debris-flow hazard areas would lead to a less than significant impact from occurring due to landslides.

The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. Phase II is not located within a currently designated State of California or San Bernardino County Earthquake Fault Zone and would adhere to 2022 CBC Seismic Design Parameters; therefore, impacts would continue to be less than significant. No mitigation is required except compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.²³

Conclusion

As noted above, the Project would not result in a significant impact concerning strong seismic ground shaking or seismic-related ground failure. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. Impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is necessary.

Impact 4.7-3 Would the Project result in substantial soil erosion or the loss of topsoil?

Level of Significance: Less than Significant with Mitigation Incorporated (Phase I Project) and Significant Unavoidable (Phase II Only)

²⁰ California Geological Survey. 2020. *Seismic Hazards Program: Liquefaction Zones*. <https://gis.data.ca.gov/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones-1/explore?location=35.720844%2C-119.759465%2C8.10>. (accessed March 2023).

²¹ County of San Bernardino. 2020. *Countywide Plan Policy Map HZ-2 Liquefaction and Landslides*. <https://www.arcgis.com/apps/webappviewer/index.html?id=5864a434814c4e53adc74101b34b1905>. (accessed July 2023).

²² County of San Bernardino. 2010. *San Bernardino County Land Use Plan General Plan Geologic Hazard Overlays*. San Bernardino, CA: County of San Bernardino. <http://www.sbcounty.gov/uploads/lus/hazmaps/fh27b.pdf>. (accessed March 2023).

²³ City of Ontario. 2022. TOP 2050 Final Supplemental Environmental Impact Report, Section 5.7, Geology and Soils. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023).

Specific Plan - Phase I

Construction

Topsoil was encountered at the surface and below the artificial fill soil within the exploratory excavations at depths ranging from 4.0 feet to 8.0 feet during the Geotechnical Investigation for the Phase I area. Due to the current dairy and agricultural use the surface of the majority of the Phase I area is generally partially covered by up to approximately 0.9 foot to 10.0 feet of partially organic artificial fill soil. The Phase I area was found to contain organic artificial fills at depths of up to five feet bgs. The organic artificial fill soils that were encountered were found to possess various levels of strength and density under testing.

The construction of the Project would involve excavation activities that would affect surface and near-surface soils. The Phase I area is generally underlain by approximately 3.0 to 9.0 feet of potentially compressible soils (artificial fill, topsoil, and the upper low-density portions of the alluvium), and locally as much as 10.0 feet to 17.0 feet in fill stockpile areas, which may be prone to future settlement under the surcharge of foundation, improvements and/or fill loads. Therefore, these materials would be over-excavated to competent alluvium, within all areas of proposed structures and other improvements, and replaced with compacted fill soils. Within the entire level portions of the building pad areas, over-excavations should also extend at least 5.0 feet below proposed pad grade, or at least 3.0 feet below the lowest proposed footings, within the proposed building areas, whichever is deeper. Within any proposed wall footings areas over-excavation should also be a minimum of 5.0 feet below proposed pad grade or 2.0 feet below the proposed wall footings areas, whichever is deeper. All over-excavations should extend at least 5.0 feet or equal to the depth of over-excavation, whichever is greater, outside the entire level portions of the building pad area.²⁴ In addition to the excavation and removal of the fill material, the development of the Project would require grading preparation, excavation, trenching and paving activities that could result in soil erosion if exposed to periods of high wind or storm-related events. **MM GEO-1** would be implemented to ensure future structure stability and guide over excavation and fill activities. Dust control measures such as watering would be utilized to control the potential for erosion to occur. Construction contractors would also be required to implement a dust control plan in compliance with South Coast Air Quality Management District Rule 403 to reduce wind erosion (further information about dust control can be found in **Section 4.2: Air Quality** of this EIR).

Construction activities such as excavation and grading would be minimal given that the Phase I area is relatively flat. No major grading or excavation would be needed to substantially alter the slope of the site, create, or remove steep slopes, create retaining walls, or make other landform modifications. Nevertheless, grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the Phase I area would be required to comply with erosion and siltation control measures. This would include measures such as sand-bagging, placement of silt fencing, erosion control blankets, straw wattles, mulching, etc., to reduce runoff from the site and to hold topsoil in place during all grading activities. As mass grading proceeds, finish grading commences, and construction begins the erosion measures would be removed or relocated as necessary. Additionally, the construction on the Phase I area would be required to comply with the National Pollutant Discharge

²⁴ Converse Consultants. 2022. *Preliminary Geotechnical Investigation & Organic Soil/Manure Evaluation Report for the Euclid Mixed Use Specific Plan Project*. See **Appendix E1**.

Elimination System (NPDES); refer to **Section 4.10: Hydrology and Water Quality** for discussion of the anticipated NPDES permitting process. Construction impacts on the Phase I area would be minimized through compliance with the Construction General Permit (CGP). The NPDES permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control Best Management Practices (BMPs). The BMPs would be required to meet or exceed measures required by the CGP to control potential construction-related pollutants and would comply with the OMC Title 6, Chapter 6 – Stormwater Drainage System.²⁵ Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. All required permits and the erosion control plan would be verified by the City prior to initiation of any construction and prior to the issuance of any grading permit. Conformance to these requirements and verification by the City as part of the development approval process for the Phase I area would ensure that potential impacts from construction are less than significant.

Operations

Operation of the Project would not involve procedures which would result in substantial soil erosion. Following construction of the Project, the Phase I area would be covered with hardscape which would not contribute to erosion. The Phase I area also would contain some landscaping, but these areas would include ground covers to reduce erosion and/or loss of on-site soils post-construction. This would ensure that operation of the Phase I area would not result in the loss of topsoil or sedimentation into local drainage facilities and water bodies; refer to **Section 4.10: Hydrology and Water Quality**. In addition, a network of storm drains and gutters would be installed, upgraded if needed, and maintained as necessary throughout the developed site. Therefore, the potential for substantial soil erosion or the loss of topsoil is considered less than significant.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Upon commencement of project-level CEQA review for the Phase II area, a geotechnical would be conducted, similar to that of the Phase I analysis. During future development of the Phase II area, existing vegetation and habitat would be removed by grading, excavation, and other construction activities. Note that, in its current state, the Project site is devoid of vegetation or dominated by ornamental, non-native and native species commonly detected in disturbed habitats. These disturbed habitats would be removed upon implementation of Phase II. Similar to Phase I, development occurring within the Phase II area would be subject to **MM GEO-1** to reduce potential geological impacts. However, in the absence of a geotechnical investigation for Phase II, impacts within the Phase II area are not fully known and could be potentially significant. At the time of the project-level CEQA analysis and associated geotechnical investigation of the Phase II area, unforeseen site conditions could be discovered that warrant a finding of potentially significant impact. In that case, a subsequent CEQA analysis, in the form of a subsequent EIR or EIR Addendum, may be required pursuant

²⁵ City of Ontario. 2022. *Ontario Municipal Code*. https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-42829. (accessed March 2023).

to Sections 15162(a) and 15164 of the State CEQA Guidelines. This determination will be made by City staff at the time of future Phase II area site-specific development applications.

A geotechnical investigation and impact analysis would be conducted for future development areas prior to approval of any development in this region to ensure potential adverse effects to geological resources would be minimized. Furthermore, any geotechnical investigation and required mitigation measures would be implemented prior to Project approval and construction initiation (refer to **MM GEO-1** below). However no major grading or excavation would be needed to substantially alter the slope of the site, create, or remove steep slopes, create retaining walls, or make other landform modifications. Furthermore, construction on the Phase II area would be required to comply with the NPDES permitting process. Future development would modify the existing conditions when Planning Areas 2B and 3B are completed; however, geological impacts would be minimized with mitigation incorporated along with compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050. Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. As mentioned above, a subsequent CEQA analysis may be required should the new information presented by the geotechnical investigation indicate that the Project will have significant impacts relating to geological resources.

Conclusion

As noted above, the Project is not anticipated to result in substantial soil erosion or the loss of topsoil with mitigation incorporated. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. **MM GEO-1** would be required to reduce impacts. For the Phase I portion of the Project, impacts would be reduced to less than significant levels. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to geological resources within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation.

Mitigation Measures

MM GEO-1 As specified in the Preliminary Geotechnical Investigation & Organic Soil/Manure Evaluation Report for the Euclid Mixed Use Specific Plan Project by Converse Consulting, cut/fill transitions should be eliminated from all level portions of the building pad areas. This should be accomplished by over excavating the entire "cut" portion of the building pad area by at least 5.0 feet below proposed grade and replacing the excavated materials as properly compacted fill, so that all footings for structures and walls are founded into engineered fill with a minimum of 3.0 feet of fill below footings for proposed structures and 2.0 feet below footings for proposed walls.

No fill should be placed until excavations and/or natural ground preparation have been observed by the geotechnical consultant. The native soils encountered within the project sites are generally considered suitable for re-use as compacted fill. Excavated soils should be processed, including removal of roots and debris, removal

of oversized particles, mixing, and moisture conditioning, before placing as compacted fill. On-site soils used as fill should meet the following criteria.

- No particles larger than 8 inches in largest dimension.
- Rocks larger than 4 inches should not be placed within the upper 12 inches of subgrade soils.
- Free of all significant organic matter, debris, or other deleterious material.
- Expansion index of 50 or less.
- Sand Equivalent greater than 15 (greater than 30 for pipe bedding).
- Contain less than 30 percent by weight retained in 3/4-inch sieve.
- Contain less than 40 percent fines (passing #200 sieve).

Impact 4.7-4 *Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Level of Significance: Less than Significant

Specific Plan - Phase I

Construction and Operations

As discussed under *Impact 4.5-1*, above, liquefaction and landslides are not considered to be a design concern for the Project, and potential for lateral spreading would be low. Seismically induced lateral spreading involves primarily lateral movement of earth materials over underlying materials which are liquefied due to ground shaking. It differs from the slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. Generally due to the negligible risk for liquefaction and flat nature of the Phase I area, the risk of lateral spreading is considered low.

The major cause of ground subsidence is the excessive withdrawal of groundwater. However, the Geotechnical Evaluation prepared for the Phase I area determined that groundwater is not expected to be encountered during Project construction activities. Therefore, based on anticipated groundwater depths, it is not expected that groundwater would affect excavations for the foundations and utilities. However, minor subsidence is expected to occur in the soils below the zone of soil removal, due to settlement and machinery working. The volume of excavated and recompacted soils decreases as a result of grading. The shrinkage would depend on, among other factors, the depth of cut and/or fill, the grading method, and the equipment used. The Geotechnical Investigation concluded shrinkage factors for various units of earth material from the Phase I area would range from approximately 0 to 14 percent for the upper 15 feet of soils. Subsidence occurs when a large portion of land sinks, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. Subsidence would depend on the construction methods and the type of equipment used. Ground subsidence for the Phase I area is estimated to be approximately 0.20 foot to 0.25 foot.

Furthermore, collapse potential was tested on two representative samples in accordance with the ASTM Standard D4596. Based on the laboratory test result a collapse potential of 0.1 percent at a depth of 3.0 feet bgs in boring BH-03 was measured. A collapse potential of 0.2 percent at a depth of 2.5 feet bgs in boring BH-04 was measured. A collapse potential of 0.1 percent at a depth of 5.0 feet bgs in boring BH-02 was measured. No collapse potential at a depth of 8.0 feet bgs in boring BH-08 was measured. These indicate only a slight problem at the site. Collapse potential distress is typically considered a concern when collapse potential is over 2 percent, therefore the test results indicated a slight collapse potential. The consultant recommends that field-testing using the actual grading equipment and techniques be conducted. Additionally, the Project would be in compliance with all federal, State, and local policies and regulations including the CBC, and therefore impacts would be less than significant.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. As discussed under *Impact 4.5-1* and Phase I discussion, above, liquefaction and landslides are not considered to be a design concern for the Project, and potential for lateral spreading would be low.

The major cause of ground subsidence is the excessive withdrawal of groundwater. However, based on groundwater monitoring wells and groundwater boring conducted near to the Phase II area, groundwater is not expected to be encountered during Project construction activities. Therefore, based on anticipated groundwater depths, it is not expected that groundwater would affect excavations for the foundations and utilities. Additionally, the Project would be in compliance with all federal, State, and local policies and regulations including the CBC, and therefore impacts would be less than significant.

Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. Phase II would result in less than significant impacts to landslides, lateral spreading, subsidence, liquefaction or collapse when Planning Areas 2B and 3B are completed. Liquefaction and landslides are not considered to be a design concern for the Project, and potential for lateral spreading would be low due to the geologic setting of the surrounding area. No mitigation is required other than compliance with applicable plans, policies, and programs, including the proposed Specific Plan and TOP 2050.²⁶

Conclusion

As noted above, the Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, and would not result in a significant impact. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. Impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.

²⁶ Ibid.

Mitigation Measures

No mitigation is necessary.

Impact 4.7-5 *Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Level of Significance: Less than Significant with Mitigation Incorporated (Phase I Project) and Significant Unavoidable (Phase II Only)

Specific Plan - Phase I

Construction and Operations

Expansive soils are soils that expand and contract depending on their moisture level. This change can occur seasonally as water levels and precipitation changes throughout the year. These soils normally occur within the first five feet below the surface. Expansive soils can lead to structural damage as their compositions and volume changes dramatically. The composition of the near surface soils at the Phase I site ranges from sands, silty sands, and sandy silts to silty clays, sandy clays, and clayey silts. Laboratory testing performed on representative samples of these materials indicate that the upper 5 to 9 feet of the general site soils had a very low potential (Expansion Index = 0 to 4), and the stockpiled soils possess a medium expansion potential (Expansion Index = 53 to 79).²⁷ **MM GEO-2** would be implemented to further reduce expansion potential. Corrosive soils present on-site can pose additional risk to structures and infrastructure, particularly those composed of ferrous metals that are in context with the soils. **MM GEO-3** would be implemented to reduce impacts associated with corrosive soils. Therefore, a less than significant impact would occur with mitigation incorporated.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Based on available soil data, soils within the Phase II future development area are anticipated to be similar to those within the Phase I area.²⁸ Therefore, expansive and corrosive soil characteristics are expected to be similar throughout the entire Project site. Upon commencement of project-level CEQA review for the Phase II area, a geotechnical investigation would be conducted, similar to that of the Phase I analysis. During future development of the Phase II area, existing vegetation and habitat would be removed by grading, excavation, and other construction activities. Note that, in its current state, the Project site is devoid of vegetation or dominated by ornamental, non-native and native species commonly detected in disturbed habitats. These disturbed habitats would be removed upon implementation of Phase II. Similar to Phase I, development occurring within the Phase II area would be subject to **MM GEO-2** and **MM GEO-3**, which would reduce

²⁷ Converse Consultants. 2022. *Preliminary Geotechnical Investigation & Organic Soil/Manure Evaluation Report for the Euclid Mixed Use Specific Plan Project*. See **Appendix E1**.

²⁸ United States Department of Agriculture Natural Resources Conservation Service. ND. *Web Soil Survey*. <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>. (accessed August 3, 2023).

impacts associated with soil expansion potential and corrosive soils. However, in the absence of a geotechnical investigation for Phase II, impacts within the Phase II area are not fully known and could be potentially significant. At the time of the project-level CEQA analysis and associated geotechnical investigation of the Phase II area, unforeseen site conditions could be discovered that warrant a finding of potentially significant impact. In that case, a subsequent CEQA analysis, in the form of a subsequent EIR or EIR Addendum, may be required pursuant to Sections 15162(a) and 15164 of the State CEQA Guidelines. This determination will be made by City staff at the time of future Phase II area site-specific development applications.

A geotechnical investigation and impact analysis would be conducted for future development areas prior to approval of any development in this region to ensure potential adverse effects to geological resources would be minimized. Furthermore, any geotechnical investigation and required mitigation measures would be implemented prior to Project approval and construction initiation (refer to **MM GEO-2** and **MM GEO-3** below). Future development would modify the existing conditions when Planning Areas 2B and 3B are completed; however, geological impacts would be minimized with mitigation incorporated along with compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050. As mentioned above, a subsequent CEQA analysis may be required should the new information presented by the geotechnical investigation indicate that the Project will have significant impacts relating to geological resources.

Conclusion

As noted above, the Project would result is not anticipated to result in impact to expansive soils with mitigation incorporated. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. **MM GEO-2** and **MM GEO-3** would be required to reduce impacts. For the Phase I portion of the Project, impacts would be reduced to less than significant levels. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to geological resources within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation.

Mitigation Measures

MM GEO-2 Stockpiled fill soils would be placed in deeper fills (at least 5 feet below proposed grade), landscaped areas, or non-structural fills, or blended with sandier soils on site outside of the subject fill stockpile in order to reduce the expansion potential of the stockpiled soils. The expansion potential of the finish-grade soils shall be tested at grading completion.

Slabs-on-grade shall have a minimum thickness of 5 inches for support of nominal live loads and be reinforced with No. 3 bars spaced 24 inches or less on-centers both ways. Slab reinforcement shall be supported on concrete chairs so that the desired placement is properly placed per the design engineer. Structural design elements of slabs-on-grade, including but not limited to thickness, reinforcement, and joint spacing of more heavily loaded slabs shall be dependent upon the anticipated loading

conditions and the modulus of subgrade reaction (200kcf) of the supporting materials and shall be designed by a structural engineer.

Subgrade for slabs-on-grade shall be firm and uniform. All loose or disturbed soils, including under-slab utility trench backfill shall be recompact. Prior to placing concrete, the subgrade soils below all floor slabs shall be pre-watered to achieve a moisture content that is equal to 100 percent of the optimum moisture content of the subgrade soils. The moisture content should penetrate to a minimum depth of 12 inches. This should promote uniform curing of the concrete and minimize the development of shrinkage cracks.

MM GEO-3

Corrosive Materials. Prior to issuance of a building permit, the Director of the City Public Works Department, or designee, shall verify that the Project Applicant/Developer has retained the services of a licensed corrosion engineer to provide detailed corrosion protection measures. Where steel may come in contact with on-site soils, project construction shall include the use of steel that is protected against corrosion. Corrosion protection may include, but is not limited to, sacrificial metal, the use of protective coatings, and/or cathodic protection. Additional site testing and final design evaluation regarding the possible on-site presence of significant volumes of corrosive soils shall be performed by the Project Geotechnical Consultant to refine and enhance these recommendations. On-site inspection during grading shall be conducted by a qualified corrosion consultant and City of Director of Public Works/City Engineer, or designee, to ensure compliance with geotechnical specifications as incorporated into Project plans.

Impact 4.7-6

Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Level of Significance: Less than Significant

Specific Plan - Phase I

Construction and Operations

No septic tanks or other alternative wastewater disposal systems are proposed. From a geotechnical standpoint, any seepage pits, other private sewage systems, and/or other subsurface structures that may be encountered should be located, mapped on the grading plans, removed and/or properly abandoned. Seepage pits, if abandoned in-place, would be pumped clean, backfilled with gravel or clean sand jetted into place, and then capped with a minimum of 2 feet of a 2-sack or greater slurry or concrete for a minimum distance of 2 feet outside the edge of the seepage pit. The top of the slurry or concrete cap would be at a minimum 10 feet below proposed grade. Water and wastewater systems and their development are further discussed in **Section 4.17: Utilities and Service Systems** of this EIR. A less than significant Impact would occur.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. The same impact analysis for the Phase I area would also apply to the Phase II future development area. No septic tanks or other alternative wastewater disposal systems are proposed within the Phase II area. Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. Phase II would not propose septic tanks or other alternative wastewater disposal systems when Planning Areas 2B and 3B are completed. No mitigation is required other than compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.²⁹

Conclusion

As noted above, the Project does not propose the use of septic tanks or other alternative wastewater disposal systems and would not result in a significant impact. The proposed Project Specific Plan proposes the same land uses as contained in the City’s TOP 2050. No mitigation is required other than compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is necessary.

Impact 4.7-7 *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Level of Significance: *Less than Significant with Mitigation Incorporated.*

Specific Plan - Phase I and Phase II Future Development Areas

Construction and Operations

The Project site currently operates with agricultural uses and is frequently disturbed by human and machine activity. A paleontological resource overview was prepared for the Project to review the susceptibility of subsurface geologic units to provide paleontological resources as well as review records for fossil localities near the Project site.³⁰ Additionally, no paleontological resources or unique geologic formations were identified on the Phase I area during the field survey. A records search within a one-mile radius of the Project site did not yield any fossil localities and there were no fossil localities identified within the Phase I area boundaries.

The City of Ontario is underlain by deposits of Quaternary and upper-Pleistocene sediments deposited during the Pliocene and early Pleistocene. Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are therefore considered to have high sensitivity. Older Pleistocene alluvial sediments may contain fossil remains found at 10 ft bgs or greater depths. The

²⁹ Ibid.

³⁰ BCR Consulting LLC. April 2023. *Cultural Resources Assessment Euclid Mixed Use Specific Plan Project, City of Ontario, San Bernardino County, California. (Appendix D)*

San Bernardino County Museum, Division of Geological Sciences, conducted the paleontological records search at the time of the 2010 Certified EIR and discovered one paleontological locality for the City area. This locality contained the remains of a mammoth located approximately 20 ft below the ground surface. Therefore, the possibility of discovering additional paleontological resources within City boundaries is moderate to high at depths of 10 ft bgs or greater depths.

Development of the Project would include grading and other ground disturbing activities that could potentially disturb paleontological resources or unearth previously recorded resources. Therefore, the implementation of **MM GEO-4** would reduce the impact of Project development on paleontological resources or unique geologic features to less than significant impact levels with mitigation incorporated.

Because fossils may be present at depths greater than 10 feet below the existing ground surface, paleontological spot-checking/monitoring in these areas is required. **MM GEO-4** would require a paleontological monitor to ensure that any paleontological finds are properly collected and recorded, and that construction is relocated to assess the find for significance. With the implementation of **MM GEO-4** potential impacts associated with paleontological resources would be less than significant. Therefore, no significant unavoidable adverse impacts relating to paleontological resources have been identified.

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. Phase II would potentially unearth paleontological resources; however, mitigation would reduce potential impacts to less than significant levels when Planning Areas 2B and 3B are completed. Impacts affecting paleontological resources would be less than significant with mitigation incorporated, in addition to compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.³¹

Conclusion

As noted above, the Project would have a less than significant impact to paleontological resources with mitigation incorporated. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. The Impacts would be less than significant with mitigation incorporated, in addition to compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.

Mitigation Measures

MM GEO-4 In areas of documented or inferred archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan based on the recommendations of a qualified cultural preservation expert. Additionally, a paleontological resource monitoring plan (PRMP) would be prepared and

³¹ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.7, Geology and Soils*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023).

implemented. Periodic paleontological spot checks would be conducted when excavation exceeds depths of 5 feet to determine if older, paleontologically sensitive sediments are present. If present, monitoring would be implemented. Prior to the start of construction, a paleontological resource monitoring plan (PRMP) would be prepared and implemented. The Project's PRMP would implement the following procedures:

- A trained and qualified paleontological monitor would perform spot-check and/or monitoring of any excavations on the Project that have the potential to impact paleontological resources in undisturbed native sediments below five feet in depth. The monitor would have the ability to redirect construction activities to ensure avoidance of adverse impacts to paleontological resources.
- The Project paleontologist may re-evaluate the necessity for paleontological monitoring after examination of the affected sediments during excavation, with approval from Lead Agency and Client representatives.
- Any potentially significant fossils observed shall be collected and recorded in conjunction with best management practices and Society of Vertebrate Paleontology professional standards.
- Any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.
- A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, shall be prepared and submitted to the appropriate personnel.

4.7.7 Cumulative Impacts

Geology and soils impacts are site-specific and generally do not combine to result in cumulative impacts. Like the Project, future development projects would be required to comply with applicable state and local building regulations, including the most recent CBC. Site-specific geologic hazards would be addressed in each project's geotechnical investigation. Further, future developments would be required to comply with environmental analysis and review. Therefore, no significant cumulative impact would occur.

Additionally, other projects in the area would involve ground disturbance and could damage paleontological resources that could be buried in those project sites. As with the Project, other projects would require site-specific paleontological analysis that could lead to mitigation requiring monitoring and recovery, identification, and curation of any resources discovered. Cumulative impacts to paleontological resources would be less than significant, and Project contribution would not be cumulatively considerable.

Lastly, the Project would be pursuant to TOP 2050 and would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch

area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Project Specific Plan is implementing TOP 2050.³²

4.7.8 Significant Unavoidable Impacts

No significant unavoidable impacts were identified for Phase I of the Project. However, the Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Impacts within the Phase II area are not fully known and could be potentially significant. At the time of the project-level CEQA analysis and associated geotechnical investigation of the Phase II area, unforeseen site conditions could be discovered that warrant a finding of potentially significant impact. In that case, a subsequent CEQA analysis, in the form of a subsequent EIR or EIR Addendum, may be required pursuant to Sections 15162(a) and 15164 of the State CEQA Guidelines. This determination will be made by City staff at the time of future Phase II area site-specific development applications.

4.7.9 References

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³² City of Ontario. 2022. *TOP 2050 Final Supplemental EIR. Section 5.7, Geology and Soils*.
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4.8 GREENHOUSE GAS EMISSIONS

4.8.1 Introduction

This section of the Draft EIR evaluates the potential for implementation of the Euclid Mixed Use Specific Plan (proposed Project) to cumulatively contribute to greenhouse gas (GHG) emissions impacts, within the City of Ontario (City). Because no single project is large enough to result in a measurable increase in global concentrations of GHG, climate change impacts of a project are considered on a cumulative basis.

This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Modeling of GHG emissions was conducted using the California Emissions Estimator Model (CalEEMod), Version 2022.1, the California Air Resources Board's (CARB) EMFAC2021, Version 1.0.2, and CARB's OFFROAD2021 (Orion Web Database), Version 1.0.1. Model outputs are in **Appendix B1: Air Quality Emissions Model Data**, of this Draft EIR.

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

Additionally, the following analysis is based in part on information obtained from:

- Kimley-Horn and Associates. 2023. Greenhouse Gas Emissions Model Data. (**Appendix B3**)

4.8.2 Environmental Setting

Greenhouse Gases and Climate Change

Certain gases in the earth's atmosphere classified as GHGs play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse

effect and leading to a trend of unnatural warming of the Earth’s climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO₂ emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remains stored in the atmosphere.¹ **Table 4.8-1: Description of Greenhouse Gases** describes the primary GHGs attributed to global climate change, including their physical properties.

Table 4.8-1: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO ₂)	CO ₂ is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO ₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO ₂ is variable because it is readily exchanged in the atmosphere. CO ₂ is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N ₂ O)	N ₂ O is largely attributable to agricultural practices and soil management. Primary human-related sources of N ₂ O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N ₂ O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N ₂ O is approximately 120 years. The Global Warming Potential of N ₂ O is 298.
Methane (CH ₄)	CH ₄ , a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH ₄ include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH ₄ is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth’s surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.

¹ Intergovernmental Panel on Climate Change, *Carbon and Other Biogeochemical Cycles*. In: *Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013. http://www.climatechange2013.org/images/report/WG1AR5_ALL_FINAL.pdf.

Greenhouse Gas	Description
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth’s surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF ₆)	SF ₆ is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF ₆ is 23,900.
Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF ₃)	NF ₃ was added to Health and Safety Code §38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.
Sources: Compiled from U.S. EPA, Overview of Greenhouse Gases, (https://www.epa.gov/ghgemissions/overview-greenhouse-gases), accessed 12-30-2020; U.S. EPA, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016, 2018; Intergovernmental Panel on Climate Change, Climate Change 2007: The Physical Science Basis, 2007; National Research Council, Advancing the Science of Climate Change, 2010; U.S. EPA, Methane and Nitrous Oxide Emission from Natural Sources, April 2010.	

4.8.3 Regulatory Setting

This section describes the federal, State, and local regulations applicable to GHG emissions.

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (EISA; December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

It should be noted that the Energy Independence and Security Act of 2022 has been proposed by the United States Senate. The plan would build upon the EISA of 2007 and would include additional requirements for the United States to achieve energy independence by 2024.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the U.S. EPA, the U.S. Department of Transportation, and the U.S. Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon (mpg) if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the U.S. EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the U.S. EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

On September 27, 2019, the U.S. EPA and the NHTSA published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program.” (84 Fed. Reg. 51,310 (Sept. 27, 2019).) The Part One Rule revokes California’s authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two, which sets CO₂ emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026.

Presidential Executive Order 13783

Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth issued on March 28, 2017, orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of CO₂, N₂O, and CH₄.

State

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California’s contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO₂e in the world and produced 369 million gross metric tons (MMT) of CO₂e in 2020. The transportation sector is the State’s largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark AB 32 California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major legislation related to GHG emissions reduction.

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

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

CARB Scoping Plan

Adopted December 15, 2022, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focuses on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects. CARB specifically states that Appendix D does not address other land uses (e.g., industrial). However, CARB plans to explore new approaches for other land use types in the future.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 12, 2022, CARB adopted a third update to the Scoping Plan. The 2022 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2022 Scoping Plan are to

provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the U.S. EPA's denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for passenger vehicles and light duty truck model years 2009 to 2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO₂e emissions and 75 percent fewer smog-forming emissions.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 45 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed into law on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the Statewide regulatory body responsible for ensuring that California meets its Statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances by over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed into law on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities

in discussions on how to monitor their regions' progress in meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identifies effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the state. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO₂ per megawatt-hour.

SB 1078, AB107, and SBX1-2 (Renewable Electricity Standards)

SB 1078 (2002) required California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 (2006) changed the due date to 2010 instead of 2017. On November 17, 2008, Executive Order S-14-08 established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23. SB X1-2 codified the 33 percent by 2020 goal.

AB 1346 (Air Pollution: Small Off-Road Engines)

Signed into Law in October 2021, AB 1346 requires CARB, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

AB 1279 (The California Climate Crisis)

AB 1279 establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide

anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO² removal solutions and carbon capture, utilization, and storage technologies.

SB 1020 (100 Percent Clean Electric Grid)

Signed on September 16, 2022, SB 1020 provides additional goals for the path to the 2045 goal of 100 percent clean electricity retail sales. It creates a target of 90 percent clean electricity retail sales by 2035 and 95 percent clean electricity retail sales by 2040.

SB 905 (Carbon Sequestration Program)

Signed on September 16, 2022, SB 905 establishes regulatory framework and policies that involve carbon removal, carbon capture, utilization, and sequestration. It also prohibits the injecting of concentrated carbon dioxide fluid into a Class II injection well for the purpose of enhanced oil recovery.

AB 1757 (Nature-Based Solutions)

Signed on September 16, 2022, AB 1757 requires State agencies to develop a range of targets for natural carbon sequestration and nature-based climate solutions that reduce GHG emissions to meet the 2030, 2038, and 2045 goals which would be integrated into a scoping plan addressing natural and working lands.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05

Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce greenhouse gas emissions to 2000 levels.
- By 2020, reduce greenhouse gas emissions to 1990 levels.
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07

Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the

University of California, and other agencies to develop and propose protocols for measuring the “life-cycle carbon intensity” of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08

Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08

Issued on November 17, 2008, Executive Order S-14-08 expands the State’s Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State to come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly-owned electricity retailers.

Executive Order S-21-09

Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15

Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of MMTCO_{2e}. The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State’s climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18

Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order B-79-20

Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment “requiring increasing volumes” of new zero emission vehicles (ZEVs) “towards the target of 100 percent.” The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California’s energy consumption relatively flat, even with rapid population growth.

Title 20 Appliance Efficiency Regulations

The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards

California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The California Energy Commission (CEC) adopted the 2022 Energy Code on August 11, 2021, which was subsequently approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption across California. For example, the 2022 Title 24 standards will require efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as CALGreen, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and nonresidential buildings to comply with mandatory measures under

the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The latest CALGreen Code took effect on January 1, 2023 (2022 CALGreen). The 2022 CALGreen standards has improved upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

CARB Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission “last-mile” delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- Zero-Emission Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Regional

South Coast Air Quality Management District

The following SCAQMD rule related to GHG emissions is required of the Project:

- Rule 2305 (Warehouse Indirect Source Rule) - SCAQMD has adopted Rule 2305 in May 2021 to reduce emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled (VMT) associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses’ WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community.

Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation are required to pay a mitigation fee.

Southern California Association of Governments

Per SB 375, CARB set the following regional transportation GHG emissions reduction targets for the Southern California Association of Governments (SCAG):

- 8 percent reduction from the 2005 per capita amount by 2020
- 13 percent reduction from the 2005 per capita amount by 2035

SCAG's Sustainable Communities Strategy (SCS) is included in the SCAG 2016-2040 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS). The goals and policies of the 2016-2040 RTP/SCS that reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service. The 2016-2040 RTP/SCS would result in an eight percent reduction in GHG emissions per capita by 2020, an 18 percent reduction by 2035 and a 21 percent reduction by 2040— compared with 2005 levels. This meets or exceeds the State's mandated reductions established by CARB and meets the requirements of SB 375 as codified in Government Code §65080(b) et seq., which are eight percent by 2020 and 13 percent by 2035. The 2016-2040 RTP/SCS is expected to reduce the number of VMT per capita by more than seven percent and Vehicle Hours Traveled (VHT) per capita by 17 percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service.

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020-2045 RTP/SCS). Connect SoCal outlines more than \$638 billion in transportation system investments through 2045 to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal includes plans to support development of ZEV trucks and passenger vehicles to reduce air pollution and GHG emissions.

CARB updated the regional targets in 2018 to ensure consistency with the more stringent statewide reduction goals subsequently introduced by the California legislature and the Governor's office. For the SCAG region, the updated targets are eight percent below 2005 per capita emissions levels by 2020 (this value is unchanged from the previous 2020 CARB target), and 19 percent below 2005 per capita emissions levels by 2035.

Connect SoCal SCS has been found to meet State targets for reducing GHG emissions from cars and light trucks. Connect SoCal achieves per capita GHG emission reductions relative to 2005 levels of eight percent in 2020, and 19 percent in 2035, thereby meeting the GHG reduction targets established by the CARB for the SCAG region.

Chino Airport Land Use, Compatibility Plan

The Project site is within the Chino Airport Influence Area. The Chino Airport is located just south of the Project site across Merrill Avenue. The Chino Airport has adopted its own Airport Comprehensive Land Use Plan (ACLUP).

Local

Ontario Community Climate Action Plan

The City adopted the Community Climate Action Plan (CAP) in August 2022. The primary purpose of the City's Community CAP is to design a feasible strategy to reduce GHG emissions generated by community activities that is consistent with statewide Scoping Plan GHG reduction efforts. Community activities are those activities occurring in association with the land uses and activities within the City's jurisdictional boundary, generally from sources of emissions that the City's community can influence or control. The GHG emissions reduction target established under the CAP is 40 percent under year 1990 levels by 2030. This goal is consistent with CARB's 2017 Scoping Plan, which was developed to implement AB 32 and provide a recommended GHG reduction target of 40 percent below 1990 levels to local communities by the year 2030.

As part of the previous CAP, the City published a guidance document titled "Greenhouse Gas Emissions, CEQA Thresholds and Screening Tables" (December 2014) (Screening Tables).² As part of this guidance, a project would need to achieve a minimum of 100 points pursuant to measures identified in the Screening Tables. The Screening Tables include a variety of measures to choose from, including building energy efficiency, water conservation, and VMT (vehicle miles traveled) reduction. The City developed an interim Development Screening Table, and the latest draft was revised on May 1, 2018. The 2022 CAP is continuing to update the screening tables and is still currently using the screening tables to evaluate a project's GHG impact.

4.8.4 Impact Thresholds and Significance Criteria

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

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

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the State CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions.

² City of Ontario. 2022. *Community Climate Action Plan*, Retrieved from: <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Applications/Community%20Climate%20Action%20Plan%20-%20Appendix%20B.pdf>. (Accessed April 3, 2023).

Ontario Community Climate Action Plan

To ensure new development projects are consistent with the Community CAP, the Community CAP includes implementation of a Development Review Process (DRP) to reduce GHG emissions associated with new development. The DRP sets forth procedures for evaluating GHG impacts and determining significance for CEQA purposes by using the Greenhouse Reduction Measures Screening Threshold Table to mitigate project GHG emissions that exceed the threshold level. The Screening Tables provide a menu of options that both ensures implementation of the reduction strategies and flexibility for projects to reduce GHG emissions to levels that align with the City’s reduction goals.

4.8.5 Plans, Programs, and Policies

- PPP GHG-1** New buildings are required to achieve the current California Building Energy Efficiency Standards (Title 24, Part 6) and the CALGreen Code. The 2022 Building Energy Efficiency Standards become effective on January 1, 2023. The Building Energy Efficiency Standards and CALGreen Code are updated triannually with a goal to achieve 100 percent clean carbon neutrality by 2050 within the State.
- PPP GHG-2** New buildings are required to adhere to the California Green Building Standards Code (CALGreen Code) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Code Sections 5.106.4.1).
- PPP GHG-3** California’s Green Building Standards Code (CALGreen Code) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most “new construction” projects (CALGreen Code Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).
- PPP GHG-4** Construction activities are required to adhere to Title 13 CCR 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.
- PPP GHG-5** New buildings are required to adhere to the CALGreen Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.
- PPP GHG-6** CARB’s RPS is a foundational element of the State’s emissions reduction plan. These mandates apply directly to investor-owned utilities, which in the case of the proposed Project is Southern California Edison (SCE). On September 10, 2018, SB 100 was signed into law and established the following RPS targets: 50 percent renewable resources target by December 31, 2026, and 60 percent target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use

customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030.

PPP GHG-7 SB 375 requires the reduction of GHG emissions from light trucks and automobiles through land use and transportation efforts that will reduce VMT. In essence, SB 375's goal is to control GHGs by curbing urban sprawl and through better land use planning. SB 375 essentially becomes the land use contribution to the GHG reduction requirements of AB 32, California's global warming bill enacted in 2006, and SB 32.

PPP GHG-8 The heavy-duty tractors and trailers (i.e., trucks that are 53-foot or longer) must use U.S. EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies in accordance with CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation. Owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified low rolling resistance tires. Trailers must have low rolling resistance tires and aerodynamic devices.

PPP GHG-9 The medium-duty and heavy-duty vehicle engines are required to comply with the U.S. EPA's GHG and fuel efficiency standards. The federal and California Phase 1 standards took effect with model year 2014 tractors, vocational vehicles, and heavy-duty pick-up trucks and vans and the engines powering such vehicles (the Phase 1 standards excludes trailers). The federal Phase 2 standards cover model years 2018-2027 for certain trailers and model years 2021- 2027 for semi-trucks and large pick-up trucks, vans and all types and sizes of buses and work trucks. California is aligned with the federal Phase 2 standards in structure, timing, and stringency, but with some minor California differences. The California Phase 2 regulations became effective April 1, 2019.

Project Design Features

PDF GHG-1 Indoor material handling equipment used throughout the Project area shall be electric and may not be propane or diesel-powered.

PDF GHG-2 The tilt-up concrete warehouse buildings shall have rooftops that can support tenant improvements for solar panels (i.e., solar-ready).

PDF GHG-3 All outdoor water demands shall be served with recycled water.

Methodology

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including worldwide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatons (Gt) of

CO₂ per year to nearly 49 GtCO₂ per year.³ As such, the geographic extent of climate change and GHG emissions cumulative impact discussion is worldwide.

The Project's construction and operational emissions were calculated using the California Emissions Estimator Model version 2022.1 (CalEEMod). Details of the modeling assumptions and emission factors are provided in **Appendix B1: Air Quality Emissions Model Data**. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles.

The Project's operations-related GHG emissions would be generated by vehicular traffic, off-road equipment, area sources (e.g., landscaping maintenance, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste. The increase of traffic over existing conditions as a result of the Project was obtained from the Project's Traffic Analysis Study (see **Appendix I1: Traffic Analysis**) prepared by Urban Crossroads (January 2023). Project trip generation from the Trip Generation Analysis is based on the following Institute of Transportation Engineers (ITE) land use categories:

- ITE Land Use 130: Industrial Park
- ITE Land Use 150: Warehousing
- ITE Land Use 220: Multifamily Low-Rise Residential
- ITE Land Use 822: Strip Retail
- ITE Land Use 933: Fast-Food Restaurant Without Drive-Through
- ITE Land Use: 934: Fast-Food Restaurant With Drive-Through

The ITE Trip Generation Manual does not contain trip generation rates for truck/trailer parking lots. Therefore, the traffic study developed rates with data from other truck/trailer parking facilities located in the surrounding area. Truck mix percentages are based on the SCAQMD Truck Trip Generation Study applied to ITE truck percentages. Other operational emissions from area, energy, and stationary sources were quantified in CalEEMod based on land use activity data.

4.8.6 Impacts and Mitigation Measures

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts.

³ Intergovernmental Panel on Climate Change, *Climate Change 2013 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013.

Impact 4.8-1: *Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?*

Level of Significance: Less than Significant with Mitigation Incorporated

Construction associated with the Project would result in direct emissions of CO₂, N₂O, and CH₄ from construction equipment and the transport of materials and construction workers to and from the Project Site. Construction-related emissions are only temporary and would cease once construction is complete. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions.⁴

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Specific Plan – Phase I

Construction

The total GHG emissions generated during construction of Phase I are combined and are shown in **Table 4.8-2: Phase I Construction-Related Greenhouse Gas Emissions**.

Table 4.8-2: Phase I Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e
2023 Construction	400
2024 Construction	1,591
2025 Construction	780
Total Construction Emissions	2,771
30-Year Amortized Construction	92
Source: CalEEMod, Version 2022.1.	

As shown in **Table 4.8-2**, Phase I would result in the generation of approximately 2,771 MTCO₂e over the course of construction. The amortized Project construction emissions would be 92 MTCO₂e per year.

Operations

Operational GHG emissions associated with the Phase I are summarized in **Table 4.8-3: Phase I - Operational GHG Emissions**. **Table 4.8-3** shows that the unmitigated Project would generate approximately 24,271 MTCO₂e per year.

Mitigation measures have been identified in **Section 4.3: Air Quality** that would reduce GHG emissions to the maximum extent feasible and are shown in **Table 4.8-3** under “mitigated.” **MM AQ-2** requires the use of electrical off-road equipment such as forklifts and hostlers/yard trucks that would also reduce GHG

⁴ The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

emissions from combustion engines. **MM AQ-3** requires the implementation of a Transportation Demand Management (TDM) program to reduce single occupant vehicle trips and encourage transit. **MM AQ-4** requires the buildings to be designed to accommodate electric vehicle (EV) infrastructure. **MM AQ-5** prohibits idling when engines are not in use to reduce GHG emissions from trucks.

Table 4.8-3: Phase I - Operational GHG Emissions

Source	MTCO ₂ e Per Year
Unmitigated	
Area	20
Energy	3,256
Mobile	14,211
Generators	274
Off-Road Equipment ¹	1,825
Solid Waste	311
Water	702
Refrigerants	3,579
Construction-Amortized	92
Total Emissions	24,271
Mitigated	
Area	20
Energy	3,256
Mobile	14,211
Generators	274
Off-Road Equipment ²	342
Solid Waste	311
Water	702
Refrigerants	3,579
Construction-Amortized	92
Total Emissions	22,787
Source: CalEEMod, Version 2022.1.	
Notes: Totals may not equal 100 percent due to rounding.	
¹ Unmitigated off-road equipment includes emissions from diesel powered forklifts and yard trucks/hostlers.	
² Mitigated off-road equipment includes the energy emissions necessary to power electric forklifts and yard trucks/hostlers as required by mitigation measure AQ- 2	

With the implementation of **MM AQ-2** through **AQ-6**, Phase I would generate approximately 22,787 MTCO₂e annually from both construction and operations. It should be noted that emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards.

To ensure that the Project reduces emissions by the maximum amount feasible, **MM GHG-1** would require that the Project incorporate project design features to achieve a minimum score of 100 points on the Screening Tables. As stated in the Community CAP, Projects that achieve a minimum score of 100 points are considered less than significant. At the time of this analysis, the Project is in the design phase, where project design features needed to achieve consistency with the Screening Tables are being considered and implemented. A preliminary set of the screening tables has been completed to show that the Project can feasibly achieve 100 points (refer to **Appendix B**). The applicant must complete and submit a final set of screening tables showing the achievement of the required 100 points prior to issuance of the building

permit, as required by MM GHG-1. Therefore, with the implementation of **MM AQ-2** through **AQ-6** and **MM GHG-1**, the Project impact is considered less than significant with mitigation.

Specific Plan – Phase II Future Development Areas

Construction

The total GHG emissions generated during construction of Phase II are combined and are shown in **Table 4.8-4: Phase II Construction-Related Greenhouse Gas Emissions**.

Table 4.8-4: Phase II Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e
2025 Construction	594
2026 Construction	1,001
Total Construction Emissions	1,595
30-Year Amortized Construction	53
Source: CalEEMod, Version 2022.1.	

As shown in **Table 4.8-4**, the Phase II would result in the generation of approximately 1,595 MTCO₂e over the course of construction. The amortized Project construction emissions would be 53 MTCO₂e per year.

Operations

Total GHG emissions associated with the Phase II are summarized in **Table 4.8-5: Phase II - Operational GHG Emissions**. **Table 4.8-5** shows that the unmitigated Project would generate approximately 13,660 MTCO₂e per year.

Mitigation measures have been identified in **Section 4.3: Air Quality** that would also reduce GHG emissions to the maximum extent feasible and are shown in **Table 4.8-5** under “mitigated.” **MM AQ-2** requires the use of electrical off-road equipment such as forklifts and hostlers/yard trucks that would also reduce GHG emissions from combustion engines. **MM AQ-3** requires the implementation of a Transportation Demand Management (TDM) program to reduce single occupant vehicle trips and encourage transit. **MM AQ-4** requires the buildings to be designed to accommodate electric vehicle (EV) infrastructure. **MM AQ-5** prohibits idling when engines are not in use to reduce GHG emissions from trucks and **MM AQ-6** prohibits the installation of wood-burning and natural gas devices.

Table 4.8-5: Phase II - Operational GHG Emissions

Source	MTCO ₂ e Per Year
Unmitigated	
Area	12
Energy	1,532
Mobile	10,523
Off-Road Equipment ¹	385
Solid Waste	231
Water	197
Refrigerants	727
Construction-Amortized	53
Total Emissions	13,660

Source	MTCO ₂ e Per Year
Mitigated	
Area	12
Energy	1,532
Mobile	10,523
Off-Road Equipment ²	67
Solid Waste	231
Water	197
Refrigerants	727
Construction-Amortized	53
Total Emissions	13,342
Source: CalEEMod, Version 2022.1. Notes: Totals may not equal 100 percent due to rounding. ¹ Unmitigated off-road equipment includes emissions from diesel powered forklifts and yard trucks/hostlers. ² Mitigated off-road equipment includes the energy emissions necessary to power electric forklifts and yard trucks/hostlers as required by mitigation measure AQ- 2	

With the implementation of **MM AQ-2** through **AQ-6** Phase II would generate approximately 13,342 MTCO₂e annually from both construction and operations. It should be noted that emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards.

To ensure that the Project reduces emissions by the maximum amount feasible, **MM GHG-1** would require that the Project incorporate project design features to achieve a minimum score of 100 points on the Screening Tables. As stated in the Community CAP, projects that achieve a minimum score of 100 points are considered less than significant. A preliminary set of the screening tables can be found in **Appendix B** for reference. However, at the time of this analysis, the Project is in the design phase, where project design features needed to achieve consistency with the Screening Tables are being considered and implemented. A preliminary set of the screening tables has been completed to show that the Project can feasibly achieve 100 points (refer to **Appendix B**). The applicant must complete and submit a final set of screening tables showing the achievement of the required 100 points prior to issuance of the building permit, as required by **MM GHG-1**. Therefore, with the implementation of **MM AQ-2** through **MM AQ-6** and **MM GHG-1**, the Project impact is considered less than significant with mitigation.

Project Buildout (Phase I + Phase II)

Construction

The total GHG emissions generated during construction of Phase I and Phase II are combined and are shown in **Table 4.8-6: Project Buildout - Construction-Related Greenhouse Gas Emissions**.

Table 4.8-6: Project Buildout - Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e
2023 Construction	400
2024 Construction	1,591
2025 Construction	1,374
2026 Construction	1,001
Total Construction Emissions	4,366
30-Year Amortized Construction	146
Source: CalEEMod, Version 2022.1.	

As shown in **Table 4.8-6**, Project Buildout would result in the generation of approximately 4,366 MTCO₂e over the course of construction. The amortized Project construction emissions would be 146 MTCO₂e per year.

Operations

Total GHG emissions associated with the Project Buildout are summarized in **Table 4.8-7: Project Buildout Operational GHG Emissions**. **Table 4.8-7** shows that the unmitigated Project would generate approximately 37,992 MTCO₂e per year.

Mitigation measures have been identified in **Section 4.3: Air Quality** that would also reduce GHG emissions to the maximum extent feasible and are shown in **Table 4.8-7** under “mitigated.” **MM AQ-2** requires the use of electrical off-road equipment such as forklifts and hostlers/yard trucks that would also reduce GHG emissions from combustion engines. **MM AQ-3** requires the implementation of a Transportation Demand Management (TDM) program to reduce single occupant vehicle trips and encourage transit. **MM AQ-4** requires the buildings to be designed to accommodate electric vehicle (EV) infrastructure. **MM AQ-5** prohibits idling when engines are not in use to reduce GHG emissions from trucks and **MM AQ-6** prohibits the installation of wood-burning and natural gas devices.

Table 4.8-7: Project Buildout Operational GHG Emissions

Source	MTCO ₂ e Per Year
Unmitigated	
Phase I GHG Emissions	24,271
Phase II GHG Emissions	13,660
Total Emissions	37,931
Mitigated	
Phase I GHG Emissions	22,787
Phase II GHG Emissions	13,342
Total Emissions	36,129
Source: CalEEMod, Version 2022.1.	
Notes: Totals may not equal 100 percent due to rounding.	
¹ Unmitigated off-road equipment includes emissions from diesel powered forklifts and yard trucks/hostlers.	
² Mitigated off-road equipment includes the energy emissions necessary to power electric forklifts and yard trucks/hostlers as required by mitigation measure AQ- 2	

With the implementation of **MM AQ-2** through **MM AQ-6** the Project would generate approximately 36,129 MTCO₂e annually from both construction and operations of Phase I and Phase II. It should be noted that emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards.

To ensure that the Project reduces emissions by the maximum amount feasible, MM GHG-1 would require that the Project incorporate project design features to achieve a minimum score of 100 points on the Screening Tables. As stated in the Community CAP, projects that achieve a minimum score of 100 points are considered less than significant. At the time of this analysis, the Project is in the design phase, where project design features needed to achieve consistency with the Screening Tables are being considered and implemented. A preliminary set of the screening tables has been completed to show that the Project can feasibly achieve 100 points (refer to **Appendix B**). The applicant must complete and submit a final set of screening tables showing the achievement of the required 100 points prior to issuance of the building permit, as required by MM GHG-1. Therefore, with the implementation of **MM AQ-2** through **MM AQ-6** and **MM GHG-1**, the Project impact is considered less than significant with mitigation.

Conclusion

As shown in Table 4.8-7, Project Buildout would generate approximately 36,129 MTCO_{2e} per year with the implementation of operational air quality MM AQ-2 through MM AQ-6. Since the majority of emissions are from mobile sources and neither the Project Applicant nor the City have regulatory authority to control tailpipe emissions, no feasible mitigation measures exist that would reduce the Project's impacts with respect to mobile operational emissions. While the Project has some control over GHG emissions (refer to MM AQ-2 through MM AQ-6), the majority of emissions are beyond the Project's control. MM GHG-1 would require that the Project incorporate project design features to achieve a minimum score of 100 points on the Screening Tables. As stated in the Community CAP, projects that achieve a minimum score of 100 points are considered less than significant. At the time of this analysis, the Project is in the design phase, where project design features needed to achieve consistency with the Screening Tables are being considered and implemented. A preliminary set of the screening tables has been completed to show that the Project can feasibly achieve 100 points (refer to Appendix B). The applicant must complete and submit a final set of screening tables showing the achievement of the required 100 points prior to issuance of the building permit, as required by MM GHG-1. Therefore, even with the implementation of MM AQ-2 through MM AQ-6 and MM GHG-1, this Project impact is less than significant.

The Project would be pursuant to TOP 2050 and would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Project Specific Plan is implementing TOP 2050.5 Pursuant to TOP 2050, implementation of the Project Specific Plan would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. Therefore, although Project emissions are conservatively considered to be significant and unavoidable, emissions have been included in the emissions forecasts for TOP 2050.

⁵ City of Ontario. (2022). TOP 2050 Final Supplemental EIR. Section 5.3, Air Quality. Retrieved from: https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023)

Mitigation Measures

Refer to **MM AQ-2** through **AQ-6** in **Section 4.3: Air Quality**.

MM GHG-1 Project development proposals with building permit applications on file with the City shall implement Screening Table Measures that achieve at least 100 points per the Screening Tables. The City shall verify that Screening Table Measures achieving the 100-point performance standard are incorporated in development plans prior to the issuance of building permit(s) and/or site plans (as applicable). The City shall verify implementation of the selected Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. At the discretion of the City, measures that provide GHG reductions equivalent to GHG emissions reductions achieved via the Screening Table Measures may be implemented. Multiple development proposals may, at the discretion of the City, be allowed to collectively demonstrate achievement of at least 100 points per the Screening Tables.

Impact 4.8-2: *Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?*

Level of Significance: Significant and Unavoidable Impact

Project Buildout (Phase I + Phase II)

City of Ontario Community Climate Action Plan

The primary purpose of the City's Community CAP is to design a feasible strategy to reduce GHG emissions generated by community activities that is consistent with statewide Scoping Plan GHG reduction efforts. The City has identified a series of reduction measures to be implemented by the City. These reduction measures include programs that improve building energy efficiency, increase use of public and active transit, and decrease VMT, increase use of alternative-fueled vehicles, increase use of renewable energy, reduce water consumption, and reduce waste.

Table 4.8-8: Community CAP Consistency evaluates the consistency of the proposed Project to the applicable measures of the Community CAP. As discussed in the table, the proposed Project would be consistent with all applicable measures. By using energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, the City can keep dollars in local economy, create new green jobs, and improve community quality of life. As shown in **Table 4.8-8**, the Project would not conflict with the goals of the Community CAP.

Table 4.8-8: Community CAP Consistency

CAP Measure Name	Measure Description	Consistency	
Energy			
Energy – Strategy 1	Building electrification. Promote and incentivize the phase-out of gas appliances in new and existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.	Consistent	This measure is to be taken at the City level.
Energy – Strategy 2	Onsite solar energy for existing residential development. Continue to support and facilitate installation of rooftop solar photovoltaic and onsite solar energy systems in existing residential development.	N/A	This measure only applies to existing residential development.
Energy – Strategy 3	Onsite Solar Energy Systems for Nonresidential Development: Ensure new large non-residential development, including City facilities, includes onsite renewable energy to support the site's energy needs by requiring solar photovoltaic panels or other appropriate onsite renewable energy generation systems for the following types of projects: <ul style="list-style-type: none"> • New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size. • New industrial or existing industrial buildings expansions greater or equal to 100,000 square feet in size. 	Consistent	The proposed Project would promote renewable energy sources including passive solar collection, subject to the City of Ontario policies and development regulations, within the Business Park and Mixed-Use Districts. The residential buildings on-site would be prewired for the future installation of solar collection improvements.
Energy – Strategy 4	Green roofs. Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.	N/A	This measure is to be taken at the City level.
Energy – Strategy 5	Urban Cooling: Maintain and expand the City's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.	Consistent	The Proposed project would include provisions for planting street parkway and median trees and would provide landscape installation, including trees, within all neighborhood edges. The project would also incorporate pervious surfaces and shade trees in surface parking lots consistent with Policy CD-2.10 of TOP 2050.
Energy – Strategy 6	Energy efficiency retrofits for low-income households. Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.	N/A	This measure is not applicable to the proposed Project.

CAP Measure Name	Measure Description	Consistency	
Energy – Strategy 7	Energy efficiency retrofits. Promote and incentivize voluntary energy efficiency retrofits to reduce in natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.	Consistent	The Project would include tolerant landscaping, skylights in warehouse areas, high performance dual glazing in office storefronts, and LED products for energy efficient site lighting.
Energy – Strategy 8	Smart Growth and Infill. Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of underutilized sites within the urban core.	N/A	This measure is not applicable to the proposed Project.
Transportation			
Transportation – Strategy 9	Transit-Oriented Development: Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit, such as Holt Avenue.	Consistent	The proposed Project would provide a mixed-use development along a high-volume corridor, Euclid Avenue. Transit turnouts would be constructed within the Specific Plan Area.
Transportation – Strategy 10	Increase Transportation Ridership. Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.	N/A	This measure is to be taken at a City level.
Transportation – Strategy 11	Traffic signal synchronization and roadway management. Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.	N/A	This measure is to be taken at the City level.
Transportation – Strategy 12	Community vehicle electrification. Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.	N/A	This measure is to be taken at the City level.
Transportation – Strategy 13	Active Transportation Networks: Work with transit agencies, school districts, and employers to facilitate an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.	Consistent	The proposed Project would provide multipurpose trails along Euclid and Schaefer Avenues and public accessible sidewalks along Euclid, Schaefer, Sultana, and Edison Avenues. Transit turnouts would be constructed within the Specific Plan Area.
Transportation – Strategy 14	Vehicle Idling: Limit idling of heavy-duty trucks. Support the SCAMQD and CARB anti-idling requirements and provide signage in key areas where idling that is not consistent with SCAMQD or CARB requirements might occur.	Consistent	Per MM AQ-5 , all truck access gates and loading docks within the Project site shall have a sign posted that states that truck drivers shall turn off engines when not in use or after five minutes of continuous idling operation pursuant to Title 13 of the California Code of Regulations Section 2485.
Transportation – Strategy 15	Parking policy and event parking. Adopt a comprehensive parking policy that encourages carpooling and the use of alternative transportation, including providing parking	N/A	This measure is to be taken at a City level.

CAP Measure Name	Measure Description	Consistency	
	spaces for car-share vehicles at convenient locations with access to public transportation.		
Off-road Equipment			
Off-Road Equipment – Strategy 16	Electrification of construction and landscaping equipment. Promote and incentivize the transition to electric construction and landscaping equipment.	Consistent	This measure is to be taken at the City level.
Off-Road Equipment – Strategy 17	Idling Ordinance for Construction Equipment: Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.	Consistent:	Construction would be required to comply with California Code of Regulations Section 2485 and 2499 which would limit the idling of heavy-duty construction equipment to no more than five minutes.
Waste			
Waste - Strategy 18	Methane capture at landfills. Support efforts to reduce methane emissions from regional landfills.	N/A	This measure is not applicable to the proposed Project.
Waste - Strategy 19	Waste Diversion: Exceed waste diversion goals recommended by AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.	Consistent:	The proposed Project would be subject to all applicable local, State, and federal waste diversion requirement.
Waste – Strategy 20	Construction and Demolition Waste Recovery Ordinance: Increase the amount of waste recycled during construction and demolition of buildings.	Consistent:	The proposed Project is anticipated to recycle and reuse leftover or unused building materials.
Water			
Water – Strategy 21	Indoor water efficiency. Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.	Consistent	Coordination with water providers and regional agencies would be taken at the City level. However, the Project plans to connect to the recycled water system for indoor use.
Water – Strategy 22	Water Efficient Landscapes and Water Recycling: Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.	Consistent	The proposed Project plans to incorporate native drought tolerant landscaping and would use recycled water to irrigate landscape areas as required by the City of Ontario Recycled Water Master Plan.
Water – Strategy 23	Water system and wastewater operations efficiency. Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.	N/A	This measure is not applicable to the proposed Project.
Water – Strategy 24	Methane capture for wastewater treatment. Work with Inland Empire Utilities Agency (IEUA), the local wastewater treatment provider, to increase methane capture rate.	N/A	This measure is not applicable to the proposed Project.
Other			
Strategy 25	Methane capture for dairy operations. Encourage and incentivize local dairy operations	N/A	This measure is not applicable to the proposed Project.

CAP Measure Name	Measure Description	Consistency	
	to reduce methane emissions through methane capture technology.		
Strategy 26	Climate change awareness and education. Promote climate change awareness and GHG reduction community-wide through a variety of mechanisms, including through support of climate change education in schools or community colleges.	N/A	This measure is to be taken at the City level
Strategy 27	Carbon sequestration. Establish a citywide carbon sequestration project and sequestration goal of 5,000 MT CO ₂ per year.	N/A	This measure is to be taken at the City level
Strategy 28	Green jobs. Support green job training and opportunities to create sustainable, living wage, quality employment opportunities.	N/A	This measure is to be taken at the City level

Source: City of Ontario, 2022. *Community Climate Action Plan*. <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Applications/Community%20Climate%20Action%20Plan%20-%20Appendix%20B.pdf>. (accessed April 2023).

The CAP establishes a city points system that assigns values for each GHG emissions mitigation design element or operational program feature incorporated into a given development project. The CAP Screening Tables point values correspond to the minimum GHG emissions reduction expected from each feature. Projects with features that yield at least 100 Screening Table points are considered consistent with the reduction quantities anticipated in the City’s CAP. Such projects would be determined to have a less than significant individual and cumulative GHG emissions impact. **Table 4.8-9: GHG Reduction Measures Screening Table for Industrial Development** identifies potential design features and their associated scores. The Project Applicant may work with the City to determine point values for additional design features with the goal of achieving a minimum of 100 points. Since the Project contains both residential and industrial/commercial developments, both the residential and industrial/commercial screening tables must be filled out. A proportion of the points identical to the proportion of the multiple uses would be used to determine the total number of points for the development. For the Project, approximately 90 percent of the total area is industrial/commercial and approximately 10 percent is residential. Therefore, a 0.9 multiplier would be used for the industrial/commercial screening table points and a 0.1 multiplier would be used for the residential screening table. **Table 4.8-9** shows that the proposed Project has the potential to achieve 100 points on the CAP’s screening tables.

Table 4.8-9: GHG Reduction Measures Screening Table for Ontario Development

Feature	Description	Assigned Point Value
Residential		
Insulation	2008 Baseline (walls: R-13; roof/attic: R-30)	0
	Modestly Enhanced Insulation (walls: R-13; roof/attic: R-38)	15
	Enhanced Insulation (rigid wall insulation: R-13; roof/attic: R-38)	18
	Greatly Enhanced Insulation (spray foam wall insulated walls R-15 or higher) roof/attic R-38 or higher)	20

Feature	Description	Assigned Point Value
Windows	2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient (SHGC))	0
	Modestly Enhanced Window Insulation (0.4 U-Factor, 0.32 SHGC)	7
	Enhanced Window Insulation (0.32 U-Factor, 0.25 SHGC)	8
	Greatly Enhanced Window Insulation (0.28 or less U-Factor, 0.22 or less SHGC)	12
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	12
	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	14
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	16
Air Infiltration	Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (Q11 or equivalent)	12
	Blower Door HERS Verified Envelope Leakage or equivalent	10
Thermal Storage of Building	Modest Thermal Mass (10% of floor or 10% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4
	Enhanced Thermal Mass (20% of floor or 20% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	6
	Enhanced Thermal Mass (80% of floor or 80% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	24
Indoor Space Efficiencies		
Heating/Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0
	Modest Duct insulation (R-6)	8
	Enhanced Duct Insulation (R-8)	10
Space Heating/Cooling Equipment	2008 Minimum HVAC Efficiency (SEER 13/60% AFUE or 7.7 HSPF)	0
	Improved Efficiency HVAC (SEER 14/65% AFUE or 8 HSPF)	7
	High Efficiency HVAC (SEER 15/72% AFUE or 8.5 HSPF)	8
	Very High Efficiency HVAC (SEER 16/80% AFUE or 9 HSPF)	12
Water Heaters	2008 Minimum Efficiency (0.57 Energy Factor)	0
	Improved Efficiency Water Heater (0.675 Energy Factor)	14
	High Efficiency Water Heater (0.72 Energy Factor)	16
	Very High Efficiency Water Heater (0.92 Energy factor)	19
	Solar Pre-heat System (0.2 Net Solar Fraction)	4
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	8

Feature	Description	Assigned Point Value
Daylighting	All peripheral rooms within the living space have at least one window (required)	1
	All rooms within the living space have daylight (through use of windows, solar tubes, skylights, etc.)	5
	All rooms daylighted	7
Artificial Lighting	2008 Minimum (required)	0
	Efficient lights (25% of In-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures: 50 lumens/watt for 15 to 40-watt fixtures, 60 lumens/watt for fixtures >40watt)	9
	High Efficiency lights (50% of in-unit fixtures are high efficacy)	12
	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	14
Appliances	Energy Star Commercial Refrigerator (new)	4
	Energy Star Commercial Dish Washer (new)	4
	Energy Star Commercial Cloths Washing	4
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes natural heating, cooling, and lighting.	5
Energy Star Homes	EPA Energy Star for Homes (version 3 or above)	25
Irrigation and Landscaping		
Water Efficient Landscaping	Eliminate conventional turf from landscaping	0
	Only moderate water using	3
	Only low water using plants	4
	Only California Native landscape that requires no, or only supplemental, irrigation	8
Water Efficient Irrigation Systems	Low precipitation spray heads <. 75"/hour, or drip irrigation	1
	Weather based Irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	5
Recycled Water	Recycled connections (purple pipe) to irrigation system on-site	5
Potable Water		
Showers	Water Efficient Showerheads (2.0 gpm)	3
Toilets	Water Efficient Toilets (1.5 gpm)	3
Faucets	Water Efficient faucets (1.28 gpm)	3
Commercial Dishwashers	Water Efficient Dishwasher (6 gallons per cycle or less)	1
Commercial Laundry Washers	Water Efficient Washing Machine (Water factor < 5.5)	1
Bicycle Master Plan		
Bicycle	Provide bicycle path linkages between residential and other land uses.	2

Feature	Description	Assigned Point Value
Infrastructure	Provide bicycle path linkages between residential and transit.	5
Industrial		
Insulation	2008 Baseline (walls: R-13; roof/attic: R-30)	0
	Modestly Enhanced Insulation (walls: R-13; roof/attic: R-38)	15
	Enhanced Insulation (rigid wall insulation: R-13; roof/attic: R-38)	18
	Greatly Enhanced Insulation (spray foam wall insulated walls R-15 or higher) roof/attic R-38 or higher)	20
Windows	2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient (SHGC))	0
	Modestly Enhanced Window Insulation {0.4 U-Factor, 0.32 SHGC}	7
	Enhanced Window Insulation {0.32 U-Factor, 0.25 SHGC}	8
	Greatly Enhanced Window Insulation {0.28 or less U-Factor, 0.22 or less SHGC}	12
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	12
	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	14
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	16
Air Infiltration	Air barrier applied to exterior walls, calking, and visual inspection such as the HERS Verified Quality Insulation Installation (Q11 or equivalent)	12
	Blower Door HERS Verified Envelope Leakage or equivalent	10
Thermal Storage of Building	Modest Thermal Mass (10% of floor or 10% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4
	Enhanced Thermal Mass (20% of floor or 20% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	6
	Enhanced Thermal Mass (80% of floor or 80% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	24
Indoor Space Efficiencies		
Heating/Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0
	Modest Duct insulation (R-6)	8
	Enhanced Duct Insulation (R-8)	10
Space Heating/Cooling Equipment	2008 Minimum HVAC Efficiency (SEER 13/60% AFUE or 7.7 HSPF)	0
	Improved Efficiency HVAC (SEER 14/65% AFUE or 8 HSPF)	7
	High Efficiency HVAC (SEER 15/72% AFUE or 8.5 HSPF)	8
	Very High Efficiency HVAC (SEER 16/80% AFUE or 9 HSPF)	12

Feature	Description	Assigned Point Value
Water Heaters	2008 Minimum Efficiency (0.57 Energy Factor)	0
	Improved Efficiency Water Heater (0.675 Energy Factor)	14
	High Efficiency Water Heater (0.72 Energy Factor)	16
	Very High Efficiency Water Heater (0.92 Energy factor)	19
	Solar Pre-heat System (0.2 Net Solar Fraction)	4
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	8
Daylighting	All peripheral rooms within the living space have at least one window (required)	1
	All rooms within the living space have daylight (through use of windows, solar tubes, skylights, etc.)	5
	All rooms daylighted	7
Artificial Lighting	2008 Minimum (required)	0
	Efficient lights (25% of In-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures: 50 lumens/watt for 15 to 40-watt fixtures, 60 lumens/watt for fixtures >40watt)	9
	High Efficiency lights (50% of in-unit fixtures are high efficacy)	12
	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	14
Appliances	Energy Star Commercial Refrigerator (new)	4
	Energy Star Commercial Dish Washer (new)	4
	Energy Star Commercial Cloths Washing	4
Irrigation and Landscaping		
Water Efficient Landscaping	Eliminate conventional turf from landscaping	0
	Only moderate water using	3
	Only low water using plants	4
	Only California Native landscape that requires no, or only supplemental, irrigation	8
Water Efficient Irrigation Systems	Low precipitation spray heads <. 75"/hour, or drip irrigation	1
	Weather based Irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	5
Recycled Water	Recycled connections (purple pipe) to irrigation system on-site	5
Potable Water		
Showers	Water Efficient Showerheads (2.0 gpm)	3
Toilets	Water Efficient Toilets (1.5 gpm)	3
Faucets	Water Efficient faucets (1.28 gpm)	3
Commercial Dishwashers	Water Efficient Dishwasher (6 gallons per cycle or less)	1

Feature	Description	Assigned Point Value
Commercial Laundry Washers	Water Efficient Washing Machine (Water factor < 5.5)	1
<p>Source: City of Ontario 2018. <i>Greenhouse Gas Reduction Measures Screening Threshold Table Directions</i>. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Applications/Greenhouse%20Gas%20-%20Threshold%20%26%20Screening%20Tables.pdf. (accessed April 2023).</p>		

The Project would have the opportunity to receive more points for additional measures including renewable energy installments, EV recharging stations, and land use-based trips and VMT reductions. As noted above, a preliminary set of the screening tables has been completed to show that the Project can feasibly achieve 100 points (refer to **Appendix B**). The applicant must complete and submit a final set of screening tables showing the achievement of the required 100 points prior to issuance of the building permit, as required by MM GHG-1. This measure would ensure that future Project development is consistent with the City’s Community CAP and would reduce impacts to less than significant.

SCAG Regional Transportation Plan/Sustainable Communities Strategy Consistency

On September 3, 2020, SCAG’s Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. SCAG’s RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The 2020-2045 RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region’s network, and expand mobility choices for everyone. The 2020-2045 RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The 2020-2045 RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and FCAA requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the 2020-2045 RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project’s consistency with the 2020-2045 RTP/SCS goals is analyzed in detail in **Table 4.8-10: 2020-2045 RTP/SCS Consistency**.

Table 4.8-10: 2020-2045 RTP/SCS Consistency

SCAG Goals		Consistency	
GOAL 1:	Encourage regional economic prosperity and global competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable. However, the Project will include industrial development which would contribute to regional economic prosperity.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent:	Although this Project is not a transportation improvement project, the Project is located near the Chino Airport and existing transit routes on State Route (SR) 60, SR 71, and SR 83, and Interstate (I)-10 and I-15.
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	N/A:	The Project is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	N/A:	The Project is not a transportation improvement project and is therefore not applicable. However, the Project includes warehouse use that would support goods movement.
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	Consistent:	The Project is located in proximity to existing truck routes and freeways. Location of the Project within a developed area would reduce trip lengths, which would reduce GHG and air quality emissions.
GOAL 6:	Support healthy and equitable communities	Consistent:	Although the Project exceeds regional thresholds for NO _x , the Project does not exceed localized thresholds. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD's LSTs would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts.
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 8:	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A:	The Project involves development of warehouse use and includes housing. The project site is located near to bus stops located at the intersections of Euclid Avenue and Edison Avenue, and Euclid Avenue and Schaefer Avenue
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent:	Although the Project would remove Prime Farmland, this development is consistent with the City's TOP EIR and Agricultural Overlay District, which is an interim overlay while this area transitions to urban development.

Source: Southern California Association of Governments. 2020. *Regional Transportation Plan/Sustainable Communities Strategy*. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176. (accessed April 2023).

As shown in **Table 4.8-10**, the Project would be consistent with all applicable stated goals of the 2020-2045 RTP/SCS. Implementation of the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

Consistency with the CARB Scoping Plan

The 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan plans to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-electric vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As shown previously, a majority of the Project's GHG emissions are from energy and mobile sources which would be further reduced by the 2022 Scoping Plan measures described above. It should be noted that the City has no control over vehicle emissions. However, these emissions would decline in the future due to statewide measures discussed above, as well as cleaner technology and fleet turnover. Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the following:

- **CARB's Advanced Clean Truck Regulation:** Adopted in June 2020, CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.
- **Executive Order N-79-20:** Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."

- **CARB’s Mobile Source Strategy:** CARB’s Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California’s targets by increasing the adoption of ZEV buses and trucks.
- **CARB’s Sustainable Freight Action Plan:** The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the project site and may include existing trucks or new trucks that are part of the statewide goods movement sector.
- **CARB’s Emissions Reduction Plan for Ports and Goods Movement:** CARB’s Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. The Project would not obstruct or interfere with efforts to increase ZEVs or State efforts to improve system efficiency. Compliance with applicable State standards (e.g., continuation of the Cap-and-Trade regulation; CARB’s Mobile Source Strategy, Sustainable Freight Action Plan, and Advanced Clean Truck Regulation; Executive Order N-79-20; SB 100/renewable electricity portfolio improvements that require 60 percent renewable electricity by 2030 and 100 percent renewable by 2045, etc.) would ensure consistency with State and regional GHG reduction planning efforts, including the 2022 Scoping Plan. It should also be noted that the Project would convert Natural and Working Lands (NWL). However, as mentioned previously, the Project is consistent with the City’s TOP EIR and Agricultural Overlay District, which is an interim overlay while this area transitions to urban development.

The Project does not conflict with the applicable plans that are discussed above, would not conflict with statewide measures to obtain carbon neutrality by the year 2045, and therefore with respect to this particular threshold, the Project does not have a significant impact.

The state’s electricity grid is transitioning to renewable energy under California’s RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy. SCE’s *Pathway 2045* concludes that reaching California’s 2045 GHG goals requires the decarbonization of electricity, electrification of transportation, electrification of buildings, and utilization of low carbon fuels.⁶ Achieving 100 percent renewable energy would be feasible with continued technical advances including the following:⁷

- Better weather forecasting technology is making it much easier for grid operators to precisely how much wind or solar generation we can depend on at any given time.

⁶ Southern California Edison. 2023. *Carbon Neutrality by 2045*. <https://www.edison.com/our-perspective/pathway-2045>. (accessed April 2023).

⁷ SB 100. ND. 100% Clean Energy FAQs. <https://focus.senate.ca.gov/sb100/faqs>. (accessed April 2023).

- The cost of zero-carbon generation sources like wind and solar have dramatically decreased in the past decade and continue to decline.
- The cost of energy storage technologies, which will help us be able to use renewables when the wind isn't blowing and the sun isn't shining, also continues to decline.
- New advancements in the ability of large and small electricity users to shift usage towards times when electricity is cheaper and when the supply of renewables is most abundant are helping to make the grid more flexible and able to accommodate very high levels of renewable energy.
- Grid operators around the western United States are coordinating to gain access to larger markets for renewables and other carbon-free flexible grid resources.
- Targeting energy efficiency during times of the day when renewables are less abundant (after the sun sets) will also help the grid operate more efficiently.

As discussed herein, the Project would comply with the Building Energy Efficiency Standards, the CALGreen Code, and energy efficiency measures implemented by the City CAP. Consistent with the CAP, the buildings developed under the Project would have rooftops that can support solar panels (i.e., solar-ready) which will comply with solar ready requirements of the Building Energy Efficiency Standards, which would enable future tenants to install a PV system. Therefore, implementation of the Project would support the statewide goal of decarbonization by 2045.

Conclusion

As seen in **Table 4.8-9** and **Table 4.8-10** and above, the Project would be consistent with applicable plan goals. In addition, the Project would include several sustainable design features as required by **MM GHG-1** that would help reduce GHG emissions.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed Project would benefit from the implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

The majority of the GHG reductions from the Scoping Plan would result from continuation of the Cap-and-Trade regulation. AB 398 extends the State's Cap-and-Trade program through 2030 and the Scoping Plan provide a comprehensive plan for the state to achieve its GHG targets through a variety of regulations enacted at the State level. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply 60 percent renewable electricity by 2030 and 100 percent renewable by 2045), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the Mobile Source Strategy and Sustainable Freight Action Plan.

The Project would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency. As discussed above and in **Section 4.3: Air Quality**, of the Draft EIR, **MM AQ-2** through

MM AQ-6 would reduce mobile source emissions and would support the State’s transition to ZEVs. The Project would also benefit from implementation of the State programs for ZEVs and goods movement efficiencies that reduce future GHG emissions from trucks.

The CAP establishes a city points system that assigns values for each GHG emissions mitigation design element or operational program feature incorporated into a given development project. The CAP Screening Tables point values correspond to the minimum GHG emissions reduction expected from each feature. Projects with features that yield at least 100 Screening Table points are considered consistent with the reduction quantities anticipated in the City’s CAP. Such projects would be determined to have a less than significant individual and cumulative GHG emissions impact. As discussed above, both Phase I and Phase II of the Project can feasibly achieve 100 points individually, based on the completion of preliminary Screening Tables (see **Appendix B**). Achieving 100 points ensures that the Project would not impede California’s statewide GHG reduction goals for 2030 and 2050. Therefore, impacts would be less than significant with implementation of mitigation.

Mitigation Measures

Refer to **MM AQ-2** through **MM AQ-6** in **Section 4.3: Air Quality** and **MM GHG-1** (refer to Impact Threshold 4.8-1).

4.8.7 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts under Impact Threshold 4.8-1 are not Project-specific impacts, but the proposed Project’s contribution to cumulative GHG impact. As discussed previously, incorporation of mitigation would minimize emissions and both Phase I and Phase II of the Project can achieve 100 points on the CAP Screening Tables. Projects with features that yield at least 100 Screening Table points are considered consistent with the reduction quantities anticipated in the City’s CAP. Such projects would be determined to have a less than significant individual and cumulative GHG emissions impact. Additionally, the Project would be pursuant to TOP 2050 and would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Project Specific Plan is implementing TOP 2050.⁸ Therefore, Project-related GHG emissions and their contribution to global climate change would not be cumulatively considerable, and GHG emissions impacts would be less than significant. Pursuant to TOP 2050, implementation of the Project Specific Plan would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Project Specific Plan is implementing TOP 2050.

⁸ City of Ontario. 2022. *TOP 2050 Final Supplemental EIR. Section 5.8, Greenhouse Gas Emissions*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023).

4.8.8 Significant Unavoidable Impacts

With implementation of regulatory requirements, standard conditions of approval, and reasonable and feasible mitigation, the Project would result less than impacts with respect to consistency with GHG plans and GHG emissions, on an individual and cumulative basis.

4.8.9 References

California Air Resources Board, *California's 2022 Climate Change Scoping Plan*, 2022.

City of Ontario. 2022. *Community Climate Action Plan*.

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U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, 2010.

U.S. EPA, *Overview of Greenhouse Gases*, 2018.

Urban Crossroads, *Euclid Mixed-Use Specific Plan Traffic Analysis*, 2023. (**Appendix I**)

4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 Introduction

The purpose of this section is to describe the existing regulatory and environmental conditions related to hazards and hazardous materials in the vicinity of the Euclid Mixed Use Specific Plan Project (Project), within the City of Ontario (City). This section of the Draft Environmental Impact Report (EIR) identifies potential impacts that could result from the Project. This chapter discusses the changes to existing hazards and hazardous materials that would occur upon implementation of the Project, and as necessary, recommends mitigation measures to avoid and/or reduce the significance of impacts. Impacts are discussed in terms of the changes that would result from Project implementation and includes analysis of the Project's potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; to cause a significant hazard to the public or the environment if located on a site which is included on a list of hazardous materials sites; result in a safety hazard or excessive noise for people residing or working in the Project area due to its location within or proximity to an airport land use plan; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk of loss, injury or death involving wildland fires.

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

Additionally, the following analysis is based in part on information obtained from:

- Converse Consultants. July 2021. Phase I Environmental Site Assessment Report. **(Appendix F1)**
- Converse Consultants. October 2021. Limited Phase II Environmental Site Assessment Report. **(Appendix F2)**

4.9.2 Environmental Setting

Current Uses of Property

The 84.1-acre Project site is currently occupied by agricultural uses, including the raising of livestock, dairy farming activities, and a commercial nursery. Dairy farming and agriculture have been the primary uses of the Project site since before the 1930s. The majority of the Project site exists as fallow or cultivated fields. There is a private recreational vehicle facility in the southwestern portion of the site and a scrap yard at the intersection of Euclid Avenue and Edison Avenue. Numerous single family residential structures, as well as agricultural related buildings and open structures are located within the Project site. Two Southern

California Edison (SCE) easements extend across the Project site. No structures are located within the SCE easements; however, they have been used for various agricultural uses historically.

Existing uses surrounding the Project site are similar to those on the site. Ongoing crop farming is located to the north of the Project site and a vacant property that was a former dairy farm is located to the east of the site. The property to the south is currently utilized for residential, farming, or trucking related uses. North across Schaefer Avenue is an existing dairy farm; south across Edison Avenue is an existing trucking facility; east across Sultana Avenue is vacant land and an existing trucking facility; and west across Euclid Avenue, is the City of Chino with existing commercial and residential uses, and a truck/trailer storage (see **Figure 3-4: Surrounding Land Uses**).

Historical Uses of Property

According to the Phase I Environmental Site Assessment Report (ESA), a review of historical photographs and records showed that the Project site was generally occupied by agricultural uses, including the raising of livestock, dairy farming activities, and a commercial nursery, as early as the 1930s. Historically, as early as 1987 the Project site was undeveloped land. From as early as 1933, structures were evident along the northeastern and western boundaries of the Project site, which were associated with agricultural operations by 1938. Between 1946 and the present, the Project site was used agriculturally, including one dairy operation on the western portion of the Project site, and another dairy operation on the northeastern portion of the Project site. The current day nursery operation on the southwestern portion of the Project site has been established since as early as 2006.¹

Adjoining properties to the Project site vicinity appeared generally undeveloped in 1897. By 1902, apparent residential structures were noted on adjoining properties. From as early as 1938, agricultural uses were noted as well, including row crops. Commercial developments were noted as early as 1959. By 1975, most of the north and east adjoining land was occupied by dairy farms, and commercial uses were concentrated to the southwest and west. Commercial, as well as residential uses, remain to the west along Euclid Avenue until the present day, whereas north and east adjoining land remains for agricultural use. Part of this land is currently fallow/vacant.

Environmental Site Assessment

A *Phase I ESA Report* and *Limited Phase II ESA Report* were conducted for the approximately 60-acre Phase I development area of the Project site on July 29, 2021, and October 8, 2021, respectively. The Phase II area is being evaluated only at a programmatic level based on available information from The Ontario Plan (TOP) 2050, and there are no specific development proposals at this time. The Applicant does not own the parcels within the Phase II area (PAs 2B and 3B) and does not have access to the Phase II area at this time. At the time of Phase II development, it will undergo its own site-specific CEQA analysis.

The Phase I ESA was conducted in accordance with: (1) the U.S. Environmental Protection Agency (U.S. EPA) Standards and Practices for All Appropriate Inquiries, 40 Code of Federal Regulations (CFR) Part 312) and (2) guidelines established by the American Society for Testing and Materials (ASTM) in the

¹ Converse Consultants. July 2021. *Phase I Environmental Site Assessment Report*, page 20. (**Appendix F1**).

Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process/ Designation E 1527 13 (ASTM Standard Practice E 1527-13).

ASTM Standard Practice E 1527-13 defines a Recognized Environmental Condition (REC) as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A Controlled REC (CREC) is as defined as, "...resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)." A Historical REC (HREC) is defined as, "a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)."

The limited Phase II subsurface investigation was conducted, which included soil and soil gas sampling to identify potential contamination from unknown but probable former onsite sources, or from the existing service station to the north. The objective was to determine the current representative subsurface conditions in targeted areas of the Project site.

Regulatory Agencies

The GeoTracker Database is the California State Water Resources Control Board's (SWRCB) Internet accessible database system used by the SWRCB, regional boards, and local agencies to track and archive compliance data from authorized or unauthorized discharges of waste to land, or unauthorized releases of hazardous substances from USTs. The Project site was not identified in the database. According to GeoTracker, the nearest ongoing Cleanup Program Site (CPS) is the Chino Airport, located at 7000 Merrill Avenue, approximately 1.2 miles south of the Project site. The primary chemicals of concern (COCs) in the groundwater at this CPS include trichloroethene (TCE); 1,2,3-trichloropropane (1,2,3-TCP); cis-1,2-dichloroethane; and 1,1 dichloroethene.

Environmental Conditions

According to American Society for Testing and Materials (ASTM) Standard of Practice E1527-13, a recognized environmental condition (REC), fall under three specific categories when evaluating a site or properties within the Project site vicinity. These categories are defined below.

A recognized environmental condition (REC) means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not RECs.

A controlled REC (CREC) is a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

A historical REC (HREC) is a past release of any hazardous substances or petroleum products that has occurred in connection with the Project site and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the Project site to any required controls (e.g., use restrictions, activity and use limitations, institutional controls, or engineering controls).

According to ASTM E2600-15, the goal of conducting a vapor encroachment screening on a parcel of property is to identify a vapor encroachment condition (VEC), which is the presence or likely presence of COC vapors in the subsurface of the target property caused by the release of vapors from contaminated soil or groundwater or both either on or near the target property as identified by Tier 1 or Tier 2 procedures. The purpose of Tier 1 is to conduct a screen using Phase I ESA-type information to determine if a VEC exists at the target property. If the Tier 1 screen cannot rule out the possibility of a VEC existing at the target property, then a Tier 2 screen can be conducted. Tier 2 applies numeric screening criteria to existing or newly collected soil, soil gas, and/or groundwater testing results to evaluate whether a VEC can be ruled out. Tier 2 has two data collective components: non-invasive and invasive.

Non-ASTM Scope Considerations

The Project site contains buildings that were constructed prior to bans using asbestos-containing building materials (ACBMs), lead-based paint (LBP), and polychlorinated biphenyls (PCBs) in electrical equipment came into effect in 1989, 1978, and 1978, respectively. No testing is known to have been performed to evaluate for the presence of ACBMs, LBPs, or PCBs at the Project site.

The California Bureau of Mines and Geology and California Department of Public Health (CADPH) participated in the U.S. Environmental Protection Agency's (EPA) State Radon Survey, a Federal survey to measure levels of indoor radon in all states. Based on the results of this survey, CADPH predicted that approximately 0.5 percent of homes in Region 9, where the Project site is located, would have radon concentrations over the U.S. EPA action level of 4.0 picocuries per liter (pCi/L).

The Federal U.S. EPA Radon Zone for San Bernardino County is Zone 2, which indicates an average indoor concentration greater than or equal to 2.0 pCi/L of air and less than or equal to 4.0 pCi/L. In a survey, one test was conducted within the 91762-zip code, where the Project site is located, for the presence of radon. Of these, none were found to contain radon in excess of the U.S. EPA's action level of 4.0 pCi/L.²

² Ibid. Page A-15.

According to the Phase I ESA, two on-site water wells, associated with dairy operations, were observed. A third well, located near the northeastern portion of the Project site, was decommissioned. Per Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C8620H and 06071C9335H, the Project site and adjacent properties are located within areas in which flood hazards are undetermined but possible (Zone D).³ According to the National Wetlands Inventory (NWI) database, wetland areas identified as a Freshwater Ponds, are located within the Project site.⁴ The artificially created unvegetated dairy effluent retention ponds are isolated located in uplands and currently rotated in use resulting in a wet (inundated) and dry phase. However, no wetlands or jurisdictional resources regulated by the United State Army Corps of Engineers, California Department of Fish and Wildlife, or Regional Water Quality Control Boards (RWQCB) were documented within the Project Site.⁵

Airport-Related Hazards

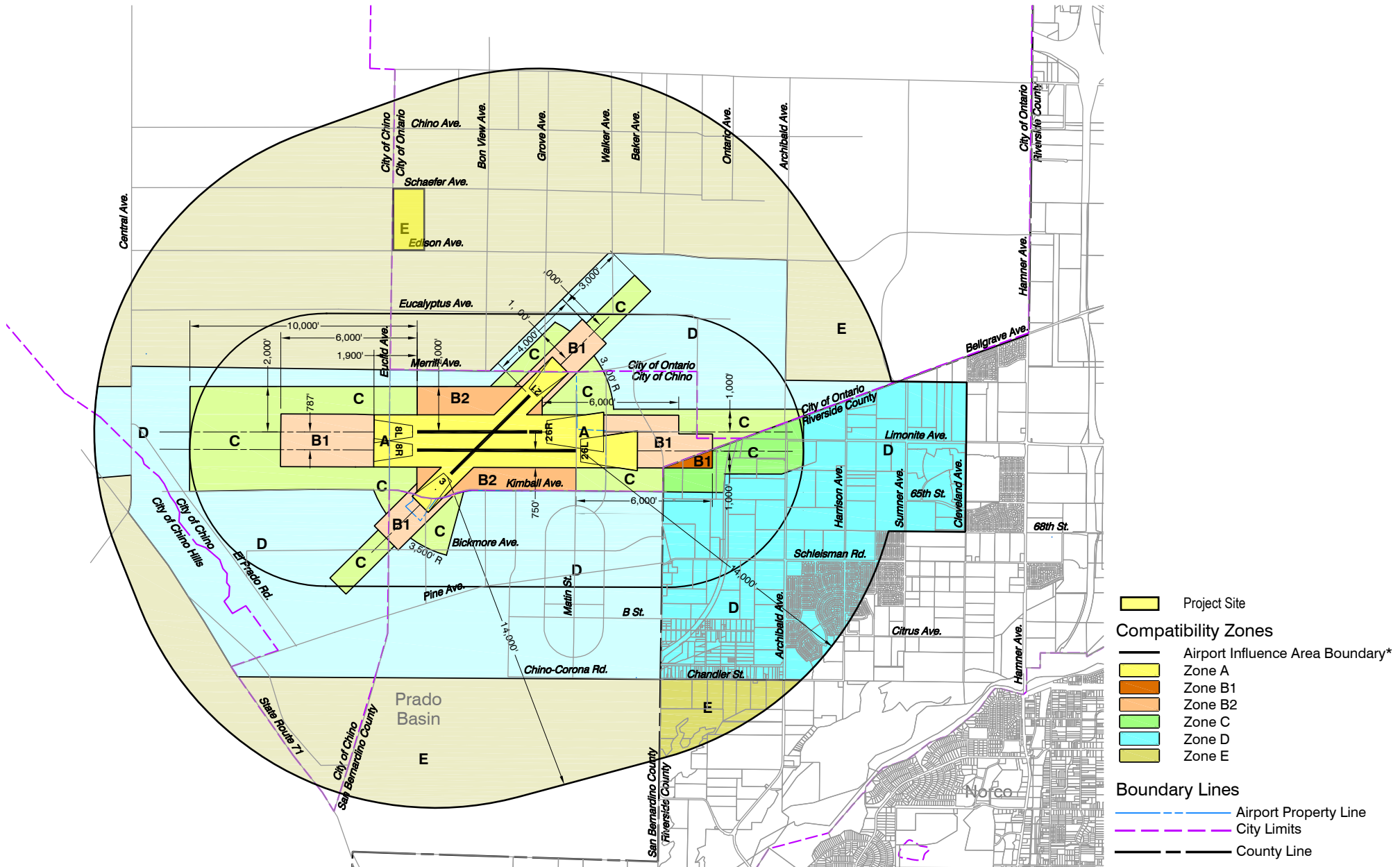
The Project site is located approximately 1.2 miles north of the Chino Airport and is approximately 3.7 miles southwest of the Ontario International Airport (ONT). The Project site is within the Chino Airport Influence Area and is within the Zone E compatibility zone, as depicted **in Figure 4.9-1: Chino Airport Compatibility Zones**.⁶ Within Compatibility Zone E, generally, there is no concern with regard to any object up to 100 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet above the ground. Projects within the Project boundary shall be required to be consistent with the policies and criteria of the Airport Land Use Compatibility Plans for Ontario International Airport and Chino Airport. Additionally, the Project site is not within the Ontario International Airport or the Chino Airport Safety Zones, depicted in **Figure 4.9-2: Airport Safety Zones**. Additionally, **Figure 4.9-3: Ontario International Airport Land Use Compatibility**, shows the Project site as being in the Ontario Airport's airport influence areas. Land use compatibility assessments for ONT are included in the ALUCP.

³ Federal Emergency Management Agency. 2021. *Flood Insurance Rate Map No. 06071C8620H and 06071C9335H*. <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-117.81426821289033,33.99346556420189,-117.48193178710954,34.1356709592875>. (accessed March 2023).

⁴ U.S. Fish and Wildlife. ND. *National Wetlands Inventory Wetlands Mapper*. <https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper>. (accessed March 2023).

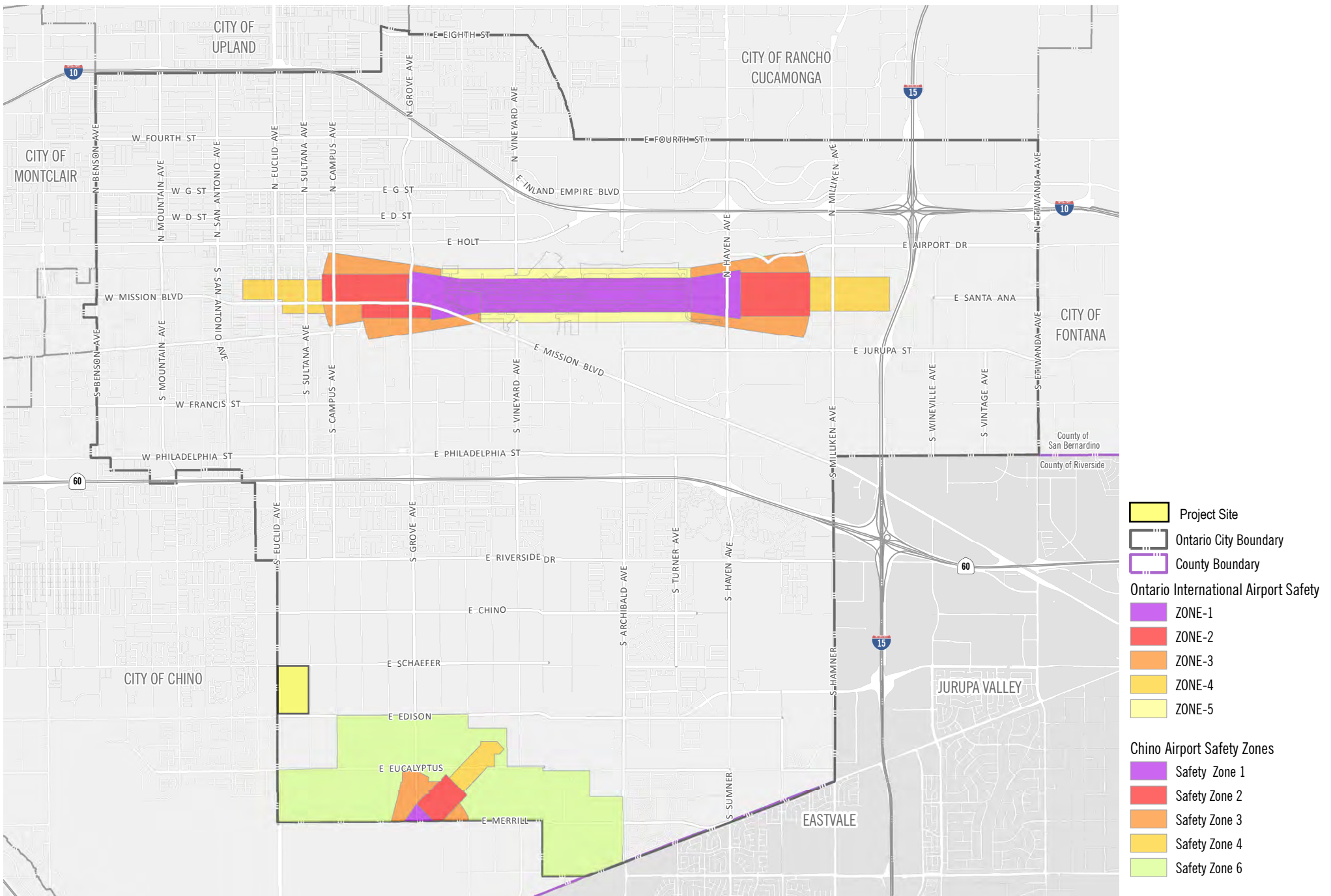
⁵ Cadre Environmental. 2022. *Biological Resources Technical Report*. Page 15. See Appendix C

⁶ Riverside County Airport Land Use Commission. 2008. *Riverside County Airport Land Use Compatibility Plan Volume 1 Policy Document. Pages 3-10a – 3-11*. <https://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/09-%20Vol.%201%20Chino.pdf>. (accessed March 2023).



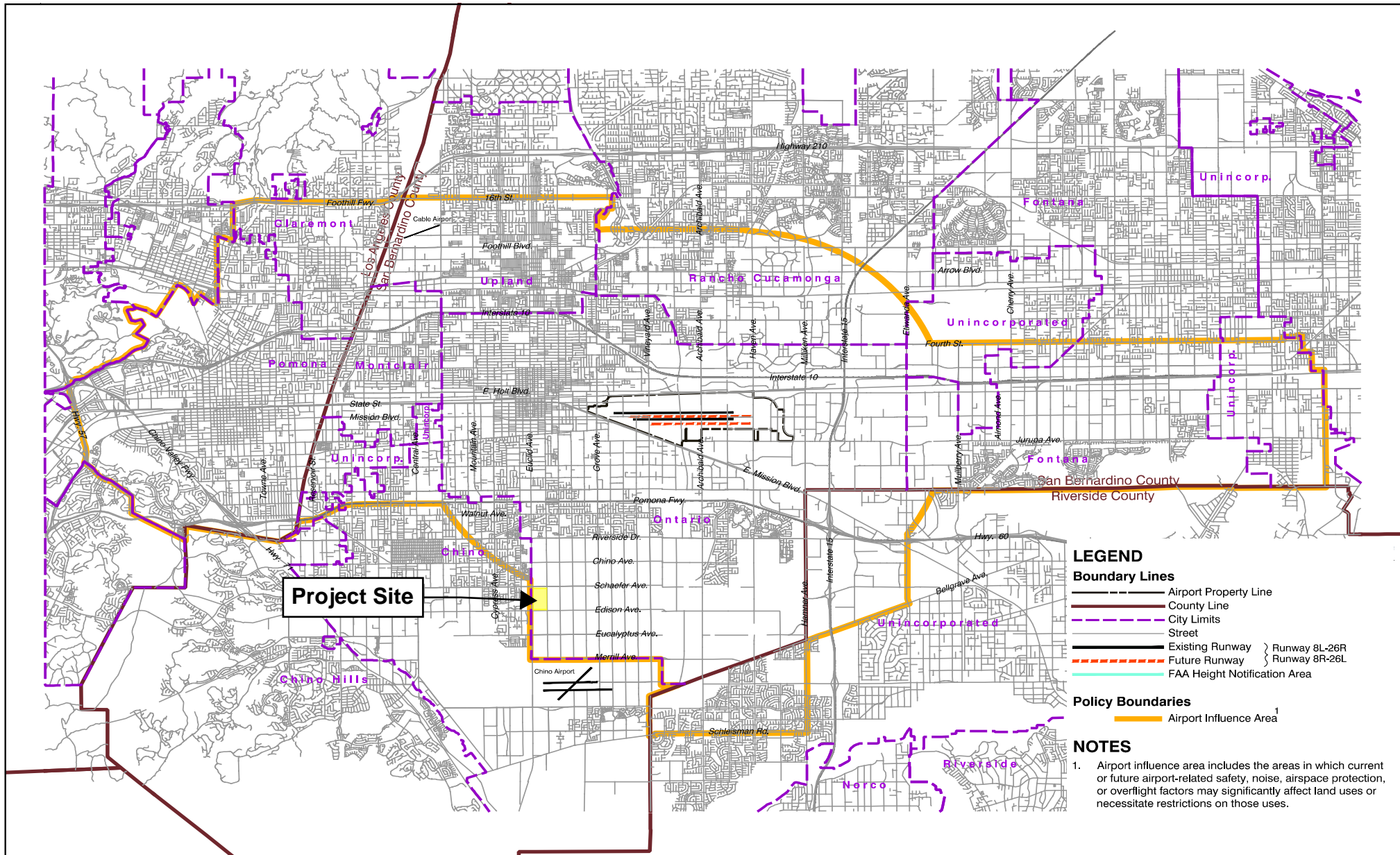
Source: Riverside Airport Land Use Compatibility Plan Policy Document, Map CH-1 Compatibility Map Chino Airport, 2008.

FIGURE 4.9-1: Chino Airport Compatibility Zones
Euclid Mixed Use Specific Plan



Source: The Ontario Plan 2050, 2022, Figure 5.9-2, Airport Safety Zones

FIGURE 4.9-2: Airport Safety Zones
Euclid Mixed Use Specific Plan



Source: The Ontario Plan (2011), Map 2-1 Compatibility Policy Map: Airport Influence Area

FIGURE 4.9-3: Ontario International Airport Land Use Compatibility
Euclid Mixed Use Specific Plan



Not to scale

Kimley»Horn

4.9.3 Regulatory Setting

Federal

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 (42 United States Code [USC] Section 6901 et seq.) is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The RCRA gave the U.S. EPA the authority to control hazardous waste from “cradle to grave,” that is, from generation to transportation, treatment, storage, and disposal, at active and future facilities. It does not address abandoned or historical sites. The RCRA also set forth a framework for managing nonhazardous wastes. Later amendments required phasing out land disposal of hazardous waste and added underground tanks storing petroleum and other hazardous substances.

Comprehensive Environmental Response, Compensation, and Liability Act of 1980

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as “Superfund,” was enacted by Congress on December 11, 1980. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also establishes the National Priorities List (NPL), which is a list of contaminated sites warranting further investigation by the U.S. EPA. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986, to help further manage contaminated sites.

Emergency Planning and Community Right-to-Know Act

Title III of the Superfund Amendments and Reauthorization Act (SARA) authorized the Emergency Planning and Community Right-to-Know Act (EPCRA; 42 USC Section 11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored on-site to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; off-site transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The U.S. EPA maintains and publishes an online, publicly available, national database of toxic chemical releases and other waste management activities by certain industry groups and federal facilities—the Toxics Release Inventory.

To implement EPCRA, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and named a local emergency planning committee for each district. The federal EPCRA program is implemented and administered in California Governor's Office of Emergency Services (Cal OES), a state commission, six local committees, and 81 Certified Unified Program

Agencies (CUPAs). Cal OES coordinates and provides staff support for the state commission and local committees.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (TSCA) provides U.S. EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. TSCA addresses the production, importation, use, and disposal of specific chemicals including PCBs, asbestos, radon, and LBP. Title IV of the TSCA directs U.S. EPA to regulate LBP hazards.

TSCA Sections 402 and 404 requires that those engaged in lead abatements, risk assessments and inspections in homes or child-occupied facilities (e.g., day care centers and kindergartens) built prior to 1978 be trained and certified in specific practices to ensure accuracy and safety. TSCA Section 403, sets standards for dangerous levels of lead in paint, household dust, and residential soil.

Occupational Safety and Health Act

The Federal Occupational Safety and Health Act of 1970 (OSHA) (29 USC Section 651 et seq.) authorizes each state (including California) to establish their own safety and health programs with the U.S. Department of Labor, with OSHA approval. The California Department of Industrial Relations regulates implementation of worker health and safety in California. California OSHA enforcement units conduct on-site evaluations and issue notices of violation to enforce necessary improvements to health and safety practices. California standards for workers dealing with hazardous materials are contained in Title 8 of the California Code of Regulations (CCR) and include best practices for all industries (General Industrial Safety Orders), and specific practices for construction and other industries. Workers at hazardous waste sites (or working with hazardous wastes as might be encountered during excavation of contaminated soil) must receive specialized training and medical supervision according to the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulations.

OSHA Regulation 29 Code of Federal Regulations (CFR) Standard 1926.62 regulates the demolition, renovation, or construction of buildings involving lead materials. Federal, State, and local requirements also govern the removal of asbestos or suspected asbestos containing materials (ACMs), including the demolition of structures where asbestos is present. All friable (crushable by hand) ACMs, or non-friable ACMs subject to damage, must be abated prior to demolition following all applicable regulations.

Title 40, Code of Federal Regulations, Section 61 Subpart M

Title 40 CFR Section 61 Subpart M—National Emissions Standards for Asbestos—sets forth emissions standards for asbestos from demolition and renovation activities, and for waste disposal from such activities.

Title 40, Code of Federal Regulations, Part 745

Title 40, Part 745 contains regulations developed under Section 402 and 406 of the TSCA and applies to all renovations performed for compensation in target housing and child-occupied facilities. The purpose of this subpart is to ensure the following:

- Owners and occupants of target housing and child-occupied facilities receive information on LBP hazards before these renovations begin; and
- Individuals performing renovations regulated in accordance with Section 745.82 are properly trained; renovators and firms performing these renovations are certified; and the work practices in Section 745.85 are followed during these renovations.

Title 29, Code of Federal Regulations, Section 1926.62

Title 29 CFR Section 1926.62 sets standards for occupational health and environmental controls for lead exposure in construction, regardless of the lead content of paints and other materials. The standards include requirements addressing exposure assessment, methods of compliance, respiratory protection, protective clothing and equipment, hygiene facilities and practices, medical surveillance, medical removal protection, employee information and training, signs, recordkeeping, and observation and monitoring.

US EPA's Lead Renovation, Repair and Painting Program Rules.

The U.S. EPA's 2008 Lead-Based Paint Renovation, Repair and Painting (RRP) Rule (as amended in 2010 and 2011), aims to protect the public from LBP hazards associated with renovation, repair, and painting activities. These activities can create hazardous lead dust when surfaces with lead paint, even from many decades ago, are disturbed. The rule requires workers to be certified and trained in the use of lead-safe work practices, and requires renovation, repair, and painting firms to be U.S. EPA-certified. These requirements became fully effective April 22, 2010.

State

California Environmental Protection Agency

The California Environmental Protection Agency (Cal/EPA) was created in 1991, unifying California's environmental authority in a single cabinet-level agency and bringing the California Air Resources Board (CARB), SWRCB, RWQCB, California Department of Resources Recycling and Recovery (known as CalRecycle and formerly the Integrated Waste Management Board), Department of Toxic Substances Control (DTSC), Office of Environmental Health Hazard Assessment (OEHHA), and Department of Pesticide Regulation under one agency. These agencies were placed within the Cal/EPA "umbrella" for the protection of human health and the environment and to ensure the coordinated deployment of state resources. Its mission is to restore, protect, and enhance the environment, to ensure public health, environmental quality, and economic vitality.

California Fire Code

The California Fire Code (CFC), which is updated every three years, is included in CCR Title 24, Chapter 9 and was created by the California Building Standards Commission. Based on the International Fire Code, the CFC serves as the primary means for authorizing and enforcing procedures and methods to ensure the safe handling and storage of hazardous substances that pose potential public health and safety hazards. The CFC regulates the use, handling, and storage requirements for hazardous materials at certain facilities. The CFC and the California Building Code (CBC) apply a classification system in identifying appropriate protective measures relative to fire protection and public safety. Such measures may include identification

and use of proper construction standards, setbacks from property lines, and/or installation of specialized equipment.

State Fire Regulations

Fire regulations for California are established in Sections 13000 et seq. of the California Health and Safety Code (HSC), which includes regulations for structural standards (similar to those identified in the CBC), fire protection and public notification systems, fire protection devices such as extinguishers and smoke alarms, standards for high-rise structures and childcare facilities, and fire suppression training. The State Fire Marshal is responsible for enforcement of these established regulations and building standards for all state-owned buildings, state-occupied buildings, and state institutions in California.

Government Code Section 65962.5(a), Cortese List

As required by California Government Code (CGC) Section 65962.5, Cal/EPA develops an annual update to the Hazardous Waste and Substances Sites (Cortese) List, which is a planning document used by the state, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. The DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the list.

The EnviroStor database constitutes the DTSC's component of Cortese List data by identifying State response sites, federal Superfund sites, school cleanup sites, and voluntary cleanup sites. The EnviroStor database identifies sites that have known contamination or sites for which further investigation is warranted. It also identifies facilities that are authorized to treat, store, dispose, or transfer hazardous waste.

State agencies with involvement and/or jurisdiction over public health hazards and hazardous materials management and regulations include the:

- Cal/EPA: The boards, departments, and offices that make up the Cal/EPA include CARB, the Department of Pesticide Regulation, the Department of Resources Recycling and Recovery, DTSC, OEHHA, and the SWRCB. These boards, departments and offices were placed within the Cal/EPA "umbrella" to create a cabinet-level voice for the protection of human health and the environment (such as clean air, clean water, clean soil, safe pesticides, and waste recycling and reduction) to assure the coordinated deployment of state resources.
- DTSC: The mission of the DTSC is to protect California's people and environment from harmful effects of toxic substances by restoring contaminated resources, enforcing hazardous waste laws, reducing hazardous waste generation, and encouraging the manufacture of chemically safer products. As part of its mission, the DTSC maintains its Enforcement and Emergency Response Division (EERD) to administer the technical implementation of the State Unified Program. The Unified Program is a consolidation of six environmental programs at the local level. Those agencies at the local level with responsibility for the program are known as CUPAs. The DTSC also has the responsibility of overseeing and regulating hazardous materials, generators, transporters, and facilities that may use, generate, store, transport, or recycle, hazardous materials.

- SWRCB: Brownfields are underutilized properties where reuse is hindered by the actual or suspected presence of pollution or contamination. The SWRCB Brownfield Program goals are to:
 - Expedite and facilitate site cleanups and closures for brownfield sites to support reuse of those sites;
 - Preserve open space and green fields;
 - Protect groundwater and surface water resources, safeguard public health, and promote environmental justice; and
 - Streamline site assessment, clean up, monitoring, and closure requirements and procedures within the various SWRCB site cleanup programs.

Site clean-up responsibilities for brownfields primarily reside within four main SWRCB programs: The UST Program; Site Cleanup Program; Department of Defense Program; and the Land Disposal Program. These SWRCB cleanup programs are charged with ensuring sites are remediated to protect California's surface and groundwater and return them to beneficial uses.

Hazardous chemical and biohazardous materials management laws in California include the following statutes:

- Hazardous Materials Management Act – requires that businesses handling or storing certain amounts of hazardous materials prepare a hazardous materials business plan, which includes an inventory of hazardous materials stored on site (above specified quantities), an emergency response plan, and an employee training program.
- Hazardous Waste Control Act (California Health and Safety Code, Division 20, Chapter 6.5, Article 2, Section 25100, et seq.) – authorizes the DTSC and local CUPAs to regulate facilities that generate or treat hazardous waste.
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65) – requires the governor to publish and update, at least annually, a list of chemicals known to the state to cause cancer, birth defects, or other reproductive harm, and to inform citizens about exposures to such chemicals. Hazardous Waste Management Planning and Facility Siting, also known as the Tanner Act (Assembly Bill [AB] 2948, 1986) – requires counties to prepare, for California DTSC approval, hazardous waste management plans, and prescribes specific public participation activities, which must be carried out during the local land use permit process for siting new or expanding off-site commercial treatment, storage, and disposal facilities.
- Hazardous Materials Storage and Emergency Response (AB 2185) – requires the immediate reporting to local fire departments and Offices of Emergency Services of any release or threatened release of a hazardous material, regardless of the amount handled by the business.
- California Medical Waste Management Act (HSC Sections 117600–118360) – establishes procedures for the proper handling, storage, treatment, and transportation of medical waste.
- Land Disposal Restrictions (CCR, Chapter 18, Title 22) – set up by Congress in 1984 for the U.S. EPA, ensures that toxic constituents present in hazardous waste are properly treated before hazardous waste is land disposed.

Department of Toxic Substance Control

The mission of the DTSC is to protect California's people and environment from harmful effects of toxic substances by restoring contaminated resources, enforcing hazardous waste laws, reducing hazardous waste generation, and encouraging the manufacture of chemically safer products. As part of its mission, the DTSC maintains its EERD to administer the technical implementation of the State Unified Program. The Unified Program is a consolidation of six environmental programs at the local level. Those agencies at the local level with responsibility for the program are known as CUPAs. The DTSC also has the responsibility of overseeing and regulating hazardous materials, generators, transporters, and facilities that may use, generate, store, transport, or recycle, hazardous materials.

Government Code Section 65962.5

Pursuant to CGC Section 65962.5, environmental regulatory database lists were reviewed to identify and locate properties with known hazardous substance contamination within the proposed one-mile radius of the Project area (CGC, Section 65960 et seq.). Four state agencies are required to provide lists of facilities that have contributed, harbor, or are responsible for environmental contamination within their jurisdiction. The four state agencies that are required to provide these lists to the Secretary for Environmental Protection include the DTSC, the State Department for Health Services, the SWRCB, and CalRecycle. The Secretary for Environmental Protection then takes each of the four respective agency lists and forms one list, referred to as the Cortese List, which is made available to every city and/or county in California.

Regional Water Quality Control Board

The RWQCB is a department of Cal/EPA that oversees investigation and cleanup of sites including USTs where wastes have been discharged in order to protect the water quality of the state. The RWQCB regulates wastewater discharges to surface waters and to groundwater. They also regulate storm water discharges from construction, industrial, and municipal activities.

California Health and Safety Code

Cal/EPA has established rules governing the use of hazardous materials and the management of hazardous wastes. California HSC Section 25531, et seq. incorporate the requirement of Superfund Amendments and Reauthorization Act and the Clean Air Act as they pertain to hazardous materials. HSC Section 25534 directs owners or operators storing, handling, or using regulated substances exceeding threshold planning quantities to develop and implement a Risk Management Plan. The Risk Management Plans are submitted to the administering agency and possibly U.S. EPA, depending upon the chemical and the amount, for review. California law defines a hazardous material as any material that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may pose a present or potential hazard to human health and safety or to the environment if released in the workplace or the environment (California HSC Section 25501).

California Hazardous Waste Control Law

The California Hazardous Waste Control Law (HSC Division 20, Chapter 6.5) is administered by the Cal/EPA to regulate the management of hazardous wastes. While the Hazardous Waste Control Law is generally

more stringent than the RCRA, until the U.S. EPA approves the California hazardous waste control program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the State and federal laws apply in California. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies wastes that cannot be disposed of in landfills.

California Accidental Release Prevention Program

Similar to the Federal Risk Management Program, the California Accidental Release Prevention Program includes state requirements as well as a list of regulated substances and thresholds. The regulations of the program are contained in CCR Title 19, Division 2, Chapter 4.5. The intent of California Accidental Release Prevention Program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to ensure compliance with community right-to-know laws.

Hazardous Materials Release Response Plans and Inventory Law

The Hazardous Materials Release Response Plans and Inventory Law (HSC Section 25500 et seq.) aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on-site, to prepare an emergency response plan, and to train employees to use the materials safely. Any business that handles hazardous materials in quantities equal to or greater than 55 gallons, 500 pounds, or 200 cubic feet of gas must submit a business plan.

Hazardous Materials Transportation

Section 31303 of the California Vehicle Code and U.S. Department of Transportation regulate hazardous materials transport. The California Highway Patrol and California Department of Transportation are the enforcement agencies. Cal OES provides emergency response services involving hazardous materials incidents.

Worker and Workplace Hazardous Materials Safety

Cal/OSHA is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

Hazardous Materials in Structures: Asbestos-Containing Materials and Lead-Based Paint

Several regulations and guidelines pertain to abatement of and protection from exposure to ACM and LBP, including Construction Safety Orders 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP)

from Title 8 of the CCR and Part 61, Subpart M, of the CFR (pertaining to ACM). In California, ACM and LBP abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services. Asbestos is also regulated as a hazardous air pollutant under the Clean Air Act and a potential worker safety hazard under the authority of Cal/OSHA.

Requirements for limiting asbestos emissions from building demolition and renovation are specified in SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). CGC Section 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and ACMs.

Requirements for Phase I Environmental Site Assessments

Phase I ESAs are required for land purchasers to qualify for the Innocent Landowner Defense under CERCLA, to minimize environmental liability under other laws such as RCRA, and as a lender prerequisite to extend a loan for purchase of land.

Certified Unified Program Agency

A CUPA is an agency of a county or city that administers several state programs regulating hazardous materials and hazardous wastes. The San Bernardino County Fire Department (SBCFD) is the CUPA for all incorporated cities and towns and unincorporated areas. SBCFD administers the following programs:

- Hazardous Materials Release Response Plans and Inventory Program
- California Accidental Release Prevention Program, a combination of federal and state programs for the prevention of accidental release of regulated toxic and flammable substances
- UST Program
- Aboveground Petroleum Storage Act Program
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs Program
- Hazardous Materials Management Plan (HMMP) and Hazardous Material Inventory Statement (HMIS) in California Fire Code Program

Hazardous Materials Business Plan

The San Bernardino County Hazardous Materials Business Plan (HMBP) program was established in 1986. The purpose of this CUPA program is to prevent or minimize the damage to public health and safety and the environment, from a release or threatened release of hazardous materials. It also satisfies community right-to-know laws. The HMBP provides information regarding hazardous materials at facilities to emergency responders and to the general public.

Businesses that handle hazardous materials (including hazardous waste) or extremely hazardous substances are required to submit an HMBP via the California Environmental Reporting System (CERS), if using, handling or storing hazardous materials in quantities equal to or greater than:

- 55 gallons of a liquid,
- 500 pounds of a solid, or

- 200 cubic feet of compressed gas, or
- Extremely hazardous substances above the threshold planning quantity
- Facilities in this jurisdiction must also report any amount of hazardous waste via the California Environmental Reporting System.

8 CCR Section 1529 and 1532.1: Worker Safety Standards: Asbestos and Lead

CCR Title 8 Section 1529 sets forth worker safety standards for lead exposure for employees conducting demolition, construction, and renovation work, including painting, and decorating.

CCR Title 8 Section 1532.1 sets forth worker safety standards for employees in work including construction, demolition, renovation, and maintenance.

California Aeronautics Act

The State Aeronautics Act included in the California Public Utilities Code establishes statewide requirements for airport land use compatibility planning and requires nearly every county to create an Airport Land Use Commission (ALUC) or other alternative. The County opted for an alternative to the ALUC and delegated responsibility to prepare an ALUCP for each airport jurisdiction.

California Airport Land Use Compatibility Planning Handbook

The California Airport Land Use Compatibility Planning Handbook provides planning guidance to ALUCs and counties and cities with jurisdiction over airport area land uses. The purpose of the handbook is to support the State Aeronautics Act. The handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential.

Regional

SCAQMD

SCAQMD Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices with the goal of minimizing asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of ACM.

San Bernardino County Public Health Agencies

The County Department of Public Health, Division of Environmental Health Services has regulatory control over hazardous and solid waste, land use, wastewater.

Additionally, the Department of Public Works manages solid waste, transportation, and storm water. This department also manages all construction and demolition activities.

The Hazardous Materials Division of the SBCFD is designated by the State Secretary for Environmental Protection as the CUPA for the County in order to focus the management of specific environmental programs at the local government level. The CUPA is charged with the responsibility of conducting compliance inspections for over 7,000 regulated facilities in the County. The SBCFD manages six hazardous

material and hazardous waste programs. This includes hazardous waste management and above/underground storage tanks. The CUPA program is designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout the County.

San Bernardino County Hazardous Materials Release Response Plans and Inventory Program

In the County, the Business Emergency/Contingency Plan (Business Plan) is also used to satisfy the contingency plan requirement for hazardous waste generators. Any business subject to any of the CUPA permits is required in the County to file a Business Emergency/Contingency Plan using the California Environmental Reporting System. This submission is used as the basis for the permit application. A new business going through the process of obtaining County planning or building approval is required to comply with the Business Emergency/Contingency Plan requirement prior to obtaining final certificate of occupancy and prior to bringing hazardous materials onto the property.

The quantities that trigger disclosure are based on the maximum quantity on-site at any time excluding materials under active shipping papers or for direct retail sale to the public. The basic quantities are hazardous materials at or exceeding 55 gallons, 500 pounds, or 200 cubic feet at any time in the course of a year; specified amounts of radio actives, and extremely hazardous substances above the threshold planning quantity.

Local

City of Ontario Hazard Mitigation Plan

The City developed a Hazard Mitigation Plan to make the City infrastructure, business, and residents less vulnerable to future incidents. The plan was prepared in accordance with the requirements of the Disaster Mitigation Act of 2000. A risk assessment was conducted to identify and profile natural and man-made hazards that pose a risk to the City, assess the City's vulnerability to these hazards, and examine the capabilities in place to mitigate them. Based on the risk assessment, goals, and objectives for reducing the City's vulnerability to hazards were identified. The four goals of the multi-hazard mitigation plan are:

- Minimize loss of life and property from natural and man-made hazard events
- Protect public health and safety
- Increase public awareness of risk from natural and man-made hazards
- Enhance emergency systems including warning systems

City of Ontario General Plan – The Ontario Plan 2050

The TOP 2050 Safety Element states that the City's role as a transportation hub and manufacturing center make the City susceptible to spills of toxic materials and vulnerable to the byproducts generated in industrial areas, especially if exacerbated by earthquakes, fires, floods, and strong winds. The Safety Element policies ensure that the City is prepared for and would effectively deal with hazards and hazardous materials. Included in TOP 2050 is the Policy Plan, which is a framework that would guide the

City's future growth through the application of policies and goals. The following goals of TOP 2050 relate to geology and soils.

The following policy contained in the Safety Element is relevant to the Project:

*Safety Element*⁷

- Goal S-6** **Reduced potential for hazardous materials exposure and contamination.**
- Policy S-6.1** **Disclosure and Notification.** We enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport.
- Policy S-6.2** **Response to Hazardous Materials Releases.** We respond to hazardous materials incidents and coordinate these services with other jurisdictions.
- Policy S-6.4** **Safe Storage and Maintenance Practices.** We require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.
- Policy S-6.5** **Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.
- Policy S-6.9** **Remediation of Methane.** We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

City of Ontario Municipal Code (MC)

MC Section 7-3.07.⁸ Safety devices, lights, and barricades. Any activity or encroachment on a right-of-way which is hazardous, creates a hazard, or is in conflict with the normal use of a right-of-way shall be adequately safeguarded as required by the City. In the conduct of such activity or encroachment, materials, supplies, excavated material, and equipment shall be properly placed, and the permittee shall provide and maintain such safety devices, including, but not limited to, lights, barricades, signs, and guards, as are necessary to protect the public.

MC Section 9-1.3330.⁹ Environmental Performance Standards that require: "The use, handling, storage, and transportation of combustibles and explosives shall comply with applicable provisions of the Uniform

⁷ City of Ontario. 2022. TOP 2050, Safety Element. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/safety>. (accessed March 2023).

⁸ City of Ontario. ND. Ontario Municipal Code, Title 7. https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-45840. (accessed March 2023).

⁹ City of Ontario. ND. Ontario Development Code, Chapter 1.0: Development Code Enactment and General Provisions. <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/Planning%20Documents/Development%20Code/Chapter%201.0%20Development%20Code%20Enactment%20and%20General%20Provisions.pdf>. (accessed March 2023).

Fire Code, the City of Ontario Hazardous Waste Ordinance and all other local, state and federal regulations.”

Ontario International Airport Land Use Compatibility Plan

The ONT ALUCP was adopted by Ontario City Council on April 19, 2011, and amended in 2018. The basic function of the ALUCP is to provide guidance to affected jurisdictions and promote compatibility between the airport and surrounding land uses. The ALUCP designates the airport influence area, safety zones, noise impact zones, airspace protection zones, and overflight notification zones. Height and noise restrictions for future land uses are established for the airport approach safety zones. All development shall be constructed or reconstructed in accordance with Federal Aviation Regulations Part 77.

Chino Airport Land Use Compatibility Compliance

The Project site is located directly north of the Chino Airport and within the Chino Airport airport influence areas. The City is currently preparing an ALUCP for Chino Airport which relies on the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics, that is expected to be adopted in 2022. The Chino ALUCP will establish policies and criteria for the four types of compatibility impacts which include safety, noise, airspace protection, and overflight. The Project site is not within the Chino Airport noise impact zone. Projects within the Project Specific Plan boundary shall be required to be consistent with the policies and criteria of the ALUCP for Chino Airport.

Phase I Environmental Site Assessment

A Phase I ESA was completed in July 2021 for the Phase I development area; see ***Appendix F1: Phase I Environmental Site Assessment Report***. The Phase II area is being evaluated only at a programmatic level based on available information from The Ontario Plan (TOP) 2050, and there are no specific development proposals at this time. The Applicant does not own the parcels within the Phase II area (PAs 2B and 3B) and does not have access to the Phase II area at this time. At the time of Phase II development, it will undergo its own site-specific CEQA analysis. The Project site and its adjoining properties were cross-referenced with the following environmental databases: Hazardous Substance Storage Container Database (HIST UST), Statewide Environmental Evaluation and Planning System (SWEEPS UST), Facility Inventory Database (CA FID UST), Waste Discharge System (WDS), California Environmental Reporting System (CERS), California Environmental Reporting System (CERS HAZ WASTE), Hazardous Waste Tracking System (HWTS), Facility Index System/Facility Registry System (FINDS), California Integrated Water Quality System (CIWQS), Water Board Enforcement Action Listings (ENF), and San Bernardino County Permit. The Project site was identified on the following regulatory databases: CERS, HWTS, CERS HAZ WASTE, ENF, CIWQS, and San Bernardino County Permit. Violations were noted regarding hazardous material reporting and housekeeping practices at the Property; refer to ***Appendix F1*** for further information. An underground storage tank (UST) on the northern portion of the Project site, operated by a historical occupant, was removed and received regulatory closure in 2011. From observations and interviews during Phase I ESA reconnaissance, current on-site petroleum product storage is limited to one, 300-gallon above-ground storage tank (AST) for diesel at Art Venegas Dairy. De minimis ground staining was observed on the concrete floor in the general area. The Drake Family Farm operation only stores petroleum product in

one to three-gallon containers. The Phase I ESA identifies the following, additional existing conditions within the Project site.

- Art Venegas Dairy, located at 13835 Euclid Avenue within the Project site, currently disposes of manure on-site as part of ongoing agricultural operations. Five manure piles were observed throughout the corrals on the central and western portions of the Project site.
- Five or six septic tanks of unknown capacity are located on the Project site. Three known tanks are associated with the Venegas Dairy buildings (milk barn and two known residential structures), and two tanks are located at the Drake Dairy facility.
- Each of the two dairies features one active water well. A decommissioned water well is found near the northeastern corner of the Project site.
- Catch basins for dairy runoff are located on the Project site. Observed chemicals inside production areas for both on-site dairies included 55-gallon poly drums of acid/base cleaners and disinfectants, and five-gallon containers of medicated ointments/dips for animals. Compressed gas cylinders for welding gases, car/equipment batteries, and tires were stored in maintenance areas, mainly on the central-west portion of the Project site (Venegas Dairy). Abandoned vehicles/equipment were noted in the same general area, and also in storage areas on the northeastern portion of the Project site.

Adjoining property regulatory database listings included, but were not limited to LUST, CERS HAZ WASTE, CORTESE, CERS TANKS, San Bernardino County Permit, and CERS database listings. Pertinent historical Leaking Underground Storage Tank (LUST) cases on adjoining properties all received regulatory closure. All cases were limited to soil contamination only. Regulatory compliance inspections by the San Bernardino County Fire Department were noted for all hazardous material handlers/hazardous waste generators.¹⁰

The Phase I ESA identified the following Recognized Environmental Conditions (RECs) in connection with the Project site:

- Agricultural use from as early as 1938 is a REC due to potential residual contamination from agricultural chemical use.
- On-site dairy operations and associated chemicals, manure, and equipment, from as early as 1946 are RECs.

The Phase I recommended the following:

- Soil sampling over the Site. Areas to be assessed should include the farmland catch basins, maintenance areas, aboveground storage tank (AST; and drain underneath the AST) & underground storage tank (UST) areas, and livestock/manure areas.
- Containers of hazardous materials, equipment, and tires should be removed in accordance with applicable regulations.

¹⁰ Converse Consultants. 2021. Phase I Environmental Site Assessment. Page 39-40. (Appendix F1).

- A methane assessment in accordance with the City of Ontario requirements should be conducted.

Phase II Environmental Site Assessment Report

Based on the recommendations contained in the Phase I ESA, a Phase II ESA was completed in October 2021; see **Appendix F2: Limited Phase II Environmental Site Assessment Report**. The Project area for Phase II is being evaluated only at a programmatic level based on available information from The Ontario Plan (TOP) 2050, and there are no specific development proposals at this time. The Applicant does not own the parcels within the Phase II area (PAs 2B and 3B) and does not have access to the Phase II area at this time. At the time of Phase II development, it will undergo its own site-specific CEQA analysis. The Phase II ESA included borings taking at nine locations and an analysis of soil and soil vapors. The Phase II ESA identified the following findings:

- All reported metals concentrations were less than their respective screening levels for both residential and commercial land use scenarios, or applicable regional background concentrations. All reported values were less than their respective hazardous waste disposal criteria.
- Total petroleum hydrocarbon (TPH) are generally described hydrocarbons derived from crude oil and can contaminate a site through accidental release such as through spilled oil, gasoline fumes, or certain pesticides and other chemicals that contain TPH components as solvents. These chemicals may have toxic affects to those exposed. TPH in the diesel range was reported in four (4) samples at the former UST location. The concentration in sample UST-1-15 was above the screening level for residential and commercial land use. The concentration in sample UST-2-15 was above the screening level for residential land use, but equal to the screening level for commercial land use. UST-1-15 and UST-2-15 are located in the northern portion of the Project site (APN 1053-081-01) at a depth of 15 ft bgs. Concentrations of volatile organic compounds (VOCs) and TPH in the gasoline and heavy oil ranges were not reported in any of the samples analyzed. VOCs are compounds that are emitted as gases from certain volatile solids or liquids and are a concern as both indoor and outdoor air pollutants that have the potential to adversely impact the health of people that are exposed. VOCs may be mitted by a variety of products that contain organic solvents including paint supplies, cleaning supplies, pesticides, and certain building materials.
- All detected organochlorine pesticide concentrations were less than their respective screening levels for residential land use, and applicable hazardous waste disposal criteria.
 - A total of 15 VOCs were detected in soil vapor sample AST-1-10, located and a total of 12 VOCs were detected in soil vapor sample UST-1-10. AST-1-10 is located in the central portion of the Project site (APN 1053-071-01) at a depth of 10 ft bgs, and UST-1-10 is located in the northern portion of the Project site (APN 1053-081-01) at a depth of 15 ft bgs. Except for benzene, ethylbenzene, and xylenes, the maximum concentrations of reported VOCs detected were below their screening levels for both residential and commercial land uses.
 - Benzene and ethylbenzene were detected at concentrations in excess of the respective screening levels for residential land use, and for commercial land use at both the current AST location, and the former UST location.

- Concentrations of meta- (m-) and para- (p-) xylenes were reported in soil vapor sample AST-1-10 at 3,400 micrograms per cubic meter air ($\mu\text{g}/\text{m}^3$), which is more than the residential screening level of 3,300 $\mu\text{g}/\text{m}^3$, but less than the commercial screening level of 15,000 $\mu\text{g}/\text{m}^3$. The impacts from m,p-xylenes are therefore considered to be relatively minor and limited.

Based on the findings of the Phase II concluded the following:

- No impacts were identified associated with former agricultural uses of the Project site.
- Both the soil and soil vapor appear to be impacted in the vicinity of the current AST and former UST used for diesel.
 - The impacts to the soil appear to be relatively limited. Although TPH diesel was reported in excess of the commercial screening level at a depth of 15 feet below ground surface (bgs) in boring UST-1, located within the northern portion of the Project site (APN 1053-081-01), it was not detected in the samples from depths of 10 or 20 feet bgs. In boring UST-2 TPH diesel was only reported in the sample from 15 feet bgs, and the concentration was equal to the commercial screening level.
 - Concentrations of benzene, ethylbenzene, and xylenes were detected in both soil vapor samples at concentrations in excess of screening levels. The screening levels that these concentrations exceed are based on potential impacts to occupants from vapor intrusion. The current impact to the Project site from these concentrations is considered to be minimal based on the lack of future occupied structures in the vicinity of the AST and UST areas. The impacted area would not contain residential uses based on the current development plan and land use plan for the Phase I area; refer to **Section 3.0: Project Description**.

Based on the findings of the Phase II ESA, the Project site has been impacted from the diesel storage tanks (former UST and current AST).¹¹ The impacts to the soil are considered to be relatively minor. The elevated concentrations of Benzene, Toluene, Ethylbenzene and Xylene (BTEX) in soil vapor samples are not considered to pose a significant risk to occupied structures because no residential uses are proposed to be located over these impacted soils. However, further testing is recommended to be conducted if Project site uses change and structures are planned to be developed in the vicinity of the AST or former UST.

4.9.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning hydrology and water quality. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

¹¹ Converse Consultants. 2021. *Limited Phase II Environmental Site Assessment*. Page 18. (Appendix F2).

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Methodology and Assumptions

This analysis evaluates the potential impacts of the Project on human health and the environment due to potential exposure of hazardous materials or conditions associated with the Project site, Project construction, and Project operations. The Phase I ESA was conducted in accordance with the ASTM Standard of Practice E1527-13 and the standards of care and diligence normally practiced by recognized consulting firms in performing services of a similar nature. The assessment included:

- Site inspection to verify current Site conditions, and check for visible evidence of previously disposed and/or currently present hazardous waste, surface contamination, USTs and ASTs, suspect PCBs, and other potential environmental hazards.
- A visual survey of the adjacent properties and the immediate vicinity to determine if any nearby sites posed a significant environmental threat to the site.
- Review of currently and readily available documents, including maps, aerial photographs, governmental databases of known hazardous waste sites and underground tanks, other consultant reports (if any), fire insurance maps, and other accessible records.
- Review of results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.
- Consultation with appropriate governmental agencies having jurisdiction relative to the past history of the property, complaints, or incidents in the immediate area, and permits that may have been issued.

The Phase I ESA includes the following recommendations:

- Soil sampling over the Property. Areas to be assessed should include the farmland, catch basins, maintenance areas, AST (and drain located underneath the AST) & UST areas, and livestock/manure areas.

- Containers of hazardous materials, equipment, and tires should be removed from the Property prior to Project construction and will be disposed of in accordance to applicable regulations. (see **MM HAZ-3**).
- A methane assessment in accordance with the City of Ontario requirements should be conducted. (see **MM HAZ-4**).

4.9.5 Plans, Programs, and Policies

PPP HAZ-1 **Transportation of Hazardous Waste.** Hazardous materials and hazardous wastes shall be transported to and/or from the proposed project in compliance with any applicable State and federal requirements, including the U.S. Department of Transportation regulations listed in the CFR (Title 49, Hazardous Materials Transportation Act); Caltrans standards; and the Cal/OSHA standards.

PPP HAZ-2 **RCRA.** Hazardous waste generation, transportation, treatment, storage, and disposal shall be conducted in compliance with the Subtitle C of the RCRA (Title 40 CFR Part 263), including the management of nonhazardous solid wastes. The SBCFD serves as the designated CUPA and which implements State and federal regulations for the following programs: (1) Hazardous Materials Release Response Plans and Inventory Program, (2) California Accidental Release Prevention (CalARP) Program, (3) Aboveground Petroleum Storage Act Program, and (4) UST Program (5) Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs (6) HMMP and Hazardous Material Inventory Statement Program.

PPP HAZ-3 **ACMs.** Demolition activities that have the potential to expose construction workers and/or the public to ACMs shall be conducted in accordance with applicable regulations, including, but not limited to:

- SCAQMD Rule 1403
- HSC Section 39650 et seq.
- Title 8 CCR Section 1529
- Cal/OSHA regulations (Title 8 CCR Section 1529)
- CFR (Title 40, Part 61, Title 40, Part 763, and Title 29, Part 1926)

PPP HAZ-4 **Removal of Hazardous Materials.** The removal of hazardous materials, such as PCBs, mercury-containing light ballast, and mold shall be completed in accordance with applicable regulations pursuant to 40 CFR 761 (PCBs), 40 CFR 273 (mercury-containing light ballast), and 29 CFR 1926 (molds) by workers with the HAZWOPER training, as outlined in 29 CFR 1910.120 and 8 CCR 5192.

PPP HAZ-5 **LBPs.** Demolition activities that have the potential to expose construction workers and/or the public to LBP shall be conducted in accordance with applicable regulations, including, but not limited to:

- Cal/OSHA regulations (CCR Title 8 Section 1532.1)

- CFR (Title 40, Part 745, and Title 29, Part 1926)
- U.S. EPA's Lead Renovation, Repair and Painting Program Rules and Residential Lead-Based Paint Disclosure Program
- Sections 402/404 and 403, and Title IV of the TSCA

4.9.6 Impacts and Mitigation Measures

Impact 4.9-1 *Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Level of Significance: Less Than Significant with Mitigation Incorporated (Phase I Project) and Significant and Unavoidable (Phase II Only)

Specific Plan – Phase I

Construction

Project-related construction activities would involve the use of larger amounts of hazardous materials than would Project operation. Construction activities would include the use of materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. According to the City's Fire Department Hazardous Materials standards, the materials used would be in small quantities or stored in such a manner as to reduce any safety hazards.¹² The use of these materials would also be temporary and short-term or single-use in nature and would cease upon completion of the proposed Project's construction phase. Project construction workers would also be required to conduct the safe handling of hazardous materials use as proposed in **MM HAZ-1**.

Additionally, as with Project operation, the use, storage, transport, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Furthermore, strict adherence to all emergency response plan requirements set forth by SBCFD would be required through the duration of the Project construction phase. Therefore, with implementation of **MM HAZ-1**, hazards to the public or the environment arising from the routine use of hazardous materials during Project construction would be less than significant.

Grading Activities

Grading activities required to develop the Project would involve the disturbance of on-site soils. There is the potential for the discovery of contamination during grading activities, due to potential for chemical

¹² Ontario Fire Department. 2021. *Hazardous Material Information Packet*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Fire/hazardous_material_information_packet.pdf. (accessed March 2023).

constituents to accumulate in the ponds and become trapped in the sediment (i.e., pesticides, heavy metals, or chemicals).

Contaminated soils encountered during grading would be required to be removed and disposed of off-site in accordance with all applicable regulatory guidelines. The handling and transport of these materials and exposure to contaminated soils for workers and the surrounding environment could result in a significant impact. **MM HAZ-5** would further reduce these risks, as a Phase II subsurface assessment would be required.

Site grading also requires the removal of ASTs, where areas of staining were observed, and septic tanks prior to site development. A demolition permit from San Bernardino County Building & Safety Division would be required to remove the septic tank(s). **MM HAZ-2** and **HAZ-3** would be applied to these activities prior to the commencement of construction activities.

MM HAZ-2 requires a Soil Management Plan that details procedures and protocols for on-site management of soils containing potentially hazardous materials, to be implemented during grading activities on-site to ensure that soils containing residual levels of hydrocarbons or arsenic are properly identified, monitored, and managed during construction. **MM HAZ-3** would require the proper removal and disposal of all ASTs and USTs, such as by a State licenses contractor in compliance with SBCFD regulations, and, in the even that contaminated soils are encountered, a SMP shall be prepared to management contaminated soils during redevelopment.

The historic and current use of the Project site as various agricultural operations – including a dairy-farm and the raising of livestock – may produce methane gas in the subsurface from animal wastes. A methane assessment should be conducted to assess subsurface methane levels across the site. **MM HAZ-4** would be applied in order to minimize risks associated with the risk of methane encountered on the Project site.

Demolition

Demolition of buildings and equipment on-site has the potential to expose and disturb ACMs, PCBs, LBP, and mercury. Project site buildings were constructed prior to bans on ACBMs, PCBs, and LBP coming into effect. Such releases could pose significant risks to persons living and working in and around the Project site, as well as to Project construction workers. Before demolition, a comprehensive ACM survey would be conducted to identify the locations and quantities of ACM in above-ground structures, pursuant to **MM HAZ-6**. **MM HAZ-6** would be incorporated to reduce the risk from ACMs. The removal of hazardous materials, such as PCBs, mercury-containing light ballast, and mold, shall be completed in accordance with applicable regulations pursuant to 40 CFR 761 (PCBs), 40 CFR 273 (mercury-containing light ballast), and 29 CFR 1926 (molds) by workers with the HAZWOPER training, as outlined in 29 CFR 1910.120 and 8 CCR 5192. The removal of LBP material shall be implemented in accordance with CCR, Title 8 Section 1532.1, the CFR (Title 40, Part 745, and Title 29, Part 1926), the U.S. EPA's Lead Renovation, Repair and Painting Program Rules and Residential Lead-Based Paint Disclosure Program, and sections 402/404 and 403, and Title IV of the TSCA.

The potential exposure of construction workers to ACMs, PCBs, LBP, or mercury is a potentially significant impact. Through **MM HAZ-6**, a survey of existing structures prior to demolition will characterize the

potential exposure and further reduce impacts from the potential release of these materials. Additionally, **PPP HAZ-5** would reduce the potential of demolition activities to expose construction workers and/or the public to LBP through compliance with Cal/OSHA regulations, CFR Title 40 and 29, U.S. EPA regulations regarding LBP, and Sections 402/404 and 403, and Title IV of the TSCA.

Operations

Operation of the Project would involve the use of small amounts of hazardous materials, such as industrial and household cleansers, greases, and oils for cleaning and maintenance purposes as well as the storage and periodic application of pesticides, herbicides, and fertilizers, and use of toxic fuels and solvents. The use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including the U.S. EPA, U.S. Department of Transportation, California Division of Occupational Safety and Health, and the San Bernardino County Fire Protection District. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Additionally, the Project would also be operated with strict adherence to all emergency response plan requirements set forth by the San Bernardino County Fire Protection District. Mandatory compliance with laws and regulations, would ensure that operational impacts would be less than significant.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. The future development areas are comprised of Assessor Parcel Numbers (APNs) 1053-281-01, -02, -03, -04, -05, -07, and 1053-211-05 which are characterized by agricultural uses and urban development consisting of a private recreational vehicle facility and a scrap yard. The Phase II future development areas have not been previously subject to a Phase I of the Project. In the absence of a Phase I ESA for the Phase II area, impacts within the Phase II area are not fully known and could be potentially significant. At the time of the project-level CEQA analysis and associated site assessment of the Phase II area, unforeseen site conditions could be discovered that warrant a finding of potentially significant impact. In that case, subsequent CEQA analysis, in the form of a subsequent EIR or EIR Addendum, may be required pursuant to Sections 15162(a) and 15164 of the State CEQA Guidelines. This determination will be made by City staff at the time of future Phase II area site-specific development applications.

Similar to the Phase I area, potential future development under Phase II could result in impacts related to the routine transport, use, or disposal of hazardous materials. However, no specific development is proposed at this time. Any potential future development within the Phase II future development areas would be subject to the City's standard discretionary review process and existing local, state, and federal regulations as described under Regulatory Setting above, including the City Municipal Code and CEQA compliance. In consideration of the above, and with implementation of **MM HAZ-1** through **MM HAZ-6** and compliance with applicable plans, policies, and programs, including the proposed Specific Plan and TOP 2050, potential impacts would be minimized. However, in the absence of a Phase I ESA, current site

conditions relating to hazards and hazardous materials are yet unknown, and impacts could be potentially significant. As mentioned above, a subsequent CEQA analysis may be required should the new information from the Phase I ESA for Phase II show that the Project will have significant impacts relating to hazards and hazardous materials. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to hazardous materials within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation.

Conclusion

As noted above, the Project is not anticipated to significantly impact the public or the environment through the routine transport, use, or disposal of hazardous materials with mitigation incorporated. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to hazardous materials within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation.

Mitigation Measures

- MM HAZ-1** **Construction period testing.** Construction at the Project site shall be conducted under a Project-specific Construction Risk Management Plan (CRMP) to protect construction workers, the general public, and the environment from subsurface hazardous materials previously identified and to address the possibility of encountering unknown contamination or hazards in the subsurface. The CRMP shall summarize soil and groundwater analytical data collected on the Project sites during past investigations and during site investigation activities; delineate areas of known soil and groundwater contamination, if applicable; and identify soil and groundwater management options for excavated soil and groundwater, in compliance with local, state, and federal statutes and regulations. The CRMP shall:
- Provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during Project excavation and dewatering activities, respectively.
 - Require the preparation of a Project-specific Health and Safety Plan that identifies hazardous materials present, describes required health and safety provisions and training for all workers potentially exposed to hazardous materials in accordance with State and Federal worker safety regulations, and designates the personnel responsible for Health and Safety Plan implementation.
 - Require the preparation of a contingency plan that shall be applied should previously unknown hazardous materials be encountered during construction activities. The contingency plan shall include provisions that require collection of soil and/or groundwater samples in the newly discovered affected area by a qualified environmental professional prior to further work, as appropriate. The analytical results of the sampling shall be reviewed by the qualified environmental professional and submitted to the appropriate regulatory agency. The environmental professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and

regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the County or regulatory agency, as appropriate.

- Designate personnel responsible for implementation of the CRMP. The CRMP shall be submitted to the County for review and approval prior to the issuance of construction and demolition permits.

MM HAZ-2

Soil Management Plan. Prior to issuance of a grading permit, the Project applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan that details procedures and protocols for on-site management of soils containing potentially hazardous materials. The SMP would be implemented during grading activities on-site to ensure that soils containing residual levels of hydrocarbons or arsenic are properly identified, monitored, and managed on-site, and include the following:

- A certified hazardous waste hauler shall remove all potentially hazardous soils. In addition, sampling of soil shall be conducted during excavation to ensure that all petroleum hydrocarbon and arsenic impacted soils are removed, and that Environmental Screening Levels (ESLs) for non-residential uses are not exceeded. Excavated materials shall be transported per California Hazardous Waste Regulations to a landfill permitted by the State to accept hazardous materials.
- Any subsurface materials exposed during construction activities that appear suspect of contamination, either from visual staining or suspect odors, shall require immediate cessation of excavation activities. Soils suspected of contamination shall be tested for potential contamination. If contamination is found to be present per the Department of Toxic Substances Control Screening Levels for industrial/commercial land use (DTSCSLi) and the U.S. EPA Regional Screening Levels for industrial/commercial land use (EPARSLi), it shall be transported and disposed of per state regulations to an appropriately permitted landfill.
- The SMP shall include a Health and Safety Plan (HSP) that addresses potential safety and health hazards and includes the requirements and procedures for employee protection; each contractor will be required to have their own HSP tailored to their particular trade that addresses the general project safety requirements. The HSP shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.
- The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. The SMP shall require the timely testing and sampling of soils so that contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. Anticipated testing includes total petroleum hydrocarbons (TPH),

volatile organic compounds (VOCs), and semi-volatile organic compounds (SVOCs). During excavation, Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another approved vapor suppressant or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated soils from becoming airborne. Under Rule 1166, contaminated soils shall be transported from the project site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment.

- All SMP measures shall be printed on the construction documents, contracts, and project plans prior to issuance of grading permits.
- The SMP would also include procedures for the safe handling and transportation of soils on the Project Site that may impact sensitive receptors such as schools.

MM HAZ-3

Prior to the commencement of any construction-related site activities (clearing, demolition, grading etc.), all above-ground storage tanks (ASTs) and underground storage tanks (USTs) shall be removed. ASTs storing diesel shall be disposed of by a State of California licensed contractor and in compliance with the required San Bernardino County Fire Department (SBCFD) Hazardous Materials Division regulations for tank removals. For stained soils in the vicinity of diesel containing ASTs, as identified in the Phase I Environmental Site Assessment (ESA) dated July 29, 2021 soil samples shall be collected, as directed by the SBCFD inspector, for chemical analysis at a laboratory licensed by the State of California. If contaminated soils are encountered, a soil management plan shall be prepared to manage the stained soils during redevelopment. USTs shall be removed through reviewing available files at the SBCFD and ensuring the proper removal of the UST and a subsurface investigation to determine if the UST had impacted the subsurface.

MM HAZ-4

Prior to the issuance of grading permits, the Project applicant shall conduct testing for the presence of methane on the Project site, in accordance with DTSC methane assessment guidelines. The Project applicant shall prepare a methane gas soil survey and implement grading activity recommendations to the satisfaction of the City Building Department. This survey and recommendation shall include a post-construction soil gas investigation and installation of methane gas mitigation systems where post-grading methane levels exceed 5,000 ppmv, should any such levels occur.

MM HAZ-5

Following drainage of the on-site ponds, the Project applicant shall conduct a limited Phase II subsurface assessment of sediments to evaluate the sediments for chemical risks to human health and the environment. If contamination from dairy and animal-related wastes is encountered at a level above Environmental Screening Levels (ESLs) for non-residential uses, the appropriate environmental agency (Regional Water Quality Control Board, Department of Toxic Substance Control, South Coast Air Quality Management District) shall be notified. Any contamination identified as a result of such testing/sampling shall be investigated and removed or remediated to the satisfaction of the environmental agency and established Regional Screening

Levels with evidence provided to the City, such that there are no residual significant impacts following mitigation. Prior to allowing the commencement of any soil removal or hauling activities at the Proposed Project, the City will review and/or evaluate potential air quality impacts (criteria pollutants and toxic air contaminants from equipment exhaust, earthmoving, and other on-site remedial activities, as applicable) to verify that impacts are properly assessed and disclosed in accordance with CEQA.

MM HAZ-6

Prior to the issuance of a demolition permit for any buildings or structures on-site, the Project applicant shall conduct comprehensive ACM and mercury contamination surveys to identify the locations and quantities of ACM and mercury in above-ground structures. The Project applicant shall retain a licensed or certified asbestos consultant to inspect buildings and structures on-site. The consultant's report shall include requirements for abatement, containment, and disposal of ACM, if encountered, in accordance with the South Coast Air Quality Management District's Rule 1403.

Prior to issuance of a demolition permit of the onsite structure, preparation of a demolition plan for the safe dismantling and removal of building components and debris including a plan for lead and asbestos abatement shall be required. The demolition plan shall be submitted to the City for review and approval prior to commencement of construction activities.

Impact 4.9-2

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

Level of Significance: Less Than Significant with Mitigation Incorporated (Phase I Project) and Significant and Unavoidable (Phase II Only)

Specific Plan – Phase I

Construction

The construction of new developments such as the Project site could result in hazards to the public or the environment through the accidental upset or release of hazardous materials caused by accidental spillage of hazardous materials used during construction phases, or as a result of the exposure of contaminated soil during grading activities. Database searches did not reveal any active USTs. The Project site itself is not on a Cortese list. The closest UST that is listed is a site 1.2 miles away, located at the Chino Road Yard at 7000 Merrill Avenue, Chino, CA 91710, which is currently under military evaluation and the status remains inactive. Additionally, the Project site has been cited or issued violation notices by applicable environmental regulatory agencies for improper use or disposal of hazardous materials; as stated above in **Section 4.9.2: Environmental Setting**. However, the majority of the violations incurred within the Project site have been brought up to compliance as of 2018. For those that are potentially out of compliance, implementation of **MM HAZ-1** through **MM HAZ-6** would reduce the potential for accidental upset conditions incurred by any present hazards.

Compliance with applicable laws and regulations concerning hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable regulations, such as RCRA, for the clean-up and disposal of that contaminant. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility under SCAQMD Rule 1166. Furthermore, strict adherence to all emergency response plan requirements set forth by San Bernardino County Fire Protection District would be required through the duration of the Project construction phase. Project construction workers would also be required to conduct safe handling of hazardous materials as proposed in **MM HAZ-1**. Implementation of **MM HAZ-1** through **MM HAZ-6** will further reduce the potential for accidental upset conditions by conducting additional site investigations to quantify, manage and mitigate hazardous materials conditions on the site. As a result, with the implementation of mitigation measures, impacts would be less than significant.

Operations

Operation of the Project site would involve typical hazardous materials and chemicals such as solvents and cleaning products associated with operation of business park, commercial, and residential development. Hazardous chemicals such as pesticides and herbicides would be associated with landscaping activities. As discussed in *Impact 4.9-1* above, any routine transport, use, and disposal of these materials during business park operations must adhere to Federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Prior to Project approval, a Hazardous Materials Business Plan (MBP) may also be required for approval to show conformance with all applicable materials handling protocols. Adherence to these regulations is overseen and enforced by the SBCFD.

Furthermore, routine cleaners and solvents contain such low quantities of liquid and material that they do not pose a significant threat related to the release of hazardous materials into the environment. Additionally, the Project would require various outdoor landscape maintenance activities. These demands would include the storage of, and periodic application of pesticides, herbicides, and fertilizers. If equipment needed for landscaping are used and housed on-site, the Project may require the storage and of fuels and solvents on-site. Use of this type of equipment and listed materials are common to such facilities and compliance with existing regulations regarding their use would be sufficient to reduce potential impacts to a less than significant. Compliance with the applicable regulatory framework would ensure Project operations would not create a significant hazard due to the use of routine hazardous materials such as cleaners, solvents, and pesticides related to landscaping. A less than significant impact would occur in this regard.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. These potential impacts are anticipated to be similar to that described above for the Project site. The Phase II future development areas would be

subject to **MM HAZ-1** through **MM HAZ-6**, as well as other applicable local, state, and federal regulations as described in the Regulatory Setting section, including the City's standard discretionary review process, the City's municipal code, and CEQA compliance. However, in the absence of a Phase I ESA, current site conditions relating to hazards and hazardous materials are yet unknown, and impacts could be potentially significant. As mentioned above, a subsequent CEQA analysis may be required should the new information from the Phase I ESA for Phase II show that the Project will have significant impacts relating to hazards and hazardous materials. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to hazardous materials within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation.

Conclusion

As noted above, the Project is not anticipated to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions with incorporation of **MM HAZ-1** through **MM HAZ-6** and compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050. Impacts would be less than significant.

Mitigation Measures

Reference **MM HAZ-1** through **MM HAZ-6** above.

Impact 4.9-3 *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Level of Significance: Less Than Significant Impacts with Mitigation Incorporated (Phase I Project) and Significant and Unavoidable (Phase II Only)

Specific Plan – Phase I

There are existing schools within one-quarter mile of the Project site. Blue Ribbon Academy located at 7041 Schaefer Avenue is located approximately 158 feet west of the Project site, Options for Youth Charter School located at 7011 Schaefer Avenue approximately 422 feet west of the Project site, and Fern Academy Educational Childcare located at 6921 Schaefer Avenue approximately 950 feet west of the Project site. All nearby educational facilities are within the City of Chino. Euclid Avenue and the Euclid Avenue right-of-way lie between the Project site and these educational facilities.

Construction

The transport of hazardous substances or materials to-and-from the Project site during construction and long-term operational activities would be required to comply with applicable federal, State, and local regulations intended to reduce public safety hazards. Implementation of **MM HAZ-2** would implement a Soil Management Plan that details procedures and protocols for on-site management of soils containing potentially hazardous materials. The SMP would be implemented during grading activities on-site to ensure that soils containing residual levels of hydrocarbons or arsenic are properly identified, monitored, and managed on-site, and would also include procedures for the safe handling and transportation of soils

on the Project Site that may impact sensitive receptors such as schools. As a result, with the implementation of mitigation measures, impacts would be less than significant.

Operations

Operation of the Project would involve the use of small amounts of hazardous materials, such as industrial and household cleansers, greases, pesticides related to landscaping, and oils for cleaning and maintenance purposes. As discussed in *Impact 4.9-2* above, compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Due to the nature of the proposed land uses, the Project would not emit hazardous emissions or include the handling of hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school.

Refer to **Section 4.3: Air Quality** for analysis pertaining to human health risks associated with the Project's air pollutant emissions. As concluded in **Section 4.3**, the Project's toxic air contaminant emissions (and their associated health risks) would be less than significant with mitigation incorporated to all sensitive receptors, including school children near the Project site and the primary truck travel routes to/from the Project site.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above regarding potential impacts. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. No existing or proposed schools are located within one-quarter mile of the Phase II future development areas. The nearest existing school is Options for Youth, a charter school located at 7011 Schaefer Avenue, Chino approximately 0.28-miles northwest of the Phase II future development areas. The Phase II future development areas would be subject to applicable local, state, and federal regulations as described in the Regulatory Setting section, including the City's standard discretionary review process, the City's municipal code, and CEQA compliance. In consideration of the above, a less than significant impact is anticipated. However, in the absence of a Phase I ESA, current site conditions relating to hazards and hazardous materials are yet unknown, and impacts could be potentially significant. As mentioned above, a subsequent CEQA analysis may be required should the new information from the Phase I ESA for Phase II show that the Project will have significant impacts relating to hazards and hazardous materials. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to hazardous materials within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation.

Conclusion

As noted above, the Project is not anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impacts would be less than significant with mitigation and compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.¹³

Mitigation Measures

Refer to **MM HAZ-2**.

Impact 4.9-4 *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Level of Significance: Less Than Significant with Mitigation Incorporated

The Project site was not identified on the WDS database as an agricultural facility with designated/influent or solid wastes that pose a significant threat to water quality (dairy waste ponds). As noted in *Impact 4.91*, the Project Applicant shall perform a Phase II subsurface assessment, pursuant to **MM HAZ-5** of the sediments after the ponds have been drained. If the Phase II subsurface assessment detects chemical risks to human health and the environment due to sediments in the ponds, the Project Applicant is required to prepare a soils management plan, and any engineering or administrative controls or long-term operations and maintenance plan that is required by DTSC. This is considered a potentially significant impact.

Specific Plan – Phase I

Construction and Operations

The Project site contains areas with artificial, intermittent retention ponds. These dairy effluent ponds are devoid of wetland, riparian scrub, forest, and/or woodland habitats and are not connected or diverted to a natural stream; as discussed in **Section 4.4: Biological Resources**. However, as an agricultural facility with designated/influent or solid wastes, this can pose a significant threat to water quality (dairy waste ponds). Therefore, with implementation of **MM HAZ-5**, the Project site shall have a Phase II subsurface assessment performed of the sediments after the ponds have been drained. If the Phase II subsurface assessment detects chemical risks to human health and the environment due to sediments in the ponds, the Project applicant is required to prepare a soils management plan, and any engineering or administrative controls or long-term operations and maintenance plan that is required by DTSC. The Project site was not identified on the Waste Discharge System database as a site that would pose a significant threat to water quality.¹⁴ Furthermore, this site is not listed to have any Cortese List items. The nearest active facility to the Project site listed under the DTSC Cortese List is located approximately 1.9 miles north.¹⁵ Lastly, according to the SWRCB Geotracker for leaking underground storage tanks, the Project site is approximately one mile north from an open Clean-up Program Site dedicated to

¹³ Ibid.

¹⁴ State Water Resources Control Board. 2023. *Geotracker*.
<https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=5045819938>.

¹⁵ Department of Toxic Substances Control. EnviroStor. 2016. *Sunshine Cleaners – Driftwood Village (60002433)*.
https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60002433.

remediation.¹⁶ Therefore, with incorporation of **MM HAZ-5**, the Project site would not create a significant impact to the public environment.

Specific Plan – Phase II Future Development Areas

Construction and Operations

The Project site was not identified on the Waste Discharge System database as a site that would pose a significant threat to water quality.¹⁷ Furthermore, this site is not listed to have any Cortese List items. The nearest active facility to the Project site listed under the DTSC Cortese List is located approximately 1.9 miles north.¹⁸ Lastly, according to the SWRCB Geotracker for leaking underground storage tanks, the Project site is approximately one mile north from an open Clean-up Program Site dedicated to remediation.¹⁹ Therefore, with incorporation of **MM HAZ-5**, the Project site would not create a significant impact to the public environment.

Refer to discussion for Phase I. The same policies, ordinances, and codes described above would apply to Phase II. As noted above, the Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Impacts would be less than significant.²⁰

Conclusion

As noted above, the Project is not anticipated to create a significant hazard to the public or the environment due to being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Impacts would be less than significant with mitigation and compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.²¹

Mitigation Measures

Reference **MM HAZ-5** above.

Impact 4.9-5 *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

Level of Significance: Less Than Significant

¹⁶ State Water Resources Control Board. Geotracker. (2021). Retrieved from: <https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=5045819938>

¹⁷ State Water Resources Control Board. 2023. *Geotracker*. <https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=5045819938>.

¹⁸ Department of Toxic Substances Control. EnviroStor. 2016. *Sunshine Cleaners – Driftwood Village (60002433)*. https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60002433.

¹⁹ State Water Resources Control Board. Geotracker. (2021). Retrieved from: <https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=5045819938>

²⁰ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.9, Hazards and Hazardous Materials*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023).

²¹ Ibid.

As stated previously, the Project site is within the ONT and Chino Airport's airport influence area. However, the Project site is not within the Chino Airport's safety zone, noise impact zone, or airspace protection zone. Additionally, the Project site is not within the ONT safety zone, noise impact zone, or airspace protection zone. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area and impacts would be less than significant.

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operations

As discussed previously and shown in **Figures 4.9-1** and **4.9-2** the Project site is within the ONT and Chino Airport's airport influence area. In addition, the Project area is within Zone E of the Chino Airport Land Use Compatibility Zones. Zone E is categorized as other airport environs and prohibits only hazards to flight. Zone E places no requirements on open land, no limit on residential densities, and discourages major spectator-oriented facilities such as sports stadiums, amphitheaters, and concert halls beneath principal flight tracks. In addition, airspace review is required for objects that exceed 100 feet tall. Zone E requirements align with the Project Specific Plan. Furthermore, the maximum building height for the Project is 45 feet in the Business Park district and 55 feet in the Mixed-Use district and the Project does not require ALUCP review. In the San Bernardino County Chino Airport Comprehensive Land Use Plan, the Project site is not within a Safety Zone of the Chino Airport Overlay (Generic Safety Zones for General Aviation Airports from the Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook). Therefore, Project implementation is not required to comply with the criteria of the Chino Airport final composite safety zones.

As noted above, the Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Furthermore, the Project site is not within a ONT safety zone, noise impact zone, or airspace protection zone. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area and impacts would be less than significant and no mitigation is required.

Conclusion

As noted above, the Project is not anticipated to result in a safety hazard or excessive noise for people residing or working in the Project area. Impacts would be less than significant with mitigation and compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.²²

Mitigation Measures

No mitigation is necessary.

²² Ibid.

Impact 4.9-6 *Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Level of Significance: Less Than Significant Impact

Specific Plan – Phase I

Construction and Operations

The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would be maintained along public streets that abut the Project site. Access roads to the site would be constructed throughout the Project site for construction staff/inspectors, construction equipment and materials delivery/removal, and emergency response vehicles. The access roads would be kept or maintained in such condition to allow for the safe passage for emergency response vehicles as discussed in **Section 4.15: Transportation and Traffic**. The City, as part of its discretionary review process, reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to-and-from the Project site and that circulation on the Project site was adequate for emergency vehicles.

The City has adopted an Emergency Operations Plan to identify evacuation routes, emergency facilities, and City personnel and equipment available to effectively deal with emergency situations. No revisions to the adopted Emergency Operations Plan would be required as a result of the Project.

The nearest fire station is the Chino Valley Fire Department Station 63, located approximately 2 miles south of the site at 7550 Kimball Ave, Chino, CA 91708. Response times at this station would not be impaired by Project implementation because primary access to all major roads would be maintained during construction and operation of the Project.

Because both Project construction and operations would not disrupt or interfere with emergency access to nearby roadways, would not interfere with the City's emergency response plan, and would comply with design standards for emergency services, impacts would be less than significant.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. During Phase II construction and long-term operation, adequate emergency access for emergency vehicles would be maintained along public streets that abut the future development areas. Access roads to the site would be constructed throughout the Project site for construction staff/inspectors, construction equipment and materials delivery/removal, and emergency response vehicles. The access roads would be kept or maintained in such condition to allow for the safe passage for emergency response vehicles; as discussed in **Section 4.15: Transportation and Traffic**. While the structures and associate operations would alter the existing circulation of the site, impacts regarding emergency response plans would be less than significant, as the Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. No mitigation is

required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.²³

Conclusion

As noted above, the Project is not anticipated to significantly impair implementation of or physically interfere with an adopted emergency response plan. Impacts would be less than significant with mitigation and compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.²⁴

Mitigation Measures

No mitigation is necessary.

Impact 4.9-7 *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Level of Significance: Less Than Significant Impact

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operations

The Project site is not located within a State Responsibility Area or a very high fire hazard severity zone; see **Section 7.4: Wildfire** for additional information. Neither the California Department of Forestry and Fire Protection (CalFire) nor the County of San Bernardino identify the Project site within an area susceptible to wildland fires. The Project site generally consists of agricultural, industrial and/or residential uses, which are generally not associated with wildland fire hazards. Additionally, Project development would remove the existing agriculture and vegetation on site, reducing the risk of any potential fire outbreak. Thus, wildfire is not anticipated to occur on-site that would expose Project occupants, employees, or structures to significant risk of loss, injury or death involving wildfire or the uncontrolled spread of a wildfire. The Project would comply with all applicable local and state regulations related to fire safety, as evaluated through the City's standard development review process. Impacts would be less than significant.

Conclusion

As noted above, the Project is not anticipated to expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Impacts would be less than significant with mitigation and compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.²⁵

²³ Ibid.

²⁴ Ibid.

²⁵ Ibid.

Mitigation Measures

No mitigation is necessary.

4.9.7 Cumulative Impacts

Hazards and hazardous waste impacts are typically unique to each site and do not usually contribute to cumulative impacts. Cumulative development projects would be required to assess potential hazardous materials impacts on the development site prior to grading. The Project and other cumulative projects would be required to comply with laws and regulations governing hazardous materials and hazardous wastes used and generated as described previously. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant after regulatory compliance.

The areas considered for cumulative airport-related hazards impacts are the airport influence areas of ONT and Chino Airport. Some related projects may be proposed within the safety compatibility zones of the ONT and Chino airport influence areas, and thus could expose the nearby population to potential hazards such as aircraft crashes. Airport land use planning agencies for ONT and Chino Airport regulate development within their safety compatibility zones. Related projects proposed within safety compatibility zones would be required to comply with each safety zone's respective land use regulations set forth by the affected agencies. Additionally, the Project would be pursuant to TOP 2050 and would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Project Specific Plan is implementing TOP 2050.²⁶ After regulatory compliance, cumulative impacts would be less than significant.

4.9.8 Significant Unavoidable Impacts

No significant unavoidable impacts related to hazards and hazardous materials have been identified for Phase I of the Project. However, the Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Impacts within the Phase II area are not fully known and could be potentially significant. At the time of the project-level CEQA, and associated ESA report of the Phase II area, unforeseen site conditions could be discovered that warrant a finding of potentially significant impact. In that case, a subsequent CEQA analysis, in the form of a subsequent EIR or EIR Addendum, may be required pursuant to Section 15162(a) and 15164 of the State CEQA Guidelines. The determination will be made by City staff at the time of future Phase II area site-specific development applications.

4.9.9 References

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²⁶ Ibid.

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4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Introduction

The purpose of this section is to describe the existing regulatory and environmental conditions related to hydrology and water quality in the vicinity of the Euclid Mixed Use Specific Plan Project (Project), within the City of Ontario (City). This section of the Draft Environmental Impact Report (EIR) identifies potential impacts that could result from the Project. This chapter discusses the changes to existing hydrological conditions and water quality that would occur upon implementation of the Project, and as necessary, recommends mitigation measures to avoid and/or reduce the significance of impacts. Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface water and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface. Impacts are discussed in terms of the changes that would result from Project implementation and includes analysis of potential violations of water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality; adverse effects on groundwater supplies or substantial interference with groundwater recharge; substantial alterations to existing drainage patterns that result in adverse effects (i.e., substantial erosion or siltation, runoff, or redirected stormflows); increased risk of pollutants due to project inundation; or adverse conflicts with or obstructions to the implementation of a water quality control plan or sustainable groundwater management plan.

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

Additionally, the following analysis is based in part on information obtained from:

- Converse Consultants. July 29, 2021. Phase I Environmental Site Assessment Report. **(Appendix F1)**
- JLC Engineering and Consulting, Inc. March 16, 2023. *Hydrology and Hydraulic Report*. **(Appendix G1)**
- JLC Engineering and Consulting Inc. March 16, 2023. *Preliminary Water Quality Management Plan (WQMP)*. **(Appendix G2)**
- JLC Engineering and Consulting, Inc. May 10, 2023. Hydraulic Report in Support of Euclid Avenue Storm Drain (EULD-XIV-1). **(Appendix G3)**
- JLC Engineering and Consulting, Inc. May 10, 2023. Hydraulic Report in Support of Euclid Avenue Storm Drain (EULD-XIV-4). **(Appendix G4)**
- Ontario Municipal Utilities Company. May 2023. Water Supply Assessment and Written Verification of Sufficient Water Supply for the Euclid Mixed Use Specific Plan (File No. PSP22-001). **(Appendix J)**

4.10.2 Environmental Setting

Existing Conditions

Regional Drainage

The City is within the Chino Creek Watershed, which is part of the larger Santa Ana River Watershed. The Chino Creek Watershed encompasses parts of San Bernardino County (County), Riverside County, and Los Angeles County and includes the cities of Rancho Cucamonga, Upland, Montclair, Ontario, Fontana, Chino, and Chino Hills. It drains a basin of approximately 218 square miles from the San Gabriel Mountains to the Santa Ana River near Corona. The watershed is intensely developed for residential, industrial, and agricultural use. As a result, the creek and its tributaries are highly polluted and receive effluent from multiple wastewater treatment plants, storm drains, and agricultural runoff.

Local Drainage

The City is divided into two distinct areas: Old Model Colony (OMC) and New Model Colony, now known as Ontario Ranch (OR). The two areas are generally divided by Riverside Drive. The City presently owns and maintains over 136 miles of storm drains, mostly serving the OMC area of the City. In addition to the City-owned storm drains there are the State-owned storm drains along California Department of Transportation's (Caltrans) Interstate 10 (I-10) and State Route 60 (SR 60) corridors. All the City and State storm drain facilities discharge to regional backbone facilities owned and operated by San Bernardino County Flood Control District (SBCFCD) that are tributary to the U.S. Army Corps of Engineers' (USACE) Prado Flood Control Basin.

The City lies in the western portion of the Santa Ana River's watershed, upstream of the Prado Flood Control Basin. It is in a 277-square-mile area referred to as Zone 1 by SBCFCD. Zone 1 generally slopes towards the south. Four major regional channel systems traverse Zone 1 in a north-south direction; they include San Antonio Channel, Cucamonga Channel, Day Creek Channel, and San Sevaine Channel.

Site Hydrology

The Project site is located in the Upper Santa Ana Valley Groundwater Basin, Chino Subbasin (No. 8-2.01) as determined by the California Department of Water Resources.¹ The subbasin is bounded by the impermeable rocks of the San Gabriel Mountains and the Cucamonga fault to the north; the Rialto-Colton fault to the east; the contact with impermeable rocks forming the Jurupa Mountains and low divides connecting the exposures to the southeast; the contact with impermeable rocks of the Puente Hills and the Chino fault to the south; and the San Jose fault to the west. San Antonio Creek and Cucamonga Creek drain the surface of the subbasin southward to join the Santa Ana River.

The water-bearing units include the alluvial-fan deposits from the Holocene age and the interfingering finer, alluvial-fan deposits and coarser, fluvial deposits from the Pleistocene age. Groundwater recharge occurs by direct infiltration or precipitation on the subbasin floor, by infiltration of surface flow, and by underflow of groundwater from adjacent basins. The five recharge facilities include Deer Creek, Day Creek,

¹ California Department of Water Resources. 2006. *Chino Subbasin*. https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/8_002_01_ChinoSubbasin.pdf. (accessed April 2023).

East Etiwanda Creek, San Sevaive Channel, and Victoria Basin. Regional groundwater flow direction was estimated toward the south.²

The Project site currently consists of numerous single-family residential structures, an operational dairy farm and irrigated cropland. There are large existing retention ponds that collect surface waste from the dairy farming practices. Current drainage for the southeast portion of the site surface is southerly to a dirt swale adjacent to Merrill Avenue, then westerly to a set of four corrugated steel pipes, then southerly to an earthen channel (Airport Channel) adjacent to Euclid Avenue in the City of Chino. The 25-year and 100-year existing condition peak flow rates from this area are approximately 49.5 cubic feet per second (cfs) and 85.1 cfs, respectively.

Surface Water Quality

Section 303(d) of the 1972 federal CWA requires states to identify water bodies that do not meet water quality objectives and are not supporting their beneficial uses. Each state must submit an updated list, called the 303(d) list, to the U.S. Environmental Protection Agency (U.S. EPA) every two years. In addition to identifying the water bodies that are not supporting beneficial uses, the list also identifies the pollutant or stressor causing impairment and establishes a priority for developing a control plan to address the impairment. The list also identifies water bodies where 1) a Total Maximum Daily Load (TMDL) has been approved by the U.S. EPA and an implementation plan is available, but water quality standards are not yet met, and 2) water bodies where the water quality problem is being addressed by an action other than a TMDL and water quality standards are not yet met.

Currently, stormwater from the Project site discharges to the Airport Channel, which eventually discharges into Prado Park Lake (Prado Basin). This basin is currently listed on the California 303(d) list as a Category 5 water body which is defined as “a water segment where standards are not met and a TMDL is required, but not yet completed, for at least one of the pollutants listed.”³ The water quality impairments listed for the Prado Basin are nutrients and indicator bacteria (pathogens). The available information from the Regional Board 8 indicates a TMDL completion date of 2019 for nutrients. The TMDL for pathogens was approved in 2007.⁴

Groundwater

The City obtains its groundwater from the Chino Groundwater Basin (Chino Basin).⁵ The Chino Basin is one of the largest groundwater basins in southern California and consists of approximately 220 square miles, where 80 percent of the basin lies within San Bernardino County, 15 percent within Riverside County, and five percent within Los Angeles County.⁶ Due to its sprawling geographical area that extends across multiple jurisdictions, and because groundwater from the Chino Basin is the principal water supply

² Converse Consultants. 2021. *Phase I Environmental Site Assessment Report*, Page 16.

³ State Water Resources Control Board. 2017. *Category 5, 2014 and 2016 303(d) List*. https://www.waterboards.ca.gov/water_issues/programs/tmdl/2014_16state_ir_reports/category5_report.shtml. (accessed April 2023).

⁴ State Water Resources Control Board. 2019. *Final California 2014 and 2016 Integrated Report (303(d) List/305 (b) Report)*. https://www.waterboards.ca.gov/water_issues/programs/tmdl/2014_16state_ir_reports/00483.shtml#34603. (accessed April 2023).

⁵ City of Ontario 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.10 Hydrology and Water Quality*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023).

⁶ Chino Basin Water Conservation District. 2021. *The Chino Groundwater Basin*. <https://cbwcd.org/387/The-Chino-Groundwater-Basin>. (accessed April 2023).

for 20 municipal agencies and approximately 400 agricultural and dairy operations, the Chino Basin serves as an integral part of the regional and Statewide water supply system.⁷ The Chino Basin has approximately five million acre-feet of water in storage and an estimated one million acre-feet of additional unused storage capacity. Prior to 1978, the Chino Basin was in overdraft. After 1978, the Chino Basin was managed via adjudication by the Chino Basin Watermaster.⁸

Groundwater quality in Chino Basin is generally good with better quality in the northern portion of the basin where recharge occurs. Generally, salinity, measured as total dissolved solids (TDS) exceeds 500 milligrams per liter (mg/l) and nitrate concentrations exceed 50 mg/l south of Riverside Drive.⁹ There also are several groundwater contamination plumes that affect the City of Ontario's groundwater supply. The Project site is not within any of the groundwater contamination plumes.¹⁰

The Project site is currently agricultural land use, including dairy operations and field crops. The Project site is not connected to the City's water supply and uses an on-site groundwater well for irrigation of crops and other agricultural-related uses.¹¹ The use of this water supply would cease upon implementation of the Project, and the Project would be connected to the City's municipal water supply.

Flood and Dam Inundation Zones

The Project site is within Federal Emergency Management Act (FEMA) Flood Zone D, as per the FEMA Flood Insurance Rate Map (FIRM) Map No. 06071C8620H and 06071C9335H, effective August 28, 2008.¹² Zone D is an area where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted. There are no nearby water bodies or streams that would result in flooding at the Project site.

The site is also located within the dam inundation area for San Antonio Dam, which is a flood control and debris dam on San Antonio Creek. The dam is owned and operated by the USACE.¹³

Seiche

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin such as a reservoir, harbor, lake, or storage tank. The Project site is not located near any water storage tanks or reservoirs that would be at risk of seiche during seismic activity. The nearest body of water is the San Antonio Dam, approximately 12 miles to the north. A seiche at San Antonio Dam would cover a much smaller area than

⁷ Bureau of Reclamation. Chino Basin Water Bank Strategic Plan. 2018. <https://www.usbr.gov/watersmart/watermarketing/docs/applications/2018/Inland%20Empire%20Utilities%20Agency.pdf>. (accessed April 2023).

⁸ Chino Basin Watermaster. 2021. <http://www.cbwm.org/>. (accessed April 2023).

⁹ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.10 Hydrology and Water Quality*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023).

¹⁰ Chino Basin Watermaster. 2016. *Delineation of Groundwater Contamination Plumes and Point Sources of Concern*. <https://www.cbwm.org/docs/engdocs/maps/Exhibit%205-12%20Contamination%20Plumes.pdf>. (accessed April 2023).

¹¹ Converse Consultants. 2021. *Phase I Environmental Site Assessment Report*. (accessed April 2023).

¹² Federal Emergency Management Act. 2020. *National Flood Hazard Layer (NFHL) Viewer*. <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-117.81426821289033,33.99346556420189,-117.48193178710954,34.1356709592875>. (accessed April 2023).

¹³ City of Ontario. 2018. *Hazard Mitigation Plan Figure 4-24: Dam Inundation Areas in Ontario*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Emergency-Management/ReadyOntario/city_of_ontario_2018_hmp.pdf. (accessed April 2023).

a catastrophic failure of the dam and it is highly unlikely that any flood waters would reach the Project site.

Tsunami

A tsunami is a great sea wave produced by undersea disturbances such as tectonic displacement or large earthquakes. The Project site is approximately 30 miles from the ocean and is therefore not at risk of flooding from a tsunami.

4.10.3 Regulatory Setting

Federal

Clean Water Act and National Pollution Elimination Discharge System

The federal Clean Water Act (CWA) establishes regulations to control the discharge of pollutants into the waters of the United States and regulates water quality standards for surface waters (U.S. Code, Title 33 Section 1251 et seq.). Under the act, the U.S. EPA is authorized to set wastewater standards and runs the National Pollutant Discharge Elimination System (NPDES) permit program. Under the NPDES program, permits are required for all new developments that discharge directly into waters of the United States. The federal CWA requires wastewater treatment of all effluent before it is discharged into surface waters. NPDES permits for such discharges in the Project region are issued by the Santa Ana Regional Water Quality Control Board (RWQCB).

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), the principal federal law intended to ensure safe drinking water to the public, was enacted in 1974 and has been amended several times since it came into law. The Act authorizes the U.S. EPA to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the State Water Resources Control Board (SWRCB) conducts most enforcement activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

Federal Emergency Management Agency

FEMA administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in floodplains. FEMA also issues FIRMs that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA. FEMA's minimum level of flood protection for new development is the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year. The Project site is not located within a 100-year floodplain.

State

Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act (Water Code Section 13000 et seq.), which was passed in California in 1969 and amended in 2013, the SWRCB has authority over State water rights and water quality policy. This Act divided the state into nine regional basins, each under the jurisdiction of a RWQCB to oversee water quality on a day-to-day basis at the local and regional level. RWQCBs engage in a number of water quality functions in their respective regions. RWQCBs regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. The Project site and the City of Ontario are within the jurisdiction of the Santa Ana RWQCB.

State Water Resources Control Board Construction General Permit

The SWRCB has adopted a Statewide Construction General Permit (CGP) (Order No. 2012-0006-DWQ) for stormwater discharges associated with construction activity. These regulations prohibit the discharge of stormwater from construction projects that include one acre or more of soil disturbance. Construction activities subject to this permit include clearing, grading, and other disturbance to the ground, such as stockpiling or excavation, which results in soil disturbance of at least one acre of total land area. Individual developers are required to submit Permit Registration Documents (PRDs) to the SWRCB for coverage under the NPDES permit prior to the start of construction. The PRDs include a Notice of Intent (NOI), risk assessment, site map, Stormwater Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

The NPDES CGP requires all dischargers to (1) develop and implement a SWPPP, which specifies best management practices (BMPs) to be used during construction of the project; (2) eliminate or reduce non-stormwater discharge to stormwater conveyance systems; and (3) develop and implement a monitoring program of all specified BMPs. The two major objectives of the SWPPP are to (1) help identify the sources of sediment and other pollutants that affect the water quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges.

State Water Resources Control Board Trash Amendments

On April 7, 2015, the SWRCB adopted an Amendment to the Water Quality Control Plan for Ocean Waters of California (Ocean Plan) to Control Trash and Part 1 Trash Provisions of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California (ISWEBE Plan). Together, they are collectively referred to as "the Trash Amendments." The purpose of the trash amendments is to reduce trash entering waterways Statewide, provide consistency in the SWRCB's regulatory approach to protect aquatic life and public health beneficial uses, and reduce environmental issues associated with trash in State waters. There are two compliance tracks:

- Track 1: Permittees install, operate, and maintain a network of certified Full Capture Systems (FCS) to capture trash in storm drains, located in priority land use areas for municipal systems, and the entire facility for industrial and commercial permit holders

- Track 2: Permittees install, operate, and maintain any combination of controls (structural and/or institutional) anywhere in their jurisdiction as long as they demonstrate that their system performs as well as Track 1

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

Senate Bill 92

On June 27, 2017, Governor Brown signed Senate Bill (SB) 92 into law, which set forth new requirements focused on dam safety. As part of this legislation, dam owners must now submit inundation maps to the Department of Water Resources (DWR). After the maps are approved, the dam owner must submit an emergency action plan to the California Office of Emergency Services (Cal OES). The dam owner must submit updated plans and inundation maps every 10 years, or sooner under certain conditions. Cal OES will review and approve the emergency action plans. This legislation set forth additional provisions for the emergency action plans including compliance requirements, exercises of the plan, and coordination with local public safety agencies (Cal OES 2019).

California Water Code Section 13751

In 1949, the California Legislature concluded that collecting information on newly constructed, modified or destroyed wells would be valuable in the event of underground pollution, and would also provide geologic information to better manage California's groundwater resources. Section 13751 of the Water Code requires Well Completion Reports (WCR) forms to be filed with DWR within 60 days from the date that construction, alteration, abandonment, or destruction of a well is completed. Completed WCR forms are sent to the DWR Region Office whose boundaries include the area where the well is located.

Regional

Santa Ana River Basin Water Quality Control Plan (Basin Plan)

The Basin Plan establishes water quality standards for the ground and surface waters of the region and includes an implementation plan describing the actions by the Santa Ana RWQCB and others that are necessary to achieve and maintain the water quality standards. The Santa Ana RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under various programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. Water quality problems in the region are listed in the Basin Plan, along with the causes of the water quality problems, if known. For waterbodies with quality below the levels necessary to allow all the beneficial uses of the water to be met, plans for improving water quality are included. The latest update for the 1995 Basin Plan was issued in February 2016.

San Bernardino County Regional Municipal Separate Stormwater Sewer System (MS4) Permit

Within the San Bernardino County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system (MS4) is shared by a number of agencies, including the SBCFCD,

San Bernardino County, and the cities of Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Lom a Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa.

On January 29, 2010, the Santa Ana RWQCB issued an area wide MS4 permit to the County and municipalities in San Bernardino County. Waste discharge requirements for stormwater entering municipal storm drainage systems are set forth in the MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036. This permit expired on January 29, 2015. On August 1, 2014, the SBCFCD submitted a Report of Waste Discharge (ROWD) on behalf of San Bernardino County and the 16 incorporated cities within San Bernardino County. The submitted ROWD serves as the permit renewal application for the fifth term MS4 permit for San Bernardino County.

San Bernardino County Stormwater Program

The Technical Guidance Document for Water Quality Management Plans (WQMPs) for the Santa Ana Region of San Bernardino County is the guidance document for the Project's stormwater design in compliance with Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 Permit requires that a preliminary project-specific WQMP be prepared for review early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project-specific WQMP is required to address the following:

- Develop site design measures using Low Impact Development (LID) principles
- Establish project-specific design capture volume (DCV) and applicable Hydrologic Conditions of Concern (HCOC) requirements
- Evaluate feasibility of on-site LID BMPs
- Maximum hydrologic source control, infiltration, and biotreatment BMPs
- Select applicable source control BMPs
- Address post-construction BMP maintenance requirements

Local

City of Ontario Standard Conditions of Approval for New Development

- SC 3.66: A hydrology study and drainage analysis, prepared in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines, and signed by a Civil Engineer registered in the State of California, shall be submitted to the Engineering Department prior to Grading Plan approval. Additional drainage facilities may be required as a result of the findings of the study.
- SC 3.68: Prior to Grading Plan approval and the issuance of a grading permit, an Erosion and Sediment Control Plan shall be submitted to, and approved by, the Engineering Department. The Erosion and Sediment Control Plan shall identify the Best Management Practices (BMPs) that will be implemented by the Project during construction in order to reduce the discharge of sediment and other pollutants into the City's storm drain system.

- SC 3.69: Prior to Grading Plan approval and the issuance of a grading permit, a completed WQMP shall be submitted to, and approved by, the Engineering Department. The WQMP shall be submitted using the San Bernardino County Stormwater Program's model template and shall identify all Post Construction, Site Design, Source Control, and Treatment Control BMPs that will be incorporated into the Project, in order to minimize the adverse effects on receiving waters.

City of Ontario Master Plan of Drainage

The City of Ontario's Master Plan of Drainage (MPD) is a planning level drainage study that includes the following:

- Update and evaluation of inventory and capacities of the existing City-owned storm drain facilities.
- Preparation of hydrology studies to quantify peak flow rates for runoffs during major storm events, which are based on built-out conditions as per the Land Use Plan adopted by City Council on January 27, 2010, and the Ontario Plan.
- Identification and quantification of upgrades to existing City-owned storm drain systems to provide adequate flood protection and mitigate development impacts, based on the City's latest policies and goals.
- Evaluation of alternatives to eliminate drainage deficiencies using the existing facilities to the maximum extent.
- Development of a master plan that establishes preliminary alignment and sizes for recommended future backbone drainage facilities that will ensure adequate flood protection.
- Development of project costs and prioritization for the implementation of the recommended master plan facilities.

City of Ontario General Plan – The Ontario Plan 2050

The Ontario Plan 2050 (TOP 2050) Environmental Resources and Safety Elements contains policies and goals addressing stormwater infrastructure.

The following policy contained in the Environmental Resources Element is relevant to the Project:

Environmental Resources Element¹⁴

Goal ER-1 **A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.**

Policy ER-1.4 **Supply-Demand Balance:** We require that available water supply and demands be balanced.

Policy ER-1.6 **Urban Run-off Quantity:** We encourage the use of low impact development strategies to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

¹⁴ City of Ontario. (2022). *TOP 2050 Environmental Resources Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/environmental-resources>. (accessed April 2023).

Policy ER-1.7 **Urban Run-off Quality:** We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

The following policy contained in the Safety Element is relevant to the Project:

*Safety Element*¹⁵

Goal S-2 **Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.**

Policy S-2.1 **Entitlement and Permitting Process:** We follow State guidelines and building code to determine when development proposals require hydrological studies prepared by a State-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

Policy S-2.5 **Stormwater Management:** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.

Policy S-2.6 **Use of Flood Control Facilities:** We encourage joint use of flood control facilities as open space or other types of recreational facilities.

4.10.4 **Impact Thresholds and Significant Criteria**

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning hydrology and water quality. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - Result in substantial erosion or siltation on- or off-site;
 - Substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site;
 - Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off;

¹⁵ City of Ontario. 2022. *TOP 2050, Safety Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/safetys>. (accessed March 2023).

- Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off; or
- Impede or redirect flood flows.
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Methodology

A Hydrology and Hydraulics Report (see **Appendix G1**) and Preliminary WQMP (see **Appendix G2**) were prepared for the entire 84.1-acre Project site. Hydrology calculations were computed using San Bernardino County Rational Method program (by AES Software). The soil type is "B" per the San Bernardino County Hydrology Manual.¹⁶ The San Bernardino County Small Area Unit Hydrograph Model (also by AES Software) was used for detention calculations.

4.10.5 Plans, Programs, and Policies

PPP HYD-1 The Project will be constructed and operated in accordance with the City's Standard Condition SC 3.66 that requires a hydrology study and drainage analysis be prepared and signed by a California registered civil engineer in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines. Additional drainage facilities may be required after review of the studies by the City.

PPP HYD-2 Any construction shall be regulated by the SWRCB in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, SWRCB Order Number 2009-0009-DWQ. This includes preparation of a SWPPP and an Erosion Sediment and Control Plan, as per the City of Ontario's requirements.

PPP HYD-3 The Project will be constructed and operated in accordance with the San Bernardino County MS4 Permit (Order No. R8-2010-0036, NPDES No. CAS618036 as renewed by the ROWD submitted on August 1, 2014). The MS4 Permit requires new development and redevelopment projects to prepare a preliminary WQMP and a final WQMP to:

- Develop site design measures using LID principles
- Establish Project-specific DCV and applicable HCOC requirements
- Evaluate feasibility of on-site LID BMPs
- Maximize hydrologic source control, infiltration, and biotreatment BMPs
- Select applicable source control BMPs

¹⁶ County of San Bernardino. 1986. San Bernardino County Hydrology Manual. <https://www.sbcounty.gov/uploads/DPW/docs/HydrologyManual.pdf>. (accessed April 2023).

- Address post-construction BMP maintenance requirements

PPP HYD-4: On-site wells shall be abandoned in compliance with DWR standards and San Bernardino County well permit requirements.

4.10.6 Impacts and Mitigation Measures

Impact 4.10-1 *Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Level of Significance: Less than Significant Impact

Specific Plan – Phase I

Construction

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

To minimize these potential impacts, development of the Project would require compliance with the CGP Water Quality Order 2009-0009-DWQ (as amended by Order No. 2010 0014-DWQ and 2012-006-DWQ), which requires the preparation and implementation of a SWPPP. A SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during construction and prevent contaminants from reaching receiving water bodies. The SWRCB mandates that projects that disturb one or more acres of land must obtain coverage under the Statewide CGP. As required by the CGP, prior to the start of construction activities, the Project Applicant must file PRDs with the SWRCB, which includes a NOI, risk assessment, site map, annual fee, signed certification statement, SWPPP, and post-construction water balance calculations. The construction contractor is always required to maintain a copy of the SWPPP at the site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the Project Applicant would be required to provide proof of filing of the PRDs with the SWRCB, which include preparation of SWPPP. Categories of potential BMPs that would be implemented for this Project are described in **Table 4.10-1: Construction BMPs**.

Table 4.10-1: Construction BMPs

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	<ul style="list-style-type: none"> • Use project scheduling and planning to reduce soil or vegetation disturbance (particularly during the rainy season). • Prevent or reduce erosion potential by diverting or controlling drainage. • Prepare and stabilize disturbed soil areas. 	Scheduling, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, straw mulch, geotextile and mats, wood mulching, earth dikes and drainage swales, velocity dissipation devices, slope drains, streambank stabilization, compost blankets, soil preparation/roughening, and non-vegetative stabilization.
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Silt fence, sediment basin, sediment trap, check dam, fiber rolls, gravel bag berm, street sweeping and vacuuming, sandbag barrier, straw bale barrier, storm drain inlet protection, manufactured linear sediment controls, compost socks and berms, and biofilter bags.
Wind Erosion Controls	Apply water or other dust palliatives to prevent or minimize dust nuisance.	Dust control soil binders, chemical dust suppressants, covering stockpiles, permanent vegetation, mulching, watering, temporary gravel construction, synthetic covers, and minimization of disturbed area.
Tracking Controls	Minimize the tracking of soil off-site by vehicles.	Stabilized construction roadways and construction entrances/exits, and entrance/outlet tire wash.
Non-Storm Water Management Controls	<ul style="list-style-type: none"> • Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. • Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges. 	Water conservation practices, temporary stream crossings, clear water diversions, illicit connection/discharge, potable and irrigation water management, and the proper management of the following operations: paving and grinding, dewatering, vehicle and equipment cleaning, fueling and maintenance, pile driving, concrete curing, concrete finishing, demolition adjacent to water, material over water, and temporary batch plants.
Waste Management and Controls (i.e., good housekeeping practices)	Manage materials and wastes to avoid contamination of stormwater.	Stockpile management, spill prevention and control, solid waste management, hazardous waste management, contaminated soil management, concrete waste management, sanitary/septic waste management, liquid waste management, and management of material delivery storage and use.

Source: California Stormwater Quality Association 2003. *Construction BMP Handbook*. <https://www.casqa.org/resources/bmp-handbooks>. (accessed April 2023).

In addition, the City requires that an erosion and sediment control plan be submitted prior to grading plan approval and the issuance of a grading permit. Implementation of the erosion control plan would address any potential erosion issues associated with the proposed grading and site preparation activities. In addition, implementation of a Soil Management Plan, per **MM HAZ-2**, during grading activities would ensure that soils containing residual level of hazardous materials and vapors (such as hydrocarbons or arsenic) are properly identified, monitored, and managed on-site; refer to **Section 4.9: Hazards and Hazardous Materials**.

Operations

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

According to the Santa Ana RWQCB MS4 permit, this project would be classified as a Priority Development Project because it would create more than 10,000 square feet of impervious surfaces. Therefore, a preliminary WQMP and a final WQMP would be required for the Project under the MS4 Permit. A preliminary WQMP has been prepared by JLC Engineering and Consulting Inc. on March 16, 2023 (see **Appendix G2**) and a final WQMP would be submitted to the City prior to the start of construction.

The preliminary WQMP for the Project includes the following site design/ LID BMPs:

- Install underground stormwater retention chambers where downstream landscaped areas are limited.
- Install approved Stormwater Drywells in detention areas.
- Construct streets, sidewalks, and parking lot stalls to the minimum widths necessary.

Source control BMPs are designed to minimize the potential for pollutants to come into contact with stormwater, thereby limiting the potential for water quality impacts downstream. A variety of source control BMPs will be incorporated into the Project and implemented during its operation, including the following:

- Minimize non-stormwater site runoff through efficient irrigation system design and controllers.
- Minimize trash and debris in storm runoff in parking lots, and roadways through a regular sweeping program.
- Provide solid roofs overall trash enclosures.
- Provide site occupants/site owners/property managers with a copy of the project WQMP and stormwater BMPs.
- Provide site occupants and employees with education/training materials for operation and maintenance of the stormwater BMPs.

- Install stormwater placards/stenciled messages with a “No Dumping” message on all on-site/off-site storm drain inlets.

Treatment control BMPs (single or in combination) remove pollutants of concern from on-site runoff. The following BMPs are designed to control stormwater pollutants where it is not feasible to install on-site or off-site Site Design/LID BMPs, with the requisite capacity to treat the DCV for identified Pollutants of Concern or where pretreatment of stormwater runoff is required, ahead of infiltration all treatment control BMPs would be designed in accordance with the procedures and spreadsheets provided in the San Bernardino County Technical Guidance Document for WQMPs and include:

- Gravity Separator devices for pretreatment of sediment, trash/litter or Oil & Grease

The preliminary WQMP shows that the Project can treat the full DCV on-site. The DCV would be captured and treated by seven Chemical Mechanical Polishing (CMP) underground detention basins. Stormwater runoff is captured via catch basins that convey the runoff into hydrodynamic separators (Debris Separating Baffle Boxes [DSBB]). The DSBBs consist of settling chambers for separating out larger solids and a media filter cartridge for capturing fine total suspended solids that may contain metals, nutrients, and bacteria. Runoff is then released into the on-site storm drains for eventual discharge into the regional storm drain system.

As specified in the preliminary WQMP, the HCOC requirements are achieved by using LID and hydromodification BMPs. The mitigation volume is approximately 161,261 cu-ft. The total storage volume is 430,485 cu-ft which is greater than the mitigation volume needed. As a result, the mitigation volume has been contained by the proposed BMPs. Thus, operational water quality impacts would be less than significant with the implementation of **PPP HYD-3** and maintenance of the BMPs described above and as specified in the WQMP. Furthermore, the Project would comply with all state, county, and local regulations regarding stormwater runoff during construction and operational phases of the Project. Therefore, water quality standards and waste discharge requirements would not be exceeded, and surface water and groundwater quality would not be degraded. Impacts would be less than significant.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. Note that the Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals for Phase II at this time. Phase II would add to the impervious surfaces within the site when Planning Areas 2B and 3B are completed, which could result in urban runoff which would include a variety of contaminants that could impact water quality. While the Phase II development structures and associated operations would alter the existing hydrological characteristics of the site, impacts associated with water quality would be less than significant, as the Project would not increase the time of concentration and the post-development runoff volume and would

incorporate applicable BMPs. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.¹⁷

Conclusion

As noted above, the Project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality with implementation of **PPP HYD-1** through **HYD-3** and compliance with all applicable regulation and permitting. The Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. Impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.¹⁸

Mitigation Measures

No mitigation is necessary.

Impact 4.10-2 *Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Level of Significance: Less than Significant Impact

Specific Plan – Phase I

Construction and Operations

The Project site contains several active wells that feed into man-made ponds and channels. In compliance with the Chino Basin Water Master's Well Procedure for Developers, a well use/destruction plan and schedule for all existing private/agricultural wells shall be submitted to the City for approval prior to the issuance of permits for any construction activity. If a private well is actively used for water supply, the Developer shall submit a plan to abandon such well and connect users to the City's water system when available. Wells shall be destroyed/abandoned per the California Water Resource Guidelines and require permitting from County Health Department. Pursuant to **PPP HYD-4**, a copy of such permit and Form DWR 188 Well Completion Form shall be provided to the Development Engineering Department and the Utilities Engineering Department prior to issuance of grading and/or building permits. If the Developer proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the developer shall make a formal request to the City of Ontario for such use prior to issuance of permits for any construction activity. Upon approval, the Developer shall enter into an agreement with the City and pay any applicable fees as set forth by the agreement. Therefore, with **PPP HDY-4** implemented, construction-related impacts are not anticipated.

As outlined in Draft EIR **Section 3.0: Project Description**, water service to the Project would be provided by the City, which currently receives approximately 70 to 80 percent of its groundwater supply from the Chino Basin in addition to imported, local, and recycled water provided from the Water Facilities Authority

¹⁷ City of Ontario. 2022. *TOP 2050 Final Supplemental EIR Section 5.10, Hydrology and Water Quality*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023).

¹⁸ Ibid.

(WFA), Chino Basin Desalter Authority (CDA), and Inland Empire Utilities Agency (IEUA), respectively. The Chino Basin is one of the largest groundwater basins in southern California, with approximately 5 million acre-feet of water demand in storage and has an unused capacity to store approximately 1 million acre-feet of additional water. Thus, the basin has the capacity to store an additional amount of water similar to the storage capacity of Diamond Valley Lake. The availability of additional storage in the basin allows the City to take advantage of wet years by storing additional water for use in dry years. Ontario participates in the Dry Year Yield (DYY) program with IEUA and Metropolitan Water District (MWD). In addition, the City benefits from recharge of IEUA recycled water, in compliance with Title 22 water quality standards, which can be pumped or stored for future use.

A Water Supply Assessment (WSA) has been prepared (**Appendix J**) to assess water use and water supply information upon total Project buildout (Phase I and Phase II); discussed further in Draft EIR **Section 4.17: Utilities and Service Systems**. The WSA demonstrates that the Project's projected water demands are generally consistent with those assumed in the City's Urban Water Management Plan. Therefore, due to the availability of water supplies, payment of fees, and ability for the City to meet the Project's water demand, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.

Specific Plan – Phase II, Future Development Areas

Construction and Operations

Refer to Phase I discussion above. Note that the Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals for Phase II at this time. Phase II would add to the impervious surfaces within the site when Planning Areas 2B and 3B are completed. While the Phase II structures and associate operations would alter the existing hydrological characteristics of the site, impacts associated with sustainable groundwater management of the basin would be less than significant, as the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.¹⁹

Conclusion

As noted above, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.²⁰

¹⁹ Ibid.

²⁰ Ibid.

Mitigation Measures

No mitigation is necessary.

Impact 4.10-3 *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would?*

- i) Result in substantial erosion or siltation on- or off-site?*
- ii) Substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site?*
- iii) Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?*
- iv) Impede or redirect flood flows.*

Level of Significance: Less than Significant Impact

Specific Plan – Phase I

Construction and Operations

Construction of the Project would alter the existing drainage pattern of the site, but not in a manner that would result in substantial erosion or siltation. The Project would include the use of an Erosion Control Plan and methods that reduce overall erosion during construction and operation, such as preserving vegetation, soil binders, mulching, soil roughening, and stabilization. Furthermore, this Project will be conditioned to contribute funding to the construction of the Master Planned Euclid Avenue storm drain. The Project area storm drain improvements, shown in **Figure 3-20: Storm Drain Plan**, are consistent with the facilities specified in Drainage Area XIV of the City Planned Drainage Facilities (refer to **Figure 3-21: City of Ontario Ultimate Storm Drain System**).

Drainage Area XIV consists of an area approximately 2.8 square miles along the westerly boundary of Ontario Ranch-West. The area is generally bounded by Riverside Drive to the north, Euclid Avenue to the west, Merrill Avenue to the south, and Bon View Avenue to the east. There are no improved drainage facilities other than graded earthen ditches since the majority of the area is currently being used for agriculture. Drainage Area XIV drains to the City of Chino. It discharges to the existing Airport Channel at the intersection of Euclid Avenue and Merrill Avenue. The Airport Channel is an interim facility that runs south along the east side of Euclid Avenue to the Prado Flood Control Basin. The City of Chino's future master-planned storm drain, the Euclid Avenue Storm Drain (Line "1" per City of Chino's Master Plan of Drainage for Subarea 2), would need to be re-evaluated by the City of Chino, to accommodate updated flow rates projected to be discharged from Drainage Area XIV, within the Ontario Ranch area, per this study. In 2003, the Master Plan of Drainage was revised (Revision No. 2) to include Subarea 2 "The Preserve," which identified capacity expansion due to the addition of 8.5 square miles in the southeast area of the City of Chino. The Preserve is encompassed by the City (Ontario Ranch area) to the north, Riverside County to the south and east, and Euclid Avenue to the west. Drainage Basin Areas were added and redefined from the Chino Airport Master Plan and the City's New Model Colony (Ontario Ranch)

Drainage Master Plan. In 2004 and 2007, two unofficial amendments were prepared to update Revision No. 2, which identified revisions necessary for the Drainage Basins B, D, and J, and Drainage Basin G respectively for the ultimate build-out of The Preserve area. On-site drain improvements for the Project would include storm water detention/ retention/ water quality basins, which would capture, treat, and/or gradually release storm water into the downstream public storm drain systems. On-site storm water treatment would incorporate a system of catch basins within each building's parking area. Each storm drain in Ontario Ranch Road, Schaefer Avenue, and Euclid Avenue will be designed with conveyance tributary to a sub-regional full trash capture system such as a debris separating baffle box, continuous deflective system, or an equivalent hydrodynamic separator which has been approved by the SWRCB to satisfy the statewide trash mandate. Each device will be approved by and listed on the Certified Full Capture System List of Trash Treatment Control Devices of the SWRCB. Refer to *Impact 4.10-1* above for discussion regarding the Project's NDPEs permitting process. As previously discussed above, the Project's proposed hydrology would include an on-site internal storm drain system that discharges via catch basins to subsurface facilities throughout each on-site truck yard. The treated water would be discharged from the proposed on-site storm drain system into the City's 108-inch storm drain at Euclid Avenue and Eucalyptus Avenue.

There are currently no improved drainage facilities aside from a few on-site detention areas located in the eastern portion of the site. Thus, the Project would include storm drain improvements consistent with the facilities specified in Drainage Area XIV of the City of Ontario Planned Drainage Facilities.

As part of the PM 20016 Project (Ontario Ranch Business Park) storm drain infrastructure is being constructed along Euclid Avenue, Eucalyptus Avenue, Merrill Avenue, Sultana Avenue, Campus Avenue, and Bon View Avenue. The PM 20016 Project was assessed based on the downstream storm drain construction being completed and operational. The existing Master Drainage Plan facilities constructed per PM 20016 are provided in **Appendix G1** as Figure 2. Based on the PM 20016 study, upstream projects, including the Euclid Mixed Use Specific Plan Project, are required to mitigate their flows to 80 percent of pre-project levels.

Catch basins located throughout the site would collect runoff. On-site storm drain systems would convey runoff to the following facilities:

- 90-inch storm drain in Euclid Avenue along the western perimeter of the Project site.
- 48-inch to 90-inch storm drain in Schaefer Avenue along the northern perimeter of the Project site.
- 78-inch to 96-inch storm drain in Ontario Ranch Road along the southern perimeter of the Project site.
- 102-inch trunk line in Euclid Avenue south to connect to the existing 108-inch storm drain at Euclid Avenue and Eucalyptus Avenue.

The existing storm drain infrastructure does not have the capacity to accept stormwater flows in excess of the 100-year storm. Based on the existing downstream Master Drainage Plan systems, the Project is required to mitigate on-site runoff to 80% of pre-project levels. According to the unit hydrograph analysis presented by **Appendix G1**, the peak flow rate for existing conditions on-site is 78.69 cfs. Upon

implementation of the Project, the peak flow rate from the Project site would be 181.58 cfs (alternatively, 149.69 cfs based on the rational method results; provided in **Appendix G1**). This represents an approximately 131 percent increase from existing conditions. The Project proposes on-site storm drain systems to sufficiently flood protect the project site and provide mitigation for water quality and increased runoff. The Project proposes to construct three drainage systems located to the north, west, and south of the Project site. These drainage facilities will provide the necessary flood protection for the Project. Note that the proposed on-site storm drains would be sized during the Project's final design phase to restrict site discharge such that there would be no negative impact on existing downstream drainage facilities.

The Hydraulic Reports for the Euclid Avenue Storm Drain, provided as **Appendix G3** and **Appendix G4**, concluded that the storm drain improvements located in Euclid Avenue and Schaefer Avenue, associated with the Project, have been accounted for by the City of Ontario Master Drainage Plan and would not impact adversely impact the existing or planned storm drain system.

With the implementation of the **PPP HYD-1** through **HYD-3** which includes SWPPP, Erosion Control Plans, BMPs and storm plan Project features, the Project would not substantially increase the rate or amount of erosion/siltation and surface runoff in a manner that would result in on- or off-site flooding. Additionally, site design LID features and on-site detention facilities would ensure that stormwater runoff does not exceed the capacity of the storm drain system. The calculated stormwater runoff volume for the 100-year storm under post-development conditions would be less than the amount of stormwater runoff for the 100-year storm under existing conditions (refer to *Impact 4.10-1* for more information regarding proposed BMPs). Therefore, this impact would be less than significant.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. Note that the Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals for Phase II at this time. Phase II would add to the impervious surfaces within the site when Planning Areas 2B and 3B are completed. While the Phase II development structures and associate operations would alter the existing hydrological characteristics of the site, impacts associated with the alteration of the existing drainage pattern of the Project would be less than significant, as the Project would include storm drain improvements and would not substantially increase the rate or amount of erosion/siltation. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.²¹

Conclusion

As noted above, with implementation of **PPP HYD-1** through **HYD-3**, the Project would not result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows. The proposed Project Specific Plan proposes

²¹ Ibid.

the same land uses as contained in the City's TOP 2050. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.²²

Mitigation Measures

No mitigation is necessary.

Impact 4.10-4 *Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Level of Significance: Less Than Significant Impact

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operations

The Project site is not within a 100-year floodplain, as per FEMA FIRM No. 06071C8620H and 06071C9335H, dated August 28, 2008. It is designated as within Zone D, where no analysis of flood hazards has been conducted. However, the Project site is relatively flat and there are no nearby water bodies or streams or other conditions that would result in flooding at the Project site.

The Project site, as well as a large portion of the City, is within the dam inundation zone of San Antonio Dam. The dam is owned and operated by the USACE and functions as a flood control and debris dam for the San Antonio River. Dams in California are monitored and inspected annually by the California Division of Safety of Dams (DSOD). In addition, dam owners are required to maintain Emergency Action Plans (EAPs) that include procedures for damage assessment and emergency warnings. An EAP identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities.

The probability of dam failure is very low, and the City of Ontario has never been impacted by a major dam failure. According to the latest dam inundation map dated February 1986, the arrival time of the first flood wave would be between 8 and 10 hours after the catastrophic failure of the dam and the depth of water is estimated to be approximately two feet. This would provide ample time for implementing evacuation procedures, as specified in the City's 2018 Hazard Mitigation Plan. In addition, the proposed BMPs and LID measures at the Project site would result in the treatment and biofiltration of any floodwaters that enter the site and prevent pollutants from entering the regional storm drain system.

The Project site is also not located near any water storage tanks or reservoirs that would result in a seiche during seismic activity. The Project site is inland and approximately 30 miles from the Pacific Ocean and therefore is not at risk of flooding due to tsunamis. Therefore, impacts associated with the release of pollutants due to inundation would be less than significant.

²² Ibid.

Note that the Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals for Phase II at this time. While the proposed Phase II development structures and associated operations would alter the existing hydrological characteristics of the site, impacts associated with the release of pollutants due to inundation would be less than significant, as risk of flooding and dam failure is low in the Project area, and risk of flooding due to tsunamis is nonexistent. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.²³

Conclusion

As noted above, the Project would not significantly risk release of pollutants due to project inundation in flood hazard, tsunami, or proximity to seiche zones, as there is a low risk of flooding in the Project area. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. Impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.²⁴

Mitigation Measures

No mitigation is necessary.

Impact 4.10-5: *Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Level of Significance: *Less Than Significant Impact*

Specific Plan – Phase I

Construction and Operations

As discussed throughout the impact analyses of this section, the Project would adhere to all applicable state, regional, and local regulatory framework which would ensure that surface and groundwater quality are not adversely impacted during construction. In addition, implementation of the LID and BMP measures at the site, including hydrodynamic separators, underground detention, and Maxwell drywells would ensure that water quality is not impacted during the operational phase of the Project. As a result, the Project would not obstruct or conflict with the implementation of the Santa Ana River Basin Water Quality Control Plan (refer to *Impact 4.10-1*). On-site groundwater wells would be abandoned per the California DWR Standards and would require a permit from the San Bernardino DEHS and completion of a DWR 188 Well Completion Form (refer to *Impact 4.10-2*).

Upon development, the Project site would be connected to the City's public water supply and there would be no on-site wells for use of groundwater. The City manages both the potable and non-potable supplies to ensure withdrawals from the Chino Groundwater Basin do not exceed the safe yield for the Basin, as per the Chino Basin Watermaster's Optimum Basin Management Program (OBMP). The Chino Basin is listed as "very low" priority pursuant to the Sustainable Groundwater Management Act (SGMA), and therefore is not operating under a Groundwater Sustainability Plan (GSP) pursuant to SGMA. However,

²³ Ibid.

²⁴ Ibid.

the Chino Basin is an adjudicated basin operating under the OBMP noted above (refer to **Section 4.17: Utilities and Service Systems** for more information regarding potable water). As discussed above in *Impact 4.10-1* and *Impact 4.10-2* regarding water quality and groundwater supplies, the Project would meet applicable local and regional water consumption and water quality goals of the OBMP. Therefore, the Project would not obstruct or conflict with the OBMP. With adherence to all applicable regulative framework, and implementation of **PPP HYD-1** through **HYD-4**, impacts would be less than significant.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. Note that the Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals for Phase II at this time. Phase II would add up to 466 residential units within Planning Area (PA) 3B and 204,861 SF of business park uses, as well as open space/non-recreational uses when Planning Area 5 is completed. Upon development, residential uses would be connected to the City's public water supply which withdraws water from the Chino Basin. Per the Phase I discussion above, the Chino Basin is not subject to a GSP, and the Project would not obstruct or conflict with the OBMP. While the structures and associated operations would alter the existing hydrological characteristics of the site, impacts related to the implementation of a water quality control plan or sustainable groundwater management plan would be less than significant. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.²⁵

Conclusion

As noted above, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.²⁶

Mitigation Measures

No mitigation is necessary.

4.10.7 Cumulative Impacts

Hydrology and Drainage

The Project would be pursuant to TOP 2050 and would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Project Specific Plan is implementing TOP 2050.²⁷

²⁵ Ibid.

²⁶ Ibid.

²⁷ Ibid.

Cumulative projects within the Chino Creek Watershed would increase impervious areas and increase stormwater runoff rates. However, all projects within the watershed would be required to comply with all regulative framework and prepare and implement WQMPs that include provisions for the capture and infiltration of runoff or the temporary detention of stormwater runoff in HCOC areas so that post-development runoff discharges do not exceed pre-development runoff rates, in accordance with the NPDES MS4 permit. Thus, no significant cumulative drainage impacts would occur, and Project drainage impacts would not be cumulatively considerable.

Water Quality

Cumulative projects have the ability to generate pollutants during project construction and operation. All construction projects that disturb one acre or more of land would be required to prepare and implement SWPPPs in order to obtain coverage under the statewide GCP. All projects within the watershed would also be required to prepare and implement WQMPs specifying BMPs, including LID measures, which would be applied during project design and project operation to minimize water pollution from project operation. Furthermore, all future development would be required to comply with applicable local, state and federal requirements, as part of the City's discretionary review process. This includes compliance with the City's municipal code, which specifically addresses water quality (Municipal Code Article 5, Construction Requirements). Thus, no significant cumulative water quality impacts would occur, and project water quality impacts would not be cumulatively considerable.

4.10.8 Significant Unavoidable Impacts

No significant unavoidable impacts related to hydrology and water quality have been identified.

4.10.9 References

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JLC Engineering & Consulting, Inc. March 2023. *Hydrology & Hydraulic Report for Euclid Mixed Use Specific Plan. (Appendix G1)*

JLC Engineering & Consulting, Inc. March 2023. *Preliminary Water Quality Plan for the Euclid Mixed Use Specific Plan. (Appendix G2)*

JLC Engineering and Consulting, Inc. May 10, 2023. *Hydraulic Report in Support of Euclid Avenue Storm Drain (EULD-XIV-1). (Appendix G3)*

JLC Engineering and Consulting, Inc. May 10, 2023. *Hydraulic Report in Support of Euclid Avenue Storm Drain (EULD-XIV-4). (Appendix G4)*

Ontario Municipal Utilities Company. May 2023. *Water Supply Assessment and Written Verification of Sufficient Water Supply for the Euclid Mixed Use Specific Plan (File No. PSP22-001). (Appendix J)*

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4.11 LAND USE AND PLANNING

4.11.1 Introduction

This section of the Draft Environmental Impact Report (EIR) evaluates potential impacts to land use in the City of Ontario (City) from implementation of the proposed Euclid Mixed Use Specific Plan Project (Project). The analysis in this section is based on the proposed land use designations described in Chapter 3: Development Plan and Chapter 4: Land Use and Development Standards; and Chapter 5: Design Guidelines of the Euclid Mixed Use Specific Plan (Project Specific Plan). The Project, including the Specific Plan, has been evaluated for its consistency with relevant goals and policies in The Ontario Plan (TOP) 2050 and the Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal).

Potential land use impacts of the Project analyzed in this section of the Draft EIR include those that could result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans. Where applicable, mitigation measures are proposed to ensure the application of actions which would minimize or remove land use impacts that are identified as significant.

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

4.11.2 Environmental Setting

The Project site is in the southwestern portion of the City, immediately north of the City of Chino in San Bernardino County. The proposed Project site is bounded by Schaefer Avenue on the north, Sultana Avenue on the east, Edison Avenue on the south, and Euclid Avenue on the west (See **Figure 3-2: Local Vicinity Map** and **Figure 3-3: Project Boundary**). The Assessor Parcel Numbers (APNs) for this Project are 1053-071-01, -02, -03, -04; 1053-211-01, -02, -05; 1053-281-01, -02, -03, -04, -05, -07, -08; 1053-081-01, -02, -03, -04. The proposed Project consists of a Project specific plan to allow for a business park and mixed-use development on 18 parcels covering 84.1 acres in the City. The development would include up to 290,110 square feet of commercial retail/office uses, up to 466 residential units, and 1,386,777 square feet of business park uses, as described further below. The Project site is anticipated to be developed in two phases within five planning areas (PAs), with only Phase I proposed at a project-level entitlement. Phase I would include PAs 1, 2A, and 3A, proposing the construction of 13 buildings. Cumulatively, the 13 buildings provide 1,000,595 square feet of development, however, this could increase when development proceeds beyond Phase 1 to a maximum amount of up to 1,676,887 square feet, as shown in Table 3-1: Maximum Project Buildout, below. Note that the applicant intends to process a Development Plan and Tentative Parcel Map for the Phase I Project following processing of the Project specific plan.

No development is proposed for the Phase II area at this time. Phase I is expected to start construction in 2024, with an anticipated opening year in 2032. Phase I is depicted in Figure 3-6: Phase I Conceptual Site Plan, and is evaluated at a “project-level” in the EIR. The EIR also evaluates, at a “programmatic” level, potential future development of Phase II, comprised of PAs 2B and PA 3B (no specific development proposals have been identified for the Phase II area). The EIR will evaluate the total maximum allowable development in the Project Specific Plan, which is 1,676,887 square feet of business park and mixed-use land uses, in addition to up to 466 residential units and associated on-site and off-site infrastructure improvements.

Existing Conditions

The 84.1-acre Project site is currently occupied by agricultural uses, including the raising of livestock, dairy farming activities, and a commercial nursery. Dairy farming and agriculture have been the primary uses of the Project site since before the 1930s. The majority of the site exists as fallow or cultivated fields. There is a private recreational vehicle facility in the southwestern portion of the site and a scrap yard at the intersection of Euclid Avenue and Edison Avenue. Numerous single family residential structures, as well as agricultural related buildings and open structures, are located within the Project site. Two Southern California Edison (SCE) easements extend across the Project site. No permanent structures, besides the transmission towers, are located within the SCE easements; however, they have been used for various agricultural uses historically.

Surrounding Land Uses

Existing uses surrounding the Project site are similar to those on the site. Ongoing crop farming is located to the north of the Project site and a vacant property that was a former dairy farm is located to the east of the site. The property to the south is currently utilized for residential, farming, or trucking related uses. North across Schaefer Avenue is an existing dairy farm; south across Edison Avenue is an existing trucking facility; east across Sultana Avenue is vacant land and an existing trucking facility; west across Euclid Avenue, is the City of Chino with existing commercial and residential uses, and a truck/trailer storage (see **Figure 3-4: Surrounding Land Uses**).

Existing General Plan Land Use Designations and Zoning Classifications

The City’s General Plan was comprehensively updated and adopted as TOP 2050 on August 16, 2022. TOP 2050 serves as the City’s business plan and includes a long-term vision and a principle-based Policy Plan, which functions as the City’s General Plan. TOP 2050 land use designations and the Ontario Municipal Code - Title 9 Development Code (Ontario MC) zoning classifications for the Project site are consistent with the TOP 2050’s existing land designations (see **Figure 3-5: Existing Land Use and Zoning**). The City’s TOP 2050 designates the Project site for development of Business Park (BP) (0.6 floor area ratio [FAR]), and Mixed-Use (MU) at 14.0 to 65.0 du/ac; 1.5 FAR office; 1.0 FAR retail.¹

¹ City of Ontario. 2022. *TOP 2050, Figure LU-01, Official Land Use Plan*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/Land%20Use/Figure%20LU-01%20Official%20Land%20Use%20Plan_0.pdf. (accessed March 2023).

TOP land use designations for the Project site by parcel number are as follows:

- Business Park
 - APNs: 1053-071-01, -02, -03, -04; 1053-211-01, -02, -05; 1053-081-01, -02, -03, -04.
- Mixed-Use
 - APNs: 1053-281-01, -02, -03, -04, -05, -07, -08.

The existing zoning designation is Specific Plan (SP) Zoning District. The SP Zoning District designation requires approval of a specific plan by the City for urban development of the Project site. Specific Plan will be the zoning for the Project site, consistent with TOP 2050.

Additionally, the Phase II portion of the Project site (PA 2B and 3B) where no site-specific development plans have been submitted as of yet, is located within the TOP 2050 South Euclid District Place Type. Lying at the southwest corner of the City, the South Euclid District Place Type is envisioned to develop as a vertically and horizontally mixed-use area to serve the populations of newly developing Ontario Ranch and adjoining communities.² The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect the "Great Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and transit stops with amenities.

4.11.3 Regulatory Setting

Regional

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization (MPO) for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as discussed below.

The Specific Plan is considered a project of "regionwide significance" pursuant to the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the state CEQA Guidelines. Therefore, this section addresses the Project's consistency with the applicable SCAG regional planning guidelines and policies.

² City of Ontario. (2022). *TOP 2050, Page 107*. <https://www.ontarioca.gov/OntarioPlan>. (accessed March 2023).

Regional Transportation Plan/Sustainable Communities Strategy

In September 2020, SCAG adopted the 2020–2045 RTP/SCS, a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill (SB) 375, improve public health, and meet the National Ambient Air Quality Standards (NAAQS). This long-range plan, required by the State of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change. The RTP/SCS is a living, evolving blueprint for the region’s future.

The City is a member jurisdiction of the San Bernardino Council of Governments (SBCOG), and a participating agency in SCAG’s 2020-2045 RTP/SCS.

Ontario International Airport Land Use Compatibility Plan

The Project site is within the Ontario Airport Influence Area (AIA). The Ontario International Airport (ONT) Land Use Compatibility Plan (ALUCP) was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses. The ONT ALUCP provides guidance to local jurisdictions that may be affected by ONT, and the objective of the ALUCP is to avoid future compatibility conflicts. Projects within the Specific Plan boundary shall be required to be consistent with the policies and criteria of the ALUCP for ONT.

Chino Airport Land Use Compatibility Plan

The Project site is within the Chino Airport AIA. The Chino Airport is located approximately one-mile south of the Project site. The City of Chino is currently preparing an ALUCP for Chino Airport which relies on the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics. The Chino ALUCP will establish policies and criteria for the four types of compatibility impacts which include safety, noise, airspace protection, and overflight. Projects within the Specific Plan boundary shall be required to be consistent with the policies and criteria of the ALUCP for Chino Airport. The purpose of an ALUCP is to promote peaceful and safe coexistence with the airport’s surrounding communities and to identify areas that would be influenced by future airport operations. The ALUCP is intended to:

- Provide for the orderly development of the public use airport and the area surrounding to promote the overall goals and objectives of the California airport noise and to prevent the creation of new noise and safety problems;
- Protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas surrounding the airport.

Local

City of Ontario General Plan - The Ontario Plan 2050

The City adopted the TOP 2050 in August 2022, which shows the Project site designated for Business Park, Mixed-Use, and Open Space-Non-recreational uses, consistent with the Specific Plan. In addition, the

Project site is within the ONT and Chino Airport AIA's.^{3,4} The existing land use designations, their density or intensity, and intention according to TOP 2050, are described in **Table 4.11-1: Land Use Designations**.

Included in TOP 2050 is the Policy Plan (General Plan), which is a framework that would guide the City's future growth through the application of policies and goals. TOP 2050 Land Use Element reflects the City's Vision to be a complete community. Through the Land Use Element, the City desires to have distinct neighborhoods and activity centers, corridors, and districts; diversity of residential, employment, retail, entertainment, community, and recreational services; and a world-class airport which are connected through a unified mobility system.

Table 4.11-1: Land Use Designations

Land Use	Dwelling Units per Acre or Floor Area Ratio	Description
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Mixed-Use Great Park	14.01 to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses <i>Subject to Specific Plan</i> .	The Great Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed-Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed-Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid Avenue and Edison Avenue/Ontario Ranch Road.
Open Space Non-Recreation (OS – NR) ¹	Not Applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Overlays		
ONT Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those uses. Refer to the Airport Land Use Compatibility Plan for Ontario International Airport.
Chino Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those Uses. Refer to the Ontario Development Code for Chino Airport land use policies and criteria for development.
Plan Required Overlays		
Ontario Ranch	Per approved individual specific plans	Envisioned as a mixture of residential neighborhoods integrated with areas of high intensity (3-10 stories) employment, retail, service, entertainment, cultural, and residential uses united by a network of greenways/trails, open spaces, amenities, and infrastructure. All

³ Los Angeles/Ontario International Airport. 2010. *Map 2-1 Compatibility Policy Map: Airport Influence Area*. <https://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/policy-map-2-1>. (accessed March 2023).

⁴ Riverside County ALUC. (2008). *Map CH-1 Compatibility Map: Chino Airport*. <http://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/09-%20Vol.%201%20Chino.pdf> (accessed March 2023).

Land Use	Dwelling Units per Acre or Floor Area Ratio	Description
		development to be oriented toward or designed to leverage the “Great Park,” a linear open space amenity containing active and passive recreational features, gardens, water features, and cultural facilities. Additional direction may be provided through the application of place types and specific plans.
<p>Source: City of Ontario. 2022. <i>TOP 2050, Table 3-2 Land Use Designations in the City of Ontario</i>. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf (accessed March 2023).</p> <p>Notes:</p> <p>1. Some parcels with this designation may fall within a Place Type, which characterize the vision and urban design intent within a specified area. If any portion of a parcel is within a Place Type boundary, as shown in TOP 2050 Figure CD-01, Place Types in the Community Design Element, that parcel is subject to Goal CD-3 and related policies. Projects must demonstrate that they are consistent with the vision and policy intent for the applicable Place Type as defined in TOP 2050 Exhibits CD-02 – CD-09. Link to Community Design Element Urban, Mixed Use, and Transit-oriented Place Types Section.</p>		

The following goals and policies contained in the Land Use Element are relevant to the Project:

*Land Use Element*⁵

- Goal LU-1** **A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.**
- Policy LU-1.3** **Adequate Capacity.** We require adequate infrastructure and services for all development.
- Policy LU-1.4** **Multimodal Mobility.** We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities.
- Policy LU-1.6** **Complete Community.** We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.
- Goal LU-4** **Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.**
- Policy LU-4.2** **Interim Development.** We allow development in urban, mixed use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision.
- Policy LU-4.4** **Shared Infrastructure.** We encourage and facilitate the use of shared infrastructure (including shared or managed parking) in urban, mixed use, and transit-oriented Place Types.

⁵ City of Ontario. 2022. *TOP 2050, Land Use Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/land-use>. (accessed March 2023).

Goal LU-5 **Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.**

Policy LU-5.7 **ALUCP Consistency with Land Use Regulations.** We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.

City of Ontario Development Code

The City of Ontario Development Code, Title 9 of the Ontario MC, is designed to promote and protect public health, safety, and general welfare in the community. Development Code Chapter 5, Zoning and Land Use establishes zoning designations and development standards to regulate orderly development. The Project site is zoned as SP District. The SP zoning district was established to accommodate the adoption of Specific Plans pursuant to the Development Code and consistent with all land use designations of the Policy Plan component of the TOP.

4.11.4 Impact Thresholds and Significance Criteria

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

- Physically divide an established community.
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Methodology

This analysis analyzes the Project’s consistency with regional and local plans, policies and regulations for the purposes of avoiding or mitigating an environmental effect. Specifically, the Project was analyzed with respect to the applicable regional planning guidelines and strategies of SCAG’s 2020-2045 RTP/SCS and the City’s TOP 2050.

Approach to Analysis

This analysis of impacts on land use and planning components examines the Project’s temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in “substantial” adverse effects on land use and planning standards considers the available policies and

regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.11.5 Plans, Programs, and Policies

Refer to the Project Specific Plan which contains various development standards and design guidelines (see Project Specific Plan Chapter 5, Design Guidelines) that reduce or avoid potentially significant impacts.

4.11.6 Impacts and Mitigation Measures

Impact 4.11-1 Would the Project physically divide an established community?

Level of Significance: No Impact

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operations

The Project applicant proposes development that would include up to 290,110 square feet of commercial retail/office uses, up to 466 residential units, and 1,386,777 square feet of business park uses. The Project site is anticipated to be developed in two phases within five planning areas (PAs), with only Phase I proposed at a project-level entitlement. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time as the Applicant does not own the parcels within the Phase II area (PAs 2B and 3B) and does not have access to the Phase II area at this time. Phase I would include PAs 1, 2A, and 3A, proposing the construction of 13 business park buildings with ancillary office space, approximating 1,386,777 square feet of business park uses and designated open space. Phase I is expected to start construction in 2024, with an anticipated opening year in 2032. Refer to **Figure 3-6: Phase I Conceptual Site Plan**.

Projects that are typically considered to have the potential to divide an established community include the construction of new freeways, highways, roads, or other uses that physically separate an existing or established neighborhood. As summarized in **Section 4.11.2: Environmental Setting**, the Project site is developed with existing buildings and structures used for agricultural purposes and does not include an established community and is not currently zoned for residential use.

Project development would not include improvements which would substantially alter existing roadways and transportation corridors in a manner that would cause the removal or separation of existing adjacent communities from important resources and neighboring units. Roadway improvements associated with the Project would also increase transportation efficiency within the Project site and adjacent roadways without degrading the existing neighborhoods. Therefore, the Project would not physically divide an established community and there would be no impact.

Conclusion

As noted above, the Project would not physically divide an established community and there would be no impact. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP

2050. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.⁶

Mitigation Measures

No mitigation is required.

Impact 4.11-2 *Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Level of Significance: Less Than Significant

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operations

The 84.1-acre Project site's proposed business park and mixed-use is consistent with the Project site's TOP 2050 land use designation. The Project Specific Plan would provide a land use plan, circulation plan, streetscape plan, infrastructure service plan, grading plan, maintenance plan, phasing plan, design guidelines, development regulations, and implementation measures to guide the development of the Project site. The Project would include up to 290,110 square feet of commercial retail/office uses, up to 466 residential units, and 1,386,777 square feet of business park uses. The Project site is anticipated to be developed in two phases within five PAs. The Business Park designation would allow for employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting. The Mixed-Use designation would accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses with a pedestrian oriented atmosphere.

Below is an evaluation of the Project's consistency with applicable plans and policies that have been adopted for the purpose of avoiding or mitigating an environmental effect.

Southern California Association of Governments RTP/SCS Compatibility

The Project is considered a project of regionwide significance pursuant to the criteria outlined in SCAG's *Intergovernmental Review Procedures Handbook* (November 1995) and state CEQA Guidelines Section 15206, because it would involve a net increase of over 500,000 square feet of business establishment. Therefore, a consistency analysis with the applicable regional planning guidelines and strategies of SCAG's 2020-2045 RTP/SCS is required. **Table 4.11-2: Consistency with SCAG's 2020-2045 RTP/SCS Goals**, provides an assessment of the Project's consistency with the recently adopted 2020-2045 RTP/SCS (Connect SoCal) goals. The RTP/SCS goals are directed toward transit, transportation and mobility, and protection of the environment and health of residents. Consistency with SCAG population growth projections is addressed separately in **Section 4.13: Population and Housing**. The consistency

⁶ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.11, Land Use*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed March 2023).

analysis below focuses on the broad, policy-oriented goals of the 2020-2045 RTP/SCS to determine the Project’s consistency with the RTP/SCS.

Table 4.11-2: Consistency with SCAG’s 2020-2045 RTP/SCS Goals

RTP/SCS Goal	Project Consistency
<p>RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.</p>	<p>Consistent: The Project’s objective is to create an economic engine to drive future growth in the City and the County, spur infrastructure improvements in the area, and implement the Specific Plan vision. The Project would allow for the development of urban uses on currently underutilized land.</p>
<p>RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p>Consistent: Implementation of the Project would include roadway improvements and other major infrastructure investments that would ensure that mobility accessibility for people and goods would be maximized. The vehicular and pedestrian improvements in the Project area would be implemented and maintained to meet the needs of employees and customers.</p>
<p>RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p>Consistent: All modes of public and commercial transit throughout the Project area would be required to follow safety standards set by state, regional, and local regulatory documents. For example, sidewalks must follow precautions established in the Development Code. The Project would not remove or alter in a reductive manner access to the local public transportation near the Project site, including Euclid Omnitrans Bus Route 83.</p>
<p>RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>Consistent: The Project would involve transportation improvements in the form of improvements to nearby streets. These improvements to Euclid Avenue, Edison Avenue, Schaefer Avenue, and Sultana Avenue would increase the efficiency of the streets after implementation of the Project. Further discussion regarding transportation impacts stemming from the implementation of the Project are discussed in Section 4.15, Transportation and Traffic.</p>
<p>RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.</p>	<p>Consistent: Discussion regarding reduction in greenhouse gas (GHG) emissions can be found in Section 4.8, Greenhouse Gas Emissions. Discussion regarding improvements to air quality can be found in Section 4.3, Air Quality.</p> <p>The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the existing and proposed alternative transportation modes, sustainable building and landscaping design techniques, and other best management practices for structures and non-structures.</p> <p>In addition, it is anticipated that less emissions would occur due to the mixed-use nature of the Project, which encourages an environment that is accessible through walkability and other sustainable alternatives. Further, the Project is within walking distance of the Euclid Omnitrans Bus Route 83. Omnitrans Bus Route 83 directly connects the site to the cities of Chino and Upland and to several stops in Ontario as well as the Chino Transit Center and Ontario Civic Center Transfer Station.</p>

RTP/SCS Goal	Project Consistency
RTP/SCS G6: Support healthy and equitable communities.	Consistent: The Project would be constructed to current building codes and state and Federal requirements including CALGreen Code.
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent: The Project would construct new roads, infrastructure, and buildings to support uses consistent with the 2020-2045 RTP/SCS and consistent with current building codes and state and Federal requirements including CALGreen Code. This includes electric vehicle (EV) Parking spaces, energy-efficient buildings, and use of construction and grading equipment that complies with current air quality standards, etc. See Section 4.3, Air Quality; 4.8, Green House Gas Emissions; and Section 4.15, Transportation and Traffic.
RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	
RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent: The TOP 2050 land use and zoning designations for the Project site are for Business Park and Mixed-Use which would allow for up to 466 residential dwelling units.
RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats	Consistent: The Project would allow for approximately 12 acres of open space designated for non-recreational uses. While no buildings are proposed within this area, it is suitable for uses such as landscape plant nurseries, recreational vehicle and truck/trailer storage and other uses allowed by the City zoning. There are no habitat restoration sites present on the Project site.

Source: SCAG. 2020. 2020-2045 SCAG RTP/SCS Connect SoCal Goals. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176. (accessed March 2023).

The Ontario Plan Compatibility

An analysis of the Project’s consistency with Citywide goals in the TOP 2050 is provided in **Table 4.11-3: Consistency with the City of Ontario General Plan (TOP) 2050**. Because CEQA Impact Threshold 4.10-2 emphasizes consistency with land use goals “adopted for the purpose of avoiding or mitigating an environmental effect,” **Table 4.11-3** focuses on consistency with the City’s TOP 2050 Elements that address environmental issues. Goals and policies that do not address environmental effects or are not applicable to the Project are not addressed below. Note that the following TOP 2050 consistency analysis is based upon Project consistency with the City’s TOP 2050, which the Project is consistent with.

Table 4.11-3: Consistency with the City of Ontario General Plan (TOP) 2050

General Plan Goals/Policies	Project Consistency
Land Use Element	
Goal LU-1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.	
Policy LU-1.1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.	Consistent: The Project encourages concentrated development including high density residential neighborhoods, office and business park employment uses, and retail and mixed-use centers along major arterial roadways where future transit stops, multi-use trails and bikeways are planned. The Project Specific Plan Chapter 5, Design Guidelines encourage site planning criteria and architectural standards to create a unique and cohesive aesthetic character for the Project area.

General Plan Goals/Policies	Project Consistency
<p>Policy LU-1.2 Sustainable Community Strategy. We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.</p>	<p>Consistent: The Project encourages the efficient use of energy resources in design, product selection, and operational techniques. The Project Specific Plan Chapter 5, Design Guidelines address lighting, bicycle parking, sustainable landscaping, and sustainable design strategies. Landscape provisions require the use of native drought resistant vegetation and shade trees to conserve water and reduce heat islands. The sustainable design strategies include design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption. Protecting water quality, reducing runoff, and reducing water demand for landscaping are promoted in the Project Specific Plan Development Plan through the recycled water plan and storm drainage facilities source control and treatment practices.</p>
<p>Policy LU-1.3: Adequate Capacity. We require adequate infrastructure and services for all development.</p>	<p>Consistent: The Project Specific Plan establishes a Phasing Plan that has been coordinated with affected infrastructure providers and ensures that uses on the Project site would be adequately served. The Specific Plan requires infrastructure development to occur in a timely manner. Potable and recycled water, sewer, fiber optic communications, and storm drain infrastructure improvements that would ultimately serve the Project site are addressed in Section 3, Development Plan of the Project Specific Plan. Infrastructure and services would be consistent with City of Ontario infrastructure master plans and the approved development agreement. Please refer to Section 4.17, Utilities and Service Systems, for further discussion regarding utility infrastructure.</p>
<p>Policy LU-1.4 Multimodal Mobility. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities.</p>	<p>Consistent: The Project Specific Plan requires the construction of multi-purpose trails along Euclid and Schaefer Avenues and public accessible sidewalk along Euclid, Schaefer, Edison, and Sultana Avenues. These improvements are integral elements to create accessibility and mobility within the Project site and surrounding area. The Project Specific Plan requires the location and construction of transit turnouts within the Specific Plan area.</p>
<p>Policy LU-1.5 Jobs-Housing Balance. We coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.</p>	<p>Consistent: The Project Specific Plan requires all infrastructure needed to develop the property to be constructed per the City approved master plans as indicated in Section 5 of the Project Specific Plan. The Land Use Plan allows for up to 466 residential units and a variety of employment generating land uses totaling over 1,676,887 square feet to encourage a balance of jobs and nearby housing.</p>
<p>Policy LU-1.6 Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.</p>	<p>Consistent: The Project Specific Plan allows for up to 466 residential units and over 1,676,887 square feet of employment generating land uses to accommodate the design of a complete community with a balance of uses to allow a spectrum of choices for future employers, employees, residents, and visitors. The allowable land uses will allow for a balanced plan to support Ontario residents in all stages of life.</p>

General Plan Goals/Policies	Project Consistency
Goal LU2: Compatibility between a wide range of uses and resultant urban patterns and forms.	
Policy LU2.3: Hazardous Uses. We regulate the development of industrial and similar uses that use, store, produce or transport toxic substances, air emissions, other pollutants, or hazardous materials.	Consistent: Uses within the Project Specific Plan are required to comply with federal, state, and local regulations pertaining to the use, storage, disposal, and transportation of hazardous materials, toxic substances, and other pollutants.
Policy LU2.5: Regulation of Uses. We regulate the location, concentration, and operation of uses that have impacts on surrounding land uses.	Consistent: The Project Specific Plan land use plan contained in Section 3, Development Plan, utilizes the Business Park designation (Planning Area 1,2A and 2B) and Mixed-Use designation (Planning Area 3A and 3B) to buffer varied existing land uses located across Euclid Avenue within the City of Chino. Project Specific Plan Section 4, Land Use and Development Standards, restricts Planning Area 1, 2A and 2B to smaller buildings along the Euclid frontage. Furthermore, the conceptual site plan for the business park places truck traffic ingress and egress and visible loading docks away from the existing residential uses.
Policy LU2.6: Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.	Consistent: The Project Specific Plan Chapter 5, Design Guidelines are intended to support high-quality development that complements the surrounding community. Landscaped areas and drive entrances will be planned to separate parking areas and keep the parking lot from being the dominant visual element of the site. The Project Specific Plan also establishes landscape setback requirements (Section 4, Land Use and Development Standards) and conceptual streetscape design (Section 5, Design Guidelines) along all roadways within the Specific Plan area to create safe and attractive streets for pedestrians and motorists and ensure cohesive patterns of development.
Policy LU2.9: Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.	Consistent: The Project Specific Plan incorporates into its Implementation Plan (Section 6) requirements for the Project to comply with any mitigation measures identified in the project environmental impact report, including those for soil remediation and proper venting to address the potential existence of methane gases within the Specific Plan area.
Policy LU-2.11 Context-Aware Transitions and Connections. We require new development projects and land-planning efforts to provide context-aware and appropriate transitions and connections between existing and planned neighborhoods, blocks, sites, and buildings.	Consistent: The Project Specific Plan includes the construction of multi-purpose trails along Euclid and Schaefer Avenues and public accessible sidewalks along Euclid, Schaefer, Edison and Sultana Avenues. These improvements provide transitions and connectivity to existing and planned neighborhoods.
Goal LU-3: Staff, regulations and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision	
Policy LU-3.1 Development Standards. We maintain clear development standards which allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes.	Consistent: The Project Specific Plan provides development standards intended to address the site and surrounding conditions and achieve the City's overall Vision for urban, mixed use, and transit-oriented land uses.
Goal LU-4: Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.	

General Plan Goals/Policies	Project Consistency
<p>Policy LU-4.1 Commitment to Vision. We are committed to achieving our Vision but realize that it may take time and several interim steps to get there</p>	<p>Consistent: The Project Specific Plan allows for phased development coordinated with infrastructure improvements. Interim and transitional uses are permitted in order to allow for planned development to occur to achieve the City's long-term Vision for land uses.</p>
<p>Policy LU-4.3 Infrastructure Timing We require that the necessary infrastructure and services be in place prior to or concurrently with development.</p>	<p>Consistent: The Project Specific Plan requires the construction of all infrastructure needed to develop the property to be constructed per the City approved master plans as indicated in Section 5 of the Specific Plan.</p>
<p>Goal LU-5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.</p>	
<p>Policy LU-5.1 Coordination with Airport Authorities. We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.</p>	<p>Consistent: The Project Specific Plan will comply with all ALUCP requirements for the Ontario and Chino Airports as outlined in Section 2.3 of the Specific Plan and future development will be required to meet all requirements and procedures outlined by airport related governmental agencies and mitigation measures.</p>
<p>Policy LU-5.2 Airport Planning Consistency. We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.</p>	
<p>Policy LU-5.5 Airport Compatibility Planning for ONT. We create and maintain the Airport Land Use Compatibility Plan for ONT.</p>	
<p>Policy LU5.7: ALUCP Consistency with Land Use Regulations. We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public use airport.</p>	<p>Consistent: The Project Specific Plan area is within the Ontario International AIA and the Chino Airport AIA. The Project Specific Plan discusses compliance with the ALUCP requirements for the Ontario Airport and the Chino Airport in Section 2.2, Airport Influence Areas.</p>
<p>Policy LU-5.8 Chino Airport. We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.</p>	
<p>Housing Element</p>	
<p>Goal H-1: Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.</p>	
<p>Policy H-1.2 Neighborhood Conditions. We direct efforts to improve the long-term sustainability of neighborhoods through comprehensive planning, provision of neighborhood amenities, rehabilitation and maintenance of housing, and community building efforts.</p>	<p>Consistent: The Project Specific Plan allows for up to 466 residential units and recreational open space consistent with The Ontario Plan standards for parks/open space and neighborhood recreational amenities.</p>
<p>Policy H-1.3 Community Amenities. We shall provide adequate public services, infrastructure, open space, parking and traffic management, pedestrian, bicycle, and equestrian routes and public safety for</p>	<p>Consistent: The Project Specific Plan requires all infrastructure, open space, trails, and bikeways needed to develop the property to be constructed concurrently with future development per the City approved master plans as indicated in Section 3 of the Specific Plan. The Land Use Plan allows for up to 466 residential units.</p>

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neighborhoods consistent with City master plans and neighborhood plans.	
<p>Policy H-1.4 Historical Preservation. We support the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario’s past that are considered to be local historical or cultural resources.</p>	<p>Consistent: The Project Specific Plan area includes existing buildings that reflect the agricultural history as an important cultural resource of the City; see Section 4.5: Cultural Resources and MM CUL 1 – MM CUL 5. The Specific Plan provides design guidelines for future buildings in Section 5 that include architectural styles that reinforce the City’s rich agricultural history. Future development would comply with City requirements for documenting historical resources and mitigation measures identified in the project EIR.</p>
<p>Goal H-2: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.</p>	
<p>Policy H-2.1 Corridor Housing. We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.</p>	<p>Consistent: The Project Specific Plan includes a Mixed-Use District that will allow up to 466 residential units and a density of 35 to 60 du/ac to be developed along Edison Avenue in close proximity to transit turnouts within the Specific Plan area. The Specific Plan provides design guidelines for future buildings in Section 5 that include architectural styles and building guidelines to provide aesthetically pleasing and functional residential buildings.</p>
<p>Policy H-2.4 Ontario Ranch. We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.</p>	<p>Consistent: The Project Specific Plan allows for the development of up to 466 high density attached residential units linked to surrounding retail and open space uses by local sidewalks and walkways and master planned trails and bikeways. The Specific Plan provides design guidelines for future residential development in Section 5 that include architectural criteria that establish a high level of design and construction quality and encourage a cohesive neighborhood design character.</p>
<p>Policy H-2.5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.</p>	<p>Consistent: The Project Specific Plan provides design guidelines for future residential development in Section 5 that include site planning considerations, emphasize sustainable design, and establishes architectural criteria to ensure a high level of design excellence.</p>
<p>Goal H-5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age, or other status.</p>	
<p>Policy H-5.2 Family Housing. We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation, and other amenities.</p>	<p>Consistent: The Project Specific Plan allows for the development of up to 466 high density attached residential units that are suited for a range of future buyers or renters including families with children. Future residential development will be required to provide parks at a minimum of 2 acres/1000 residents. The Specific Plan also includes multi-purpose trails along Euclid and Schaefer Avenues and public accessible sidewalks along Euclid, Schaefer, Edison, and Sultana Avenues.</p>
<p>Parks and Recreation Element</p>	
<p>Goal PR-1: A system of safe and accessible parks that meets the needs of the community.</p>	
<p>Policy PR-1.1 Access to Parks. In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and</p>	<p>Consistent: The Project Specific Plan would comply with the City requirement to provide two acres of Park per 1,000 residents onsite and pay an in-lieu fee for the equivalent of three acres of park per 1,000 residents for a total of five acres</p>

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prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.	per 1,000 residents to ensure that recreational facilities are within walking distance of future residents within the Specific Plan area.
Policy PR-1.5 Acreage Standard. We strive to provide 5 acres of parkland (public and private) per 1,000 residents	Consistent: The Project Specific Plan would comply with the City requirement to provide five acres of Park per 1,000 residents by providing two acres on-site and paying an in-lieu fee for the equivalent of three acres of park per 1,000 residents.
Policy PR-1.6 Private Park. We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.	Consistent: The Project Specific Plan would comply with the City requirement to provide two acres of Park per 1,000 residents on-site.
Policy PR-1.9 Phased Development. We require parks be built in new communities before a significant proportion of residents move in.	Consistent: The Project Specific Plan allows for phased development coordinated with required park improvements and payment of in-lieu park fees.
Policy PR-1.12 Trails. We promote connections between parks and local trails including those managed by other public agencies.	Consistent: The Project Specific Plan would comply with the City requirement to provide two acres of Park per 1,000 residents on-site and would develop the public multi-purpose trails along Euclid and Schaefer Avenues along the Project frontage to provided planned connection to Citywide parks and trail systems including the Great Park.
Policy PR-1.14 Multi-family Residential Developments. We require that new multi-family residential developments of five or more units provide recreational facilities or open space, in addition to paying adopted impact fees.	Consistent: The Project Specific Plan would include development standards to provide two acres of Park per 1,000 residents on-site for all types of residential development including multi-family neighborhoods.
Policy PR-1.15 Trail Connectivity. We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.	Consistent: The Project Specific Plan would develop the public multi-purpose trails along Euclid and Schaefer Avenues along the Project frontage to provided planned connection to Citywide parks and trail systems including the Great Park.
Environmental Resources Element	
Goal ER-1: A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.	
Policy ER1.3: Conservation and Sustainable Water Supply. We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability.	Consistent: The Project Specific Plan incorporates water conservation strategies into its development plan and design guidelines. The use of recycled water to irrigate landscape areas is required consistent with the City of Ontario Recycled Water Master Plan (Section 3, Development Plan). Landscape and irrigation plans are encouraged to use water conservation features such as drought tolerant plant species native to the region and drip irrigation (Section 5, Design Guidelines). The Specific Plan encourages the design and construction of energy-efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
Policy ER1.5: Water Resource Management. Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.	Consistent: In Section 3.8, Storm Drain Plan, the Specific Plan stipulates that prior to issuance of grading or construction permits, a Storm Water Pollution Prevention Plan (SWPPP) be prepared and approved by the City. The SWPPP will identify and detail appropriate Best Management Practices (BMPs) to prevent pollutant discharge into storm drain systems and

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	natural drainages and aquifers. In addition to the preparation of a SWPPP, a Water Quality Management Plan (WQMP) would be prepared and approved that will enforce long-term BMPs to prevent pollutant discharges into storm drain systems, for the life of the project. Section 5.8.2, Water Quality, requires the provision of on-site landscape swales to collect and treat stormwater run-off.
<p>Policy ER1.6: Urban Run-off Quantity. We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.</p>	<p>Consistent: The Project Specific Plan (Section 3.8, Storm Drain Plan) incorporates low impact development strategies including landscape designs that promote water retention; permeable surface designs in parking lots and areas with low traffic; parking lots that rain to landscaped areas to provide treatment, retention, or infiltration; and limited soil compaction during grading.</p>
<p>Policy ER1.7: Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.</p>	<p>Consistent: In Section 3.8, Storm Drain Plan, the Specific Plan states that prior to issuance of grading or construction permits, a WQMP is required to minimize stormwater runoff and provide on-site opportunities for groundwater recharge integrated into project design and amenities. The grading and drainage of the Specific Plan area would be designed to retain/infiltrate, harvest and re-use or biotreat surface runoff to comply with the current requirements of the San Bernardino County National Pollutant Discharge Elimination System (NPDES) Stormwater Program’s WQMP for significant new development projects.</p>
<p>Policy ER1.8: Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.</p>	<p>Consistent: In Section 3.6, Sewer Plan, the Specific Plan provides for design of a wastewater system consistent with City and Regional Water Quality Board requirements. The Specific Plan includes a network of new public sewer mains consistent with the City of Ontario’s Ultimate Sewer System Plan.</p>
<p>Goal ER-3: Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region’s carbon footprint.</p>	
<p>Policy ER3.1: Conservation Strategy. We require conservation as the first strategy to be employed to meet applicable energy-saving standards.</p>	<p>Consistent: The Specific Plan incorporates energy-saving conservation strategies into its design guidelines (Section 5) by addressing lighting, bicycle parking, sustainable landscaping, and energy efficiency. Sustainable design strategies (Section 5.8) include design and construction of energy-efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.</p>
<p>Policy ER3.3: Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.</p>	<p>Consistent: The Project Specific Plan encourages the use of passive design to improve building energy performance through skylights, building orientation, landscaping, and use of select colors.</p>
<p>Policy ER-3.6 Generation - Renewable Sources. We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.</p>	<p>Consistent: The Project Specific Plan promotes renewable energy resource including passive solar collection, subject to consistency with City of Ontario policies and development regulations, within the Business Park and Mixed-Use Districts. Proposed architectural guidelines and development standards</p>

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	encourage siting and orienting building with considerations for solar orientation and buildings with roof designs that allow for passive solar collectors. Residential buildings would be prewired or solar collection improvements.
Goal ER-4: Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.	
Policy ER-4.1 Land Use. We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.	Consistent: The Project Specific Plan allows for up to 466 residential units and a maximum of 1,676,887 square feet of employment generating land uses within the Project area. The Specific Plan included future transit stops and in close proximity to planned transit lines and helps to improve jobs housing balance in the City and the surrounding region with the provision of varied land use alternatives within the Mixed-Use District.
Policy ER-4.3 Greenhouse Gases (GHG) Emissions Reductions. We will reduce GHG emissions in accordance with regional, state, and federal regulations.	Consistent: The Project Specific Plan would comply with the regional, state and Federal laws and regulations to reduce GHG emissions and would require future development projects to comply with all City regulations to reduce GHG emissions and mitigation measures identified in the Project EIR.
Policy ER4.4: Indoor Air Quality. We will comply with state Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.	Consistent: The Project Specific Plan requires development projects in the Specific Plan area to comply with the State of California Building Code as adopted and implemented by the City. The Specific Plan’s Sustainable Design Strategies (Section 5.8) include the design and construction of energy-efficient buildings to reduce air, water, and land pollution.
Policy ER-4.5 Transportation. We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.	Consistent: The Project Specific Plan requires the construction of multi-purpose trails along Euclid and Schaefer Avenues and public accessible sidewalks along Euclid, Schaefer, Edison, and Sultana Avenues. The Specific Plan requires the location and construction of transit turnouts within the Specific Plan area. These improvements encourage non-motorized mobility options to reduce air pollutant emissions.
Policy ER-4.8 Tree Planting. We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the “heat island” effect.	Consistent: The Project Specific Plan would implement the City of Ontario’s master street plan including the provision for planting street parkway and median trees and would provide landscape installation, including trees, within all neighborhood edges. Section 5, Design Guidelines include criteria for landscaping parks, open space, and other common areas.
Goal ER-5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.	
ER5.2: Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.	Consistent. The Project Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all mitigation measures of the Project EIR.
Community Economics Element	
Goal CE-1: A complete community that provides for all incomes and stages of life.	
Policy CE1.1: Jobs-Housing Balance. We pursue improvement to the Inland Empire’s balance between jobs and housing by promoting job growth that reduces the regional economy’s reliance on out-commuting.	Consistent. The Project Specific Plan anticipates the creation of jobs in warehousing, logistics, light manufacturing, and administration within the Specific Plan area, which helps improve the region’s jobs-housing balance. Actual job creation depends on the type of land uses ultimately developed on the site as a wide range of commercial, office, and business park

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	uses are permitted in the Specific Plan. The Land Use Plan (Section 3.1) implements the vision of The Ontario Plan by providing opportunities for employment in manufacturing, distribution, research and development, service, and supporting retail at intensities designed to meet the demand of current and future market conditions.
<p>Policy CE1.5: Business Attraction. We proactively attract new and expanding businesses to Ontario in order to increase the City’s share of growing sectors of the regional and global economy.</p>	<p>Consistent. The Euclid Specific Plan provides for opportunities for new businesses in the City within the Business Park District and the Mixed-Use District. In Section 3.1, Land Use Plan, the Specific Plan provides for the construction of 1,676,887 square feet of business park, commercial and/or office development in compliance with City and regional planning goals.</p>
<p>Policy CE-1.6 Diversity of Housing. We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses.</p>	<p>Consistent: The Project Specific Plan allows for the development of up to 466 high density attached residential units within the Mixed-Use District. This would add to the housing diversity and choices for ownership or rental housing within the Ontario Ranch to accommodate people who live and/or work in the City.</p>
<p>Policy CE-1.7 Retail Goods and Services. We seek to ensure a mix of retail businesses that provide the full continuum of goods and services for the community.</p>	<p>Consistent: The Project Specific Plan allows for a maximum of 1,676,887 square feet of business park, retail or office uses. The Specific Plan provides opportunities for future business to contribute to the provision of continued goods and services within the Business Park and Mixed-Use Districts.</p>
<p>Policy CE-1.12 Circulation. We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles.</p>	<p>Consistent: The Project Specific Plan provides for both public transit, including future transit stop locations, and multi-purpose trails and sidewalks to encourage non-vehicular circulation within the Project area.</p>
<p>Goal CE2: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.</p>	
<p>Policy CE2.1: Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.</p>	<p>Consistent. The Project Specific Plan contains design guidelines in Section 5 to guide future development, consistent with the vision for Ontario Ranch. The guidelines are intended to ensure high quality, cohesive and attractive development that complements and integrates into the community and adds value to the City. The Specific Plan also establishes landscape setbacks along all roadways within the Specific Plan area to create safe and attractive streets for pedestrians and motorists.</p>
<p>Policy CE2.2: Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.</p>	<p>Consistent. The Project Specific Plan establishes a land use plan (Section 3.1) and design guidelines (Section 5) concerning site design, building design, and landscape design that ensure high-quality, functional and sustainable development that is regionally competitive and appropriate for the Ontario Ranch community</p>
<p>Policy CE-2.4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.</p>	<p>Consistent: The Project Specific Plan has provisions to ensure that the development of up to 466 high density attached residential units will create attractive and high-quality architecture and urban planning that is equal or greater to similar development in the surrounding neighborhoods. The</p>

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	Specific Plan provides design guidelines for future residential development in Section 5 that include architectural criteria that establish a high level of design and construction quality.
Policy CE2.5: Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.	Consistent: The Project Specific Plan includes a Maintenance Responsibility Matrix (Section 6.10) identifying the public, private, or utility providers responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. A Property Owners Association would be established for the maintenance of on-site common areas, including such improvements as landscape areas and drive aisles.
Policy CE2.6: Public Maintenance. We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm whether on private land, in rights-of-way, or on publicly-owned property.	Consistent: The Project Specific Plan includes a Maintenance Responsibility Matrix (Section 6.10) identifying the public, private, or utility providers responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. Right-of-way for public streets within the Specific Plan area and infrastructure improvements shall be dedicated to the City of Ontario for maintenance purposes. Landscape improvements and public streetlights within the public right-of-way shall be maintained through a landscape and lighting district or other special maintenance district established by the City. Dry utilities such as electricity, natural gas, and communication systems would be maintained by the appropriate utility company.
Goal S-1: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.	
Policy S1.1: Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.	Consistent: The Project Specific Plan requires all future development projects to comply with the State of California Building Code as adopted and implemented by the City.
Policy S-1.2 Entitlement and Permitting Process. We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.	Consistent: The Project Specific Plan acknowledges that all projects within the Specific Plan area shall comply with state guidelines and the California Building Code. Research of available maps indicates that the Specific Plan site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, there was no visible evidence of faulting during a geotechnical investigation conducted in 2022.
Goal S-2: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.	
Policy S-2.1 Entitlement and Permitting Process. We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient	Consistent: The Project Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all applicable mitigation measures of the Project EIR, state guidelines, and the California Building Code regarding flooding and inundation hazards.
Goal S-3: Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.	

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<p>Policy S-3.3 Fire and Emergency Medical Services. We maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies and meet the needs of the community and state requirements.</p>	<p>Consistent: The Project Specific Plan requires all infrastructure, including water systems needed to provide fire safety to be constructed concurrently with future development. The Specific Plan is located within the service area of Fire Station #2.</p>
<p>Policy S-3.8 Fire Prevention through Environmental Design. We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.</p>	<p>Consistent: The Project Specific Plan acknowledges that all projects within the Specific Plan area shall comply with the City’s development review process, which provides for review by the City’s Fire Department and potential redesign to incorporate fire prevention design elements within streetscapes, sites, open spaces, and buildings.</p>
<p>Goal S-4: An environment where noise does not adversely affect the public’s health, safety, and welfare.</p>	
<p>Policy S4.1: Noise Mitigation. We utilize the City’s Noise Ordinance, building codes, and subdivision and development codes to mitigate noise impacts.</p>	<p>Consistent: The Project Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all mitigation measures of the Project EIR, the City’s noise ordinance, subdivision and development codes, and the California Building Code to mitigate noise impacts.</p>
<p>Goal S-5: Minimize the risk of injury, property damage, and economic loss resulting from windstorms and wind-related hazards.</p>	
<p>Policy S-5.1 Dust Control Measures. We require the implementation of Best Management Practices for dust control at all excavation and grading projects.</p>	<p>Consistent: The Project Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all mitigation measures of the Project EIR, the construction management plan, and any subdivision and development codes regarding dust control.</p>
<p>Policy S-5.2 Grading in High Winds. We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.</p>	<p>Consistent: Future construction within the Project Specific Plan would comply with all City regulations and would comply with the City approved construction management plan and mitigation measures identified in the Project EIR.</p>
<p>Goal S-6: Reduced potential for hazardous materials exposure and contamination.</p>	
<p>Policy S6.9: Remediation of Methane. We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.</p>	<p>Consistent: The Project Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all mitigation measures of the Project EIR. MM HAZ-1, prior to the issuance of grading permits, the Project Applicant shall conduct further testing for the presence of methane on the Project site, in accordance with California Department of Toxic Substances Control (DTSC) methane assessment guidelines. The Project Applicant shall prepare a methane gas soil survey and implement grading activity recommendations to the satisfaction of the City Building Department. This shall include a post-construction soil gas investigation and installation of methane gas mitigation systems where post-grading methane levels exceed 5,000 parts per million volume (ppmv), should any such levels occur.</p>
<p>Goal S-7: Residential neighborhoods, commercial areas, and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, community involvement in public safety.</p>	
<p>Policy S7.4: Crime Prevention through Environmental Design (CPTED). We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces, and buildings.</p>	<p>Consistent: The Project Specific Plan acknowledges that all projects within the Specific Plan area shall comply with the City’s development review process, which provides for review by the City’s Police Department and potential redesign to incorporate crime prevention design elements in streetscapes, sites, open spaces, and buildings. Parcel lighting (Section 5.6, Lighting) addresses illumination of parking lots,</p>

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	loading dock areas, pedestrian walkways, building entrances, signage, and architectural and landscape features. A key provision includes the installation of ground or low mounted fixtures to provide for safety and convenience along pedestrian walkways, entrances, activity areas, steps, ramps, and special features. Section 5.1, Site Design, also encourages delineation of pedestrian access to on-site buildings from adjacent streets and parking areas by marking building entrances with signage, prominent architectural features, and/or landscaping features.
Goal S-9: Incorporate energy efficient practices and renewable energy systems to improve air quality, comfort, and energy reliability during temporary power outages	
Policy S-9.1 Solar Energy. We support and may incentivize the installation of residential and commercial solar panels and battery storage systems that can provide electricity during power outages.	Consistent: Future construction of residential units within the Project Specific Plan would comply with all Federal, state and City regulations for solar energy. The Specific Plan provides design guidelines for future residential development in Section 5 that include site planning and design criteria to encourage future solar panel installation.
Goal M-1: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario	
Policy M-1.1 Roadway Design and Maintenance. We require our roadways to: 1. Comply with federal, state, and local design and safety standards; 2. Meet the needs of multiple transportation modes and users; 3. Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4. Be maintained in accordance with best practices; 5. Be compatible with the streetscape and surrounding land uses; 6. Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.	Consistent: The Project Specific Plan complies with the Functional Roadway Classification Plan of the Mobility Element and, therefore, aims to comply with federal, state, and local design and safety standards; meet the needs of multiple transportation modes and users; and maintain a Level of Service of E or better at all intersections addressed in the project environmental impact report. Specific Plan site design strives to minimize the effects of truck traffic on nearby residential uses by locating truck entries and loading docks away from residential use.
Policy M-1.2 Mitigation of Impacts. We require development to mitigate its traffic impacts.	Consistent: The Project Specific Plan requires in Section 6.3.4, Compliance with CEQA, that projects within the Specific Plan area comply with all mitigation measures, conditions, and project design features identified in the Project EIR. Section 5.1, Site Design, provides guidelines to ensure buildings, structures, and loading facilities would be designed so loading and unloading activities occur on-site without extending beyond the property line.
Goal M-2: A system of trails and corridors that facilitate and encourage active modes of transportation.	
Policy M-2.2 Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to	Consistent: The Project Specific Plan includes a Circulation Plan in Section 3 to provide connectivity to the trails and bikeway corridors identified in the Ontario Multipurpose Trails and Bikeway Corridor Plan, including installation of multipurpose trails along Euclid Avenue and Edison Avenue.

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include bicycle facilities, such as bicycle parking and secure storage areas.	
<p>Policy M-2.3 Pedestrian Walkways. We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points.</p>	<p>Consistent: The Project Specific Plan street sections and streetscape designs (Section 3.1, Circulation Plan and Section 5.3, Landscape Design) provide for construction of 5-foot-wide public pedestrian sidewalks for Euclid, Schaefer, Edison, and Sultana Avenues to connect with adjacent existing and planned pedestrian circulation systems. Pedestrian sidewalks are separated from vehicular travel lanes by a landscaped parkway. Proposed improvements for the Specific Plan area streets are consistent with the City’s Ontario Ranch Streetscape Master Plan.</p>
<p>Policy M-2.4 Network Opportunities. We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed-use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.</p>	<p>Consistent: The Project Specific Plan includes the construction of multi-purpose trails along Euclid and Schaefer Avenues and public accessible sidewalks along Euclid, Schaefer, Edison, and Sultana Avenues. Potential pedestrian and bicycle connectivity to neighborhoods within and adjacent to the Mixed-Use District would be incorporated into future residential development plans.</p>
<p>Goal M-3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit-dependent.</p>	
<p>Policy M-3.2 Alternative Transit Facilities at New Development. We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.</p>	<p>Consistent: The Project Specific Plan discusses (in Section 3.2.9, Transit) that the City is coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service to target destinations and along corridors, including Euclid Avenue on the western boundary of the Specific Plan area.</p>
<p>Goal M-4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.</p>	
<p>Policy M-4.1 Truck Routes. We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.</p>	<p>Consistent: The Project Specific Plan is designed to enable easy vehicular access to the truck route network and to encourage its business park users to implement effective goods movement strategies. The Land Use and Circulation Plans for the Specific Plan area (Section 3, Development Plan) are designed to direct truck traffic away from nearby residential use in the City of Chino.</p>
<p>Policy M-4.4 Environmental Considerations. We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.</p>	<p>Consistent: The Project Specific Plan implements the City of Ontario master planned street network and provides for the construction of circulation improvements to support adequate infrastructure for safe and efficient truck routing and supports Citywide efforts to evaluate and address future needs for clean fueling/recharging and electrified truck parking.</p>
<p>Goal CD-1: A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses.</p>	

General Plan Goals/Policies	Project Consistency
<p>Policy CD-1.2 Place Type. We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City’s identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities.</p>	<p>Consistent: The Euclid Mixed Use Specific includes design guidelines in Section 5 that include architectural criteria that establish a Gateway design treatment with landscaping and monumentation to create a unique entry to the Ontario Ranch community and the City overall. This placemaking element would establish a unique and high-quality community and neighborhood design character for future development within the Specific Plan area.</p>
<p>Policy CD-1.4 Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.</p>	<p>Consistent: The Project Specific Plan requires the construction of landscaped neighborhood edges along Euclid, Edison, and Schaefer Avenues per the City master plans for these major transportation corridors. Section 5, Design Guidelines include criteria for landscaping these neighborhood edges and other common areas.</p>
<p>Goal CD-2: A high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct.</p>	
<p>Policy CD-2.1 Quality Building Design and Architecture. We encourage all development projects to convey visual interest and character through:</p> <ol style="list-style-type: none"> 1. Building volume, massing, and height to provide context-appropriate scale and proportion; 2. A true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting; and 3. Exterior building materials that are articulated, high quality, durable, and appropriate for the architectural style. 	<p>Consistent: The Project Specific Plan Chapter 5, Design Guidelines ensure that: 1) scale, massing, fenestration, materials, and colors are consistent with the building’s architectural style and compatible with the overall design in the Specific Plan area, 2) articulation is provided through elements such as cornices, parapets, expression lines, and changes in materials and/or colors, 3) use of a variety of colors, materials, and/or textures on each building is appropriate to the architectural features or massing.</p>
<p>Policy CD-2.2 Neighborhood Design. We create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:</p> <ol style="list-style-type: none"> 1. A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services; 2. Varied parcel sizes and lot configurations to accommodate a diversity of housing types; 3. Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access; 4. Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; 5. Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users. 	<p>Consistent: The Project Specific Plan has provisions to allow for the development of up to 466 high density attached residential units within the Mixed-Use District. The Specific Plan provides design guidelines for future residential development in Section 5 that include criteria for site planning/neighborhood design and architecture including considerations for access, connectivity, livability, and social interaction.</p>

General Plan Goals/Policies	Project Consistency
<p>Policy CD-2.3 Commercial Areas. We desire commercial areas and centers to be distinctive, pedestrian friendly, functional, and vibrant with a range of businesses, places to gather, and connectivity to the neighborhoods they serve.</p>	<p>Consistent: The Project Specific Plan allows for maximum of 1,676,887 square feet of employment generating land uses within the Business Park and Mixed-Use Districts. The Specific Plan provides design guidelines for future development in Section 5 that include architectural criteria to encourage the development of a variety of distinctive commercial businesses that are pedestrian friendly, connected to other surrounding uses, functional, and vibrant elements of the overall neighborhood.</p>
<p>Policy CD-2.4 Urban, Mixed Use, and Transit-oriented Areas. We establish Place Types to require mixed use, urban, and transit-oriented areas to be designed and developed as pedestrian oriented areas that are integrated with adjacent neighborhoods and promote a vibrant, comfortable, and functional environment, as defined for each Place Type.</p>	<p>Consistent: The Project Specific Plan includes a Mixed-Use District that would allow up to 466 residential units and a maximum of 290,110 square feet of retail or office uses along Edison Avenue in close proximity to transit turnouts within the Specific Plan area. The Specific Plan provides design guidelines for future development in Section 5 that include planning and design criteria to create a unique and high-quality community and neighborhood design character for future development within the Specific Plan area that would be integrated into surrounding neighborhoods.</p>
<p>Policy CD-2.5 Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.</p>	<p>Consistent: Section 3.3, Circulation Plan, addresses connectivity, street improvements, pedestrian and bicycle plans, and transit. In Section 5.3, Landscape Design, the Project Specific Plan identifies street improvements and streetscape including parkways, street trees, sidewalks, landscape buffers, and street lighting for Euclid Avenue, Eucalyptus Avenue, Merrill Avenue, and Sultana Avenue within the Specific Plan area, which are consistent with the Circulation Element of The Ontario Plan. The Project Specific Plan streetscape design creates an aesthetically pleasing view for pedestrians and motorists, screens parking and loading areas from the public right-of-way, and visually integrates the development into the surrounding Ontario Ranch community.</p>
<p>Policy CD-2.6 Connectivity. We promote development of local street patterns, multimodal networks, and connected public spaces that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means:</p> <ol style="list-style-type: none"> 1. Local street networks that provide access both between subdivisions and within neighborhoods and discourage through traffic; 2. A local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials and to provide adequate emergency and evacuation access; and 3. Pedestrian and bicycle networks that provide convenient access to 	<p>Consistent: The Project Specific Plan includes design guidelines for future development within the Mixed-Use District in Section 5 that include planning and design criteria to create safe and efficient circulation systems and connectivity for future development within the Specific Plan area and surrounding neighborhoods.</p>

General Plan Goals/Policies	Project Consistency
<p>neighborhoods and nearby destinations, such as schools, parks, other public spaces, commercial areas, and transit stops.</p>	
<p>Policy CD-2.7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.</p>	<p>Consistent: The Project Specific Plan is committed to sustainable design strategies that integrate principles of environmental stewardship into the design, construction, and operation process. The Specific Plan incorporates sustainability principles into its design guidelines such as drought tolerant landscaping, skylights in warehouse areas of buildings to provide natural light and reduce lighting demand, high performance dual pane glazing in office storefronts, and LED products for energy efficient site lighting. Design strategies include the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption. The use of recycled water to irrigate landscape is required by the Specific Plan’s Recycled Water Plan (Section 3.4), consistent with the City of Ontario Recycled Water Master Plan.</p>
<p>Policy CD-2.8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.</p>	<p>Consistent: The Project Specific Plan includes design guidelines for future development within the Mixed-Use District in Section 5 that include criteria to create safe and efficient walkway and common areas that are visible and well lit at night for future development within the Specific Plan.</p>
<p>Policy CD-2.9 Landscape Design. We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.</p>	<p>Consistent: Consistent with the vision for Ontario Ranch as outlined in the Ontario Ranch Streetscape Master Plan, the Project Specific Plan (Section 5.3, Landscape Design) provides for landscaped setbacks and landscaped parkways adjacent to bike lanes and sidewalks, defining these public spaces. The landscaped setbacks and parkways will include drought-tolerant plants featuring colorful shrubs and groundcovers, ornamental grasses and succulents, evergreen and deciduous trees, and species native to southern California or naturalized to the arid southern California climate to promote durable plant materials. The plant selection would complement the design theme of the Specific Plan area. Parking lot landscaping would reduce associated heat buildup, improve aesthetics, and integrate into onsite landscape design and adjacent streetscapes. Swaled landscape areas would retain/ infiltrate stormwater run-off to improve water quality and promote groundwater recharge where feasible. Shade trees thoughtfully located near expanses of paving, building walls, roofs, and windows would reduce the impacts of heat gain.</p>
<p>Policy CD-2.10 Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include:</p>	<p>Consistent: The Project Specific Plan includes design guidelines for future development within the Mixed-Use District in Section 5 that include planning and design criteria to minimize the visual impact of surface parking and garages for future development within the Specific Plan area and surrounding neighborhoods.</p>

General Plan Goals/Policies	Project Consistency
<ol style="list-style-type: none"> 1. Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field. 2. Structured parking: facade articulation, screening, appropriate lighting, and landscaping. 3. Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces. 	
<p>Policy CD-2.11 Entry statements. We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.</p>	<p>Consistent: The Project Specific Plan establishes design guidelines to ensure high-quality development and a sense of place. As discussed in Section 5.3, Landscape Design, Euclid, Eucalyptus, Schaefer, Edison, and Sultana Avenues would feature landscaped setbacks adjacent to the Specific Plan area that would provide attractive entries to the site. An entry monument would be located at the northeast corner of Euclid Avenue and Edison Avenue to identify the Ontario Ranch area and/or the Project Specific Plan area.</p>
<p>Policy CD-2.12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.</p>	<p>Consistent: The Project Specific Plan (Section 5.7, Signage) requires approval of a comprehensive sign program to address parcel identification, building identification and directional signage within the Specific Plan area. A comprehensive sign program would integrate Project signage with the overall design of the site and structures to create a unified visual statement. A comprehensive sign program provides a means for flexible application of sign regulations to provide incentive and latitude in the design and display of multiple signs. Business park uses on the site would also be appropriately signed to give direction to loading and receiving, visitor parking, and other special uses.</p>
<p>Policy CD-2.16 Transit Stops. We require transit stops be conveniently located, well lit, safe, and clearly accessible to pedestrians, bicyclists, and people of all abilities.</p>	<p>Consistent: The Project Specific Plan requires the location and construction of transit turnouts within the Specific Plan area.</p>
<p>Goal CD-3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.</p>	
<p>Policy CD-3.1 Unique Identity. We promote development that heightens the unique character and identity of each Place Type by requiring compatible land uses and land planning, site design, and building design that promotes an active public realm.</p>	<p>Consistent: The Project Specific Plan includes design guidelines for future development within the Mixed-Use District in Section 5 that include planning and design criteria to establish a unique character and sense of identity for future development within the Specific Plan area and surrounding neighborhoods.</p>
<p>Policy CD-3.2 Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.</p>	<p>Consistent: The Project Specific Plan includes design guidelines for future development within the Mixed-Use District in Section 5 that include planning and design criteria to maximize safety, comfort and aesthetics and connect to the Citywide pedestrian, vehicular and bicycle networks.</p>

General Plan Goals/Policies	Project Consistency
<p>Policy CD-3.3 Complete and Connected Network. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.</p>	<p>Consistent: The Project Specific Plan includes design guidelines for future development within the Mixed-Use District in Section 5 that include planning and design criteria to ensure that all modes of circulation and neighborhood connectivity are provided and coordinated with the Citywide pedestrian, vehicular and bicycle network to maximize safety, comfort, and aesthetics.</p>
<p>Policy CD-3.4 Context-Aware and Appropriate Design. We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.</p>	<p>Consistent: The Project Specific Plan includes design guidelines for future development within the Mixed-Use District in Section 5 that include planning and design criteria to ensure that future development complements existing surrounding development and provides adequate transitions and buffers between less compatible uses and minimizes potential conflicts.</p>
<p>Policy CD-3.5 Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).</p>	<p>Consistent: The Project Specific Plan includes design guidelines for future development within the Mixed-Use District in Section 5 that include planning and design criteria to create active pedestrian streetscapes and orient building frontages, business entrances, residential courtyards and balconies towards sidewalks and common open areas maximize safety, comfort, and aesthetics.</p>
<p>Goal CD-5: A sustained level of maintenance and improvement of properties, buildings, and infrastructure that protects the property values and encourages additional public and private investments.</p>	
<p>Policy CD-5.1 Maintenance of Buildings and Property. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.</p>	<p>Consistent: The Project Specific Plan includes a Maintenance Responsibility Matrix in Section 6, Implementation, identifying the parties responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. Privately owned buildings would be maintained as specified by the Property Owners Association (Section 6.10.2).</p>
<p>Policy CD-5.2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.</p>	<p>Consistent: The Project Specific Plan includes a Maintenance Responsibility Matrix in Section 6, Implementation, identifying the parties responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area.</p>
<p>Goal SR-2: A range of educational and training opportunities for residents and workers of all ages and abilities that improves their life choices and provides a skilled workforce for our businesses.</p>	
<p>Policy SR-2.4 Access to Schools. We work with local and regional partners to improve the safety in and around schools and to improve access for citizens of all ages and abilities to schools and community services, such as after school and other programs.</p>	<p>Consistent: The Project Specific Plan evaluated the accessibility and capacity of existing schools. Future residential development would be reviewed by the applicable school districts and would address the mitigation measures identified in the Project EIR.</p>

General Plan Goals/Policies	Project Consistency
Goal SR-5: Local heritage, entertainment, and cultural experiences that enrich the lives of Ontario’s residents, workers, and visitors and serve to attract residents and businesses to the City.	
Policy SR-5.3 Public Art. We encourage public art in buildings, parks, open spaces, and other public and private spaces.	Consistent: The Project Specific Plan does not require public art within the Business Park and Mixed-Use Districts specifically. Future development plans for commercial or office uses should consider public art improvements or amenities according to City policy.
Sources: City of Ontario. 2022. <i>TOP 2050 Policy Plan</i> . https://www.ontarioca.gov/Ontarioplan/Policyplan . (accessed March 2023).	

Ontario Development Code Consistency

Upon adoption of the Project Specific Plan, the development regulations and design standards within the Project Specific Plan would apply to the Project site and would establish the applicable zoning regulations and development standards. The Project Specific Plan would become the land use implementation tool for the Project site. As stated in Ontario Development Code Section 1.01.035, in the event of any conflict between the requirements of the Development Code and the standards contained within an adopted project, the requirements of the project shall govern, and when the provisions of a project are silent on a specific matter, the regulations set forth in the Development Code shall apply. As such, the Project would not result in conflicts with the Ontario Development Code, and impacts would be less than significant.

Airport Environs Land Use Plan Consistency

The Project site is one-mile north of the Chino Airport and is approximately 4.0 miles south of the ONT and within the AIA for both airports. Airport operations and their potential noise and safety hazards require careful land use planning on adjacent and nearby lands to protect residents and land uses. Airport operations and their accompanying safety and noise hazards are discussed in **Section 4.9: Hazards and Hazardous Materials**, and **Section 4.12: Noise**.

The City is currently developing a Compatibility Plan for Chino Airport (Compatibility Plan) that relies upon the California Airport Land Use Planning Handbook (State of California Department of Transportation, Division of Aeronautics) October 2011 (Handbook). As provided for in the Handbook “alternative process” the City functions as the Designated Agency in formulating airport land use compatibility plans for City properties. The Compatibility Plan is based on the Handbook Generic Safety Zones for General Aviation Airports.

Final site plans and development plans within the Project site would be subject to and required to comply with applicable standards and requirements of the Compatibility Plan as adopted by the City. Please refer also to related discussions presented in **Section 4.9, Hazards and Hazardous Materials**, of this Draft EIR.

The Project site is within the ONT ALUCP. However, it is not within a safety zone, a noise impact zone, or an airspace protection zone of the ONT. Therefore, a less than significant impact will occur.

Conclusion

As noted above, the Project would not conflict with any land use plan, policy, or regulation. The proposed Project Specific Plan proposes the same land uses as contained in the City’s TOP 2050. Furthermore, the Project Specific Plan would promote orderly development to coincide with adjacent land uses. As shown

on **Tables 4.11-2** and **4.11-3**, the Project embodies the goals and policies in the applicable long-range planning documents. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is required.

4.11.7 Cumulative Impacts

The geographic context for this cumulative analysis includes the City in relation to the City's TOP 2050. Cumulative development would result in substantial changes to existing land use patterns through conversion of agricultural and dairy lands into urban uses pursuant to the General Plan land use designations. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted General Plan goals, objectives, and policies, as well as with the City's Development Code and ALUCP policies. As part of environmental review, projects would be required to provide mitigation for any inconsistencies with the General Plan and environmental policies that would result in adverse physical environmental effects. The cumulative projects as a whole would result in a more intensely developed built environment than currently exists, as it currently exists as an underutilized portion of land and would be required to be consistent with local General Plan policies.

Additionally, the Project would be pursuant to TOP 2050 and would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Project Specific Plan is implementing TOP 2050.⁷

Cumulative projects could include General Plan amendments and/or zone changes, and modifications to existing land uses. However, such amendments do not necessarily represent an inherent negative effect on the environment, particularly if the proposed changes involve changes in types and intensity of uses, rather than eliminating application of policies that were specifically adopted for the purpose of avoiding or mitigating environmental effects. Past and present cumulative projects do not involve amendments that would eliminate application of policies that were adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

⁷ City of Ontario. (2022). *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.11, Land Use and Planning*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf (accessed April 2023).

4.11.8 Significant Unavoidable Impacts

There are no significant unavoidable impacts.

4.11.9 References

California Airport Land Use Planning Handbook (State of California Department of Transportation, Division of Aeronautics) October 2011. <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf>.

City of Ontario. 2022. *TOP 2050, Land Use Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/land-use>.

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City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.11, Land Use and Planning*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf.

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City of Ontario. 2022. *TOP 2050 Policy Plan*. <https://www.ontarioca.gov/Ontarioplan/Policyplan>.

City of Ontario. 2022. *TOP 2050, Table 3-2 Land Use Designations in the City of Ontario*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf.

Los Angeles/Ontario International Airport. 2010. *Map 2-1 Compatibility Policy Map: Airport Influence Area*. <https://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/policy-map-2-1.pdf>.

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4.12 NOISE

4.12.1 Introduction

This section of the Draft Environmental Impact Report (Draft EIR) discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing noise-sensitive receptor locations; and evaluates potential noise and vibration impacts associated with (Project); and provides mitigation to reduce noise impacts at sensitive receptor locations. This evaluation uses procedures and methodologies as specified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and evaluates the potential for the proposed Project to result in noise and vibration impacts at nearby sensitive receptors. **Appendix H: Noise Data** of this Draft EIR provides supplementary, project-specific background information, construction noise calculation worksheets, and project-generated traffic noise modeling results.

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

4.12.2 Environmental Setting

Sound Fundamentals

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel (dB). Changes of 1 to 3 dBA are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A 3 dBA change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dBA is readily discernable to most people in an exterior environment whereas a 10 dBA change is perceived as a doubling (or halving) of the sound.

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are “felt” more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by weighting frequencies in a manner approximating the sensitivity of the human ear.

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the State of California, and many local

governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

Technical Terminology

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as “noisiness” or “loudness.”

The following are brief definitions of terminology used in this section:

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}); also called the Energy-Equivalent Noise Level.** The value of an equivalent, steady sound level which, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the L_{eq} metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.
- **Statistical Sound Level (L_n).** The sound level that is exceeded “n” percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the “median sound level.” The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the “intrusive sound level.” The L_{90} is the sound level exceeded 90 percent of the time and is often considered the “effective background level” or “residual noise level.”
- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.
- **Community Noise Equivalent Level (CNEL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 pm to 10:00 pm and 10 dB from 10:00 pm to 7:00 am. For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive, that is, higher than the L_{dn} value). As a matter of practice, L_{dn} and CNEL values are interchangeable and are treated as equivalent in this assessment.
- **Peak Particle Velocity (PPV).** The peak signal value of an oscillating vibration velocity waveform usually expressed in inches per second (in/sec).

- **Vibration Decibel (VdB).** A unitless measure of vibration, expressed on a logarithmic scale and with respect to a defined reference vibration velocity. In the U.S., the standard reference velocity is 1 micro- inch per second (1×10^{-6} in/sec).
- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.
- **RCNM.** Federal Highway Administration Roadway Construction Noise Model.

Sound Measurement

Sound pressure is measured through the A-weighted measure to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. On a logarithmic scale, an increase of 10 dBA is 10 times more intense than 1 dBA, while 20 dBA is 100 times more intense, and 30 dBA is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dBA. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as "spreading loss." For a single point source, sound levels decrease by approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dBA for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases by 4.5 dBA for each doubling of distance.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_2 , L_8 and L_{25} values represent the noise levels that are exceeded 2, 8, and 25 percent of the time, or 1, 5, and 15 minutes per hour. These " L_n " values are typically used to demonstrate compliance for stationary noise sources with a city's noise ordinance, as discussed below. Other values typically noted during a noise survey are the L_{min} and L_{max} . These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law and the County require that, for planning purposes, an artificial dB increment be added

to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day- Night Noise Level (L_{dn}). The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 p.m. to 10:00 p.m. and 10 dBA for the hours from 10:00 p.m. to 7:00 a.m. The L_{dn} descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 p.m. and 10:00 p.m. Both descriptors give roughly the same 24-hour level with the CNEL being only slightly more restrictive (i.e., higher).

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, and thereby affecting blood pressure, functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA could result in permanent hearing damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. **Table 4.12-1: Typical Noise Levels** shows typical noise levels from familiar noise sources.

Table 4.12-1: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Onset of physical discomfort	120+	
	110	Rock Band (near amplification system)
Jet Flyover at 1,000 feet	100	
Gas Lawn Mower at three feet	90	
Diesel Truck at 50 feet, at 50 mph	80	Food Blender at 3 feet Garbage Disposal at 3 feet
Noisy Urban Area, Daytime	70	Vacuum Cleaner at 10 feet Normal speech at 3 feet
Commercial Area	60	
Heavy Traffic at 300 feet	50	Large Business Office Dishwasher Next Room
Quiet Urban Daytime	40	Theater, Large Conference Room (background)
Quiet Urban Nighttime	30	Library
Quiet Suburban Nighttime	20	Bedroom at Night, Concert Hall (background)
Quiet Rural Nighttime	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Vibration Fundamentals

Vibration is an oscillating motion in the earth. Like noise, vibration is transmitted in waves, but in this case through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard.

Vibration can be either natural as in the form of earthquakes, volcanic eruptions, landslides, or man-made as from explosions, heavy machinery or trains. Both natural and man-made vibration may be continuous such as from operating machinery, or impulsive as from an explosion.

As with noise, vibration can be described by both its amplitude and frequency. Amplitude may be characterized in three ways including displacement, velocity, and acceleration. Particle displacement is a measure of the distance that a vibrated particle travels from its original position and for the purposes of soil displacement is typically measured in inches or millimeters. Particle velocity is the rate of speed at which soil particles move in in/sec or millimeters per second (mm/sec). Particle acceleration is the rate of change in velocity with respect to time and is measured in in/sec or mm/sec. Typically, particle velocity (measured in in/sec) and/or acceleration (measured in gravities) are used to describe vibration. **Table 4.12-2: Human Reaction to Typical Vibration Levels** presents the human reaction to various levels of peak particle velocity (PPV).

Table 4.12-2: Human Reaction to Typical Vibration Levels

Vibration Level Peak Particle Velocity (in/sec)	Human Reaction	Effect on Buildings
0.006–0.019	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e., not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to “architectural” damage to normal dwelling – houses with plastered walls and ceilings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage
Source: California Department of Transportation, <i>Technical Noise Supplement to the Traffic Noise Analysis Protocol</i> , September 2013.		

The way in which vibration is transmitted through the earth is called propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

4.12.3 Regulatory Setting

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

Federal

While there are no federal regulations directly applicable to implementation of the Project under CEQA, the federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the Environmental Protection Agency (EPA). Such limitations would apply to the operation of construction equipment and would also apply to any proposed industrial warehouse land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA, and is, therefore, not addressed further in this analysis.

State

General Plan Guidelines

The State of California, through its General Plan Guidelines, discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at different noise levels expressed in CNEL. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. Local municipalities adopt these compatibility standards as part of their General Plan and modify them as appropriate for their local environmental setting.

California Building Code

The California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, §1207.11.2, *Allowable Interior Noise Levels*, requires that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric is evaluated as either the day-night average sound level (L_{dn}) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.

The State of California's noise insulation standards for nonresidential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed projects may use either the prescriptive method (§5.507.4.1) or the performance method (§5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment

of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA $L_{eq(1hr)}$.

Local Noise Standards

City of Ontario General Plan – The Ontario Plan 2050

The Safety and Land Use Elements of The Ontario Plan (TOP) 2050 set forth goals, policies, and land use guidelines to protect residential neighborhoods and noise-sensitive receptors from excessive noise levels. The City uses the Noise Level Exposure and Land Use Compatibility Guidelines (shown in **Table 4.12-3: Noise Level Exposure and Land Use Compatibility Guidelines** below) when siting new development and making land use decisions.

Table 4.12-3: Noise Level Exposure and Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)			
Category	Uses	Clearly Acceptable ¹	Normally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential/Lodging	Single Family/Duplex	<60	60-65	65-70	70-85
	Multi-Family	<60	60-65	65-75	75-85
	Mobile Homes	<60	60-65	-	65-85
	Hotel/Motel	<65	65-70	70-80	80-85
Public/Institutional	Schools/Hospitals	<60	60-65	65-70	70-85
	Churches/Libraries	<60	60-65	65-70	70-85
	Auditoriums/Concert Halls	<55	55-60	60-70	70-85
Commercial	Offices	<65	65-75	75-80	80-85
	Retail	<70	70-75	75-80	80-85
Industrial	Manufacturing	<70	70-75	75-85	-
	Warehousing	<70	70-80	80-85	-
Recreational/Open Space	Parks/Playgrounds	<65	65-70	70-75	75-85
	Golf Course/Riding Stables	<65	65-70	70-75	75-85
	Outdoor Spectator Sports	<60	60-65	65-70	
	Outdoor Music Shells/Amphitheaters	-	<60	60-65	65-85
	Livestock/Wildlife Preserves	<70	-	70-75	75-85
	Crop Agriculture	<55-85	-	-	-

Source: The Ontario Plan

¹ No special noise insulation required, assuming buildings of normal conventional construction.

² Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditions will normally suffice

³ New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made, and necessary noise insulation features included.

⁴ No new construction should be permitted.

The following goals and policies from TOP Safety Element¹ are directly relevant to the proposed Project:

- Goal S4** **An environment where noise does not adversely affect the public’s health, safety, and welfare.**
- Goal S4-1** **Noise Mitigation. Utilize the City’s Noise Ordinance, building codes and subdivision and development codes to mitigate noise impacts.**

¹ City of Ontario. 2022. *TOP 2050, Safety Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/safety>. (accessed April 2023).

Goal S4-2 **Coordination with Transportation Authorities. Collaborate with airport owners, FAA, Caltrans, SANBAG, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation related plans to minimize noise impacts and provide appropriate mitigation measures.**

Goal S4-4 **Truck Traffic. Manage truck traffic to minimize noise impacts on sensitive land uses.**

Goal S4-5 **Roadway Design. Design streets and highways to minimize noise impacts.**

Municipal Code Standards

The City of Ontario enforces noise limits through the Municipal Code Chapter 29, *Noise*. **Table 4.12-4: Exterior Noise Standards – City of Ontario** summarizes the City of Ontario’s noise limits.

Table 4.12-4: Exterior Noise Standards – City of Ontario

Land Use	Allowed Equivalent Noise Level, L_{eq}	
	7:00 AM to 10:00 PM	10:00 PM to 7:00 AM
Single-Family Residential	65 dBA	45 dBA
Multi-Family Residential, Mobile Home Parks	65 dBA	50 dBA
Commercial Property	65 dBA	60 dBA
Residential Portion of Mixed Use	70 dBA	70 dBA
Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

Source: City of Ontario. 2022. Ontario Municipal Code, Chapter 29 *Noise – Section 5-29.04 Exterior Noise Standards*. https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-41849. (accessed April 2023).

The noise limits summarized in **Table 4.12-4** are subject to the following:

- The noise standard for the applicable zone for any fifteen-minute (15) period; and
- A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).
- In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
- The Noise Zone IV (residential portion of mixed use) standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use, if the noise originates from that commercial property or use.
- If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.
- Section 5-29.11, the noise standards assigned to Noise Zone I (single-family residential) also apply to the outdoor use area of any school, day care center, hospital or similar health care institution, library or museum while it is in use.
- Section 5-29.06(e), noise sources associated with construction, repair, remodeling, demolition or grading of a public right-of-way is exempt from the provisions of the Municipal Code.
- Section 5-29.09 addresses construction noise and states that no person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a

person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 AM and 6:00 PM or on Saturday or Sunday between the hours of 9:00 AM and 6:00 PM.

City of Chino

The City of Chino enforces noise limits through the Municipal Code Chapter 9.40, *Noise*. **Table 4.12-5: Exterior Noise Standards for Residential Properties – City of Chino** summarizes the City of Chino’s noise limits for residential, school, and hospital (or similar health care institution) properties.

Table 4.12-5: Exterior Noise Standards for Residential Properties – City of Chino

Maximum Time of Exposure	Noise Metric	Noise Level Not to Exceed	
		7:00 AM to 10:00 PM	10:00 PM to 7:00 AM
30 min/hour	L ₅₀ ¹	55 dBA	50 dBA
15 min/hour	L ₂₅ ²	60 dBA	55 dBA
5 min/hour	L ₈ ³	65 dBA	60 dBA
1 min/hour	L ₂ ⁴	70 dBA	65 dBA
Any Period of Time	L _{max} ⁵	75 dBA	70 dBA

Source: City of Chino. 2020. Chino Municipal Code, Chapter 9.40 *Noise – Section 9.40.040 Exterior Noise Standards, Section 9.40.070 Schools, Churches, Libraries, Health Care Institutions – Special Provisions*. https://library.municode.com/ca/chino/codes/code_of_ordinances?nodeId=TIT9PUPEMOWE_CH9.40NO. (accessed April 2023).
 Note: A 5 dBA penalty shall be applied in the event of an alleged offensive noise such as impact noise, simple tones, speech, music, or any combination of thereof. The noise standards shall not exceed

¹ The noise standard for a cumulative period of more than 30 minutes in any hour; or
² The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour; or
³ The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour; or
⁴ The noise standard plus 15 dBA for a cumulative period of more than 1 minute in any hour; or
⁵ The noise standard plus 20 dBA for any period of time.

The noise limits summarized in **Table 4.12-5** are subject to the following:

- Each of the noise limits specified in **Table 4.12-5** shall be reduced by 5 dBA for impulse or simple tone noises, or for noises consisting of speech or music; provided, however, that if the ambient noise level exceeds the resulting standard, the ambient shall be the standard.
- In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.
- If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.
- Construction activity is exempt from the provisions of the Municipal Code between the hours of 7:00 AM and 8:00 PM Monday through Saturday, with no construction allowed on Sundays and federal holidays pursuant to §9.40.060 and §15.44.030 of the Chino Municipal Code. The construction noise standard is 65 dBA at the affected residential property line.
- Section 9.40.110 of the Chino Municipal Code sets the threshold of vibration perception at no more than 0.05 inches/second RMS vertical velocity (equivalent to 94 VdB).

Existing Conditions

Mobile Noise Sources

Existing roadway noise levels were calculated for the roadway segments in the Project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing traffic volumes from the Traffic Analysis (see **Appendix I: Transportation Reports**). The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along roadway segments in proximity to the Project site are included in **Table 4.12-6: Existing Traffic Noise Levels**. As shown in **Table 4.12-6**, existing traffic noise levels in the Project vicinity range between 61.7 dBA CNEL and 71.3 dBA CNEL.

Table 4.12-6: Existing Traffic Noise Levels

Roadway Segment	ADT	dBA CNEL ¹
Euclid Avenue		
SR-60 WB Ramp to SR-60 EB Ramp	53,133	69.7
SR-60 EB Ramp to Walnut Avenue	57,775	70.0
Walnut Avenue to Riverside Drive	43,539	68.8
Riverside Drive to Chino Avenue	39,579	68.3
Chino Avenue to Schaefer Avenue	36,780	70.2
Schaefer Avenue to Project Driveway 1	34,742	69.9
Driveway 1 to Driveway 4	30,338	69.3
Driveway 4 to Edison Avenue	38,099	70.3
Edison Avenue to Eucalyptus Avenue	43,376	70.8
Eucalyptus Avenue to Merrill Avenue	42,026	70.7
Merrill Avenue to Kimball Avenue	38,369	71.3
Schafer Avenue		
Euclid Avenue to Project Driveway 5	14,161	64.6
Project Driveway 5 to Project Driveway 7	9,716	62.9
Project Driveway 7 to Sultana Avenue	9,876	62.9
Sultana Drive to Bon View Avenue	9,217	62.6
Bon View Avenue to Grove Avenue	7,522	61.7
Edison Avenue		
Euclid Avenue to Project Driveway 8	20,081	67.1
Project Driveway 8 to Project Driveway 10	16,492	66.2
Project Driveway 10 to Sultana Drive	16,690	66.2
Sultana Drive to Bon View Avenue	15,563	65.9
Bon View Avenue to Grove Avenue	15,875	65.9
ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level Traffic noise levels are at 100 feet from the roadway centerline.		
Source: Based on traffic data provided by Urban Crossroads (2023). Refer to Appendix H for traffic noise modeling results.		

Chino Airport

The Project site is located directly north of the Chino Airport. Due to the orientation of the runway, the project would not fall within the 55 dBA CNEL noise contour². As shown in **Table 4.12-6**, existing traffic noise exceeds the 55 dBA noise level generated by the airport. Therefore, the Chino Airport would not be a significant source of noise for the Project site.

Ambient Noise Measurements

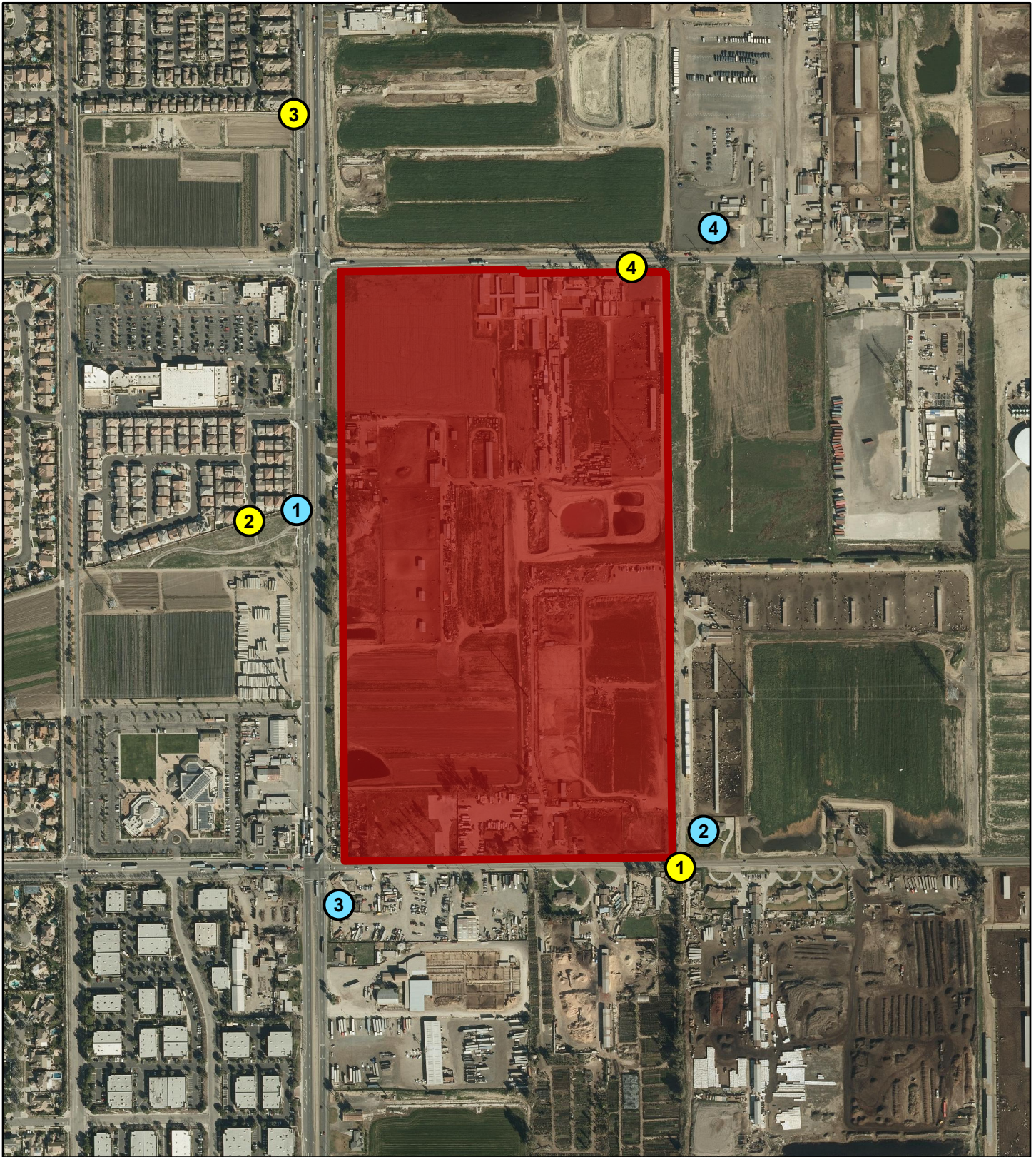
The Project site currently contains land used for dairy farming. To quantify existing ambient noise levels in the Project area, Kimley-Horn conducted five short-term noise measurements on February 8, 2023; see **Appendix H**. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. The 10-minute measurements were taken between 2:15 p.m. and 3:42 p.m. near potential sensitive receptors. Short-term L_{eq} measurements are considered representative of the noise levels throughout the day. The noise levels and sources of noise measured at each location are listed in **Table 4.12-7: Existing Noise Measurements** and shown on **Figure 4.12-1: Noise Measurement and Sensitive Receptor Locations**.




Table 4.12-7: Existing Noise Measurements

Monitoring Location	Description	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
NM-1	Intersection of Edison Avenue and Sultana Avenue	74.8	48.5	92.3	2:15-2:25 p.m.
NM-2	South of Farmhouse Avenue	56.1	46.2	63.9	2:41-2:51 p.m.
NM-3	Euclid Avenue by the Residences on the corner of Joy Street and Mashona Avenue	75.0	46.0	89.9	3:06-3:16 p.m.
NM-4	7255 Schaefer Avenue	73.0	46.0	86.4	3:32-3:42 p.m.

Source: Kimley-Horn refer to **Appendix H**


² Riverside County Airport Land Use Compatibility Plan Policy Document. 2008. Chino Airport, Map CH-3. <https://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/09-%20Vol.%201%20Chino.pdf>. (accessed April 2023).



-  PROJECT SITE
-  SENSITIVE RECEPTOR LOCATIONS
-  SHORT-TERM NOISE MEASUREMENT LOCATIONS

Source: County of San Bernardino, 2019.

FIGURE 4.12-1: Sensitive Receptors and Noise Measurement Locations
Euclid Mixed Use Specific Plan

 Not to scale

Kimley»Horn

Sensitive Receptors

The Project site contains an existing dairy farm and plant nurseries bounded by Euclid Avenue to the west, Sultana Avenue to the east, Edison Avenue to the south, and Schaefer Avenue to the north. The nearest sensitive receptors are the single-family residences located across the street from the Project site, along Euclid Avenue with other nearby residences located surrounding the Project site. The houses directly west of the Project along Euclid Avenue are the nearest receptors to Phase I, approximately 135 feet (41 meters) from the Phase I Project boundary. The nearest sensitive receptor from Phase II of the Project are the houses along Sultana Avenue to the east, approximately 110 feet (34 meters) from Phase II Project boundary. See **Table 4.12-8: Sensitive Receptor Locations** and **Figure 4.12-1** for sensitive receptor locations and labels.

Table 4.12-8: Sensitive Receptor Locations

Sensitive Receptor Number	Description	Distance (Feet)
1	Residences west across Euclid Avenue	135 feet
2	Residence east across Sultana Avenue	110 feet
3	Residence south across Edison Avenue	160 feet
4	Residence northeast across Schaefer Avenue	200 feet

Source: Google Earth, 2023

4.12.4 Impact Thresholds and Significance Criteria

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

- 1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- 2) Generation of excessive groundborne vibration or groundborne noise levels.
- 3) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Construction Noise

City of Chino

The City of Chino has set a noise limit to construction noise at 65 dBA at the affected residential property line.

City of Ontario

The City of Ontario has not established noise limits for temporary construction activities. Therefore, for the purposes of this analysis, the 65 dBA threshold from the City of Chino, located directly adjacent to the western Project boundary, is used to analyze construction noise impacts to affected residences in the City of Ontario.

Stationary Noise

City of Ontario

As discussed above in *Section 4.12.2: Regulatory Setting*, the City’s noise ordinance (Chapter 29, *Noise*, of the Municipal Code) establishes noise level standards at receiving residential, school, daycare, hospital, library and museum land uses (see **Table 4.12-4**). These noise limits are used as significance thresholds for the impact of stationary noise sources on receptors located within the City of Ontario.

City of Chino

As discussed in *Section 4.12.2: Regulatory Setting*, the City of Chino establishes noise level standards at receiving residential land uses in Section 9.40.040 of the City’s Municipal Code (see Table 4.12-5). These noise limits are used as significance thresholds for the impact of stationary noise sources on receptors located within the City of Chino.

Vibration

Architectural Damage

The cities of Ontario and Chino do not have established vibration damage criteria, therefore the United States Department of Transportation Federal Transit Administration (FTA) criteria for acceptable levels of ground-borne vibration for various types of buildings is used for this analysis. Structures that amplify ground borne vibration and wood-frame buildings, such as typical residential structures, are more affected by ground vibration than heavier buildings. The level at which ground borne vibration is strong enough to cause architectural damage has not been determined conclusively. The most conservative estimates are reflected in the FTA standards shown in **Table 4.12-9: Ground borne Vibration Criteria – Architectural Damage**.

Table 4.12-9: Ground borne Vibration Criteria - Architectural Damage

Building Category		PPV (in/sec)
I.	Reinforced concrete, steel, or timber (no plaster)	0.5
II.	Engineered concrete and masonry (no plaster)	0.3
III.	Non-engineered timber and masonry buildings	0.2
IV.	Buildings extremely susceptible to vibration damage	0.12

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Vibration Annoyance

Section 9.40.110 of the Chino Municipal Code sets the threshold of vibration perception at no more than 0.05 in/sec root mean squared (RMS) vertical velocity (equivalent to 94 VdB). Therefore, the potential for vibration annoyance is assessed using 94 VdB as a threshold in this analysis.

4.12.5 Plans, Programs, and Policies

- PPP N-1** The proposed project shall comply with City of Ontario MC Chapter 29, Exterior Noise Standards and Section 5-29.09, which limits construction activities to weekdays between the hours of 7:00 am and 6:00 pm or on Saturday or Sunday between the hours of 9:00 am and 6:00 pm.
- PPP N-2** The proposed project shall comply with City of Chino MC Chapter 9.40, Exterior Noise Standards, and Section 15.44.040, which limits construction activities between the hours of 7:00 am and 8:00 pm Monday through Saturday, with no construction allowed on Sundays and federal holidays.

Methodology

Construction

Construction noise levels were based on typical noise levels generated by construction equipment published by the FTA and FHWA. Construction noise is assessed in dBA L_{eq} . This unit is appropriate because L_{eq} can be used to describe noise level from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

Construction noise modeling was conducting using the FHWA Roadway Construction Noise Model (RCNM). Reference noise levels are used to estimate operational noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise.

Operations

The analysis of the Without Project and With Project noise environments is based on noise prediction modeling and empirical observations. Reference noise level data are used to estimate the Project operational noise impacts from stationary sources. Noise levels are collected from field noise measurements and other published sources from similar types of activities are used to estimate noise levels expected with the Project's stationary sources. The reference noise levels are used to represent a worst-case noise environment as noise level from stationary sources can vary throughout the day. Operational noise is evaluated based on the standards within the City's Noise Ordinance and TOP. The Without Project and With Project traffic noise levels in the Project vicinity were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108).

Vibration

Groundborne vibration levels associated with construction-related activities for the Project were evaluated utilizing typical groundborne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential groundborne vibration impacts related to

building/structure damage and interference with sensitive existing operations were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria.

Construction vibration levels were calculated using the following formula:

$$PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$$

where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance
 PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.
D = the distance from the equipment to the receiver

4.12.6 Impacts and Mitigation Measures

Impact 4.12-1: *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Level of Significance: Less Than Significant Impact

Specific Plan – Phase I

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. The nearest sensitive receptors to the Phase I construction area is an existing residential residence located approximately 135 feet from the Project boundary, directly west along Euclid Avenue in the City of Chino, identified as Sensitive Receptor 1 in **Figure 4.12-1**. The closest sensitive receptor in the City of Ontario is located approximately 270 feet northeast from the Project Boundary, identified as Sensitive Receptor 4 in **Figure 4.12-1**.

Phase I construction activities would include demolition, site preparation, grading, building construction, and paving. Such activities would require industrial saws, excavators, and dozers during demolition; dozers and tractors during site preparation; excavators, graders, and dozers during grading; cranes, forklifts, generators, tractors, and welders during building construction; and pavers, rollers, mixers, and paving equipment during paving. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in **Table 4.12-10: Typical Construction Noise Levels**. Equipment noise levels at 135 feet and 110 feet, the distance to the nearest sensitive receptors 1 and 2 during Phase I and Phase II construction activities, respectively, are included in **Table 4.12-10**.

Table 4.12-10: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Phase I	Phase II
		Typical Noise Level (dBA) at 135 feet from Source ¹	Typical Noise Level (dBA) at 110 feet from Source ¹
Backhoe	80	71	73
Compactor	82	73	75
Concrete Mixer	85	76	78
Concrete Pump	82	73	75
Concrete Vibrator	76	67	69
Crane, Mobile	83	74	76
Dozer	85	76	78
Generator	82	73	75
Grader	85	76	78
Impact Wrench	85	76	78
Jack Hammer	88	79	81
Loader	80	71	73
Paver	85	76	78
Pneumatic Tool	85	76	78
Pump	77	68	70
Roller	85	76	78
Saw	76	67	69
Scraper	85	76	78
Shovel	82	73	75
Truck	84	75	77

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

The City of Ontario has not established noise limits for temporary construction activities. Therefore, for the purposes of this analysis, the City of Chino threshold of 65 dBA at the affected residential property is used to analyze construction noise impacts to affected residences in the City of Ontario. Chino city limits are also adjacent to the western boundary of the Project. As shown in **Table 4.12-10**, if construction equipment remained stationary and was located at the Project boundary nearest to the closest sensitive receptor construction noise could exceed the City’s 65 dBA threshold. However, construction equipment will be moving throughout the site and all stationary equipment is located away from sensitive receptors as a best practice.

Following FTA’s methodology for quantitative construction noise assessments, FHWA’s Roadway Construction Noise Model (RCNM) was used to predict construction noise. The noise levels calculated in **Table 4.12-11: Phase I Construction Noise Levels at Nearest Receptor**, show estimated exterior construction noise. Following FTA methodology, when calculating construction noise, all equipment is assumed to operate at the center of the Project because equipment would operate throughout the Project site and not at a fixed location for extended periods of time. The distance used in the RCNM model was 900 feet, measured from the center of the Phase I area to the nearest sensitive, Sensitive Receptor 1.

Table 4.12-11: Phase I Construction Noise Levels at Nearest Receptor

Construction Phase	Modeled Exterior Construction Noise Level at Nearest Residence (dBA L _{eq})	Noise Threshold (dBA L _{eq})	Exceed Threshold?	Ambient Noise Level (dBA L _{eq})	Construction + Ambient Combined Noise Level (dBA L _{eq})	Exceed Threshold?
Demolition	61.3	65	No	56.1	62.4	No ¹
Site Preparation	62.5		No		63.4	No ¹
Grading	63.1		No		63.9	No ¹
Construction and Paving	61.9		No		62.9	No ¹
1. Combined Noise level remains below the 65 dBA construction noise threshold for residential uses. Source: Federal Highway Administration, <i>Roadway Construction Noise Model</i> , 2006. Refer to Appendix H for noise modeling results.						

As shown in **Table 4.12-11**, construction noise would not exceed the 65 dBA threshold at residential properties. In addition, compliance with the Municipal Code would minimize impacts from construction noise by limiting construction to daytime hours on weekdays and Saturdays. Phase I construction activities would result in a less than significant noise impact.

Construction noise would increase ambient noise in the project’s vicinity. Generally, noise increases of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Therefore, ambient noise level increases greater than 5 dBA would be considered significant, but temporary. As shown in **Table 4.12-11**, construction noise would lead to an increase in ambient noise levels by a maximum of 7.8 dBA. However, the combined noise level would remain below the 65 dBA construction threshold for residential uses. Thus, construction noise would be considered less than significant.

Operations

Implementation of the proposed Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project that would potentially impact existing nearby residences include stationary noise equipment (i.e., trash compactors, air conditioners, etc.); truck and loading dock (i.e., slow moving truck on the site, maneuvering and idling trucks, equipment noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and off-site traffic noise.

Mechanical Equipment

Potential stationary noise sources related to long-term operation of the Project would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet. Based on preliminary site plans, the nearest potential location for a HVAC unit would be on the roof of Building 3, approximately 170 feet from Sensitive Receptor 1 in the City of Chino. HVAC noise levels would attenuate by the distance to approximately 41.4 dBA, which is well below the City of Chino’s 55 dBA daytime and 50 dBA nighttime noise standards for residential uses (refer to **Table 4.12-5**). The ambient noise level at Sensitive Receptor 1 was measured to be 56.1 dBA (refer to **Table 4.12-7**) and would increase by 0.1 dBA with the inclusion of the HVAC equipment. This increase would be below the 3 dBA perceptibility threshold.

For the closest receptor located in the City of Ontario, the nearest potential location for an HVAC unit would be on the roof of Building 7, approximately 370 feet from the residential property line of Sensitive

Receptor 4. HVAC noise levels would attenuate by the distance to approximately 34.6 dBA, which is well below the City of Ontario's 65 dBA daytime and 45 dBA nighttime noise standards for residential uses (refer to **Table 4.12-4**). Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels. Ambient noise levels measured at Sensitive Receptor 4 was measured to be 73.0 dBA (refer to **Table 4.12-7**) and would remain at the same noise level with the inclusion of the Project. Therefore, HVAC equipment noise would not result in a perceptible 3 dBA ambient noise level increase.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting' braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. The nearest loading/unloading activities to residential properties would occur on the western edge of the Project site at the business park area, buildings two and three.

The proposed Project buildings include dock-high doors for truck loading/unloading and manufacturing/light industrial operations. The nearest dock-high doors to residences in Chino are located approximately 270 feet from the nearest residential property line (Sensitive Receptor 1) and are oriented to the east, away from the residences to the west. Loading dock noise is approximately 68 dB at 30 feet. Loading dock noise levels would be approximately 49.4 dBA at insensitive Receptor 1 without accounting for the intervening structures. The ambient noise level at Sensitive Receptor 1 was measured to be 56.1 dBA and would increase by 0.8 dBA to 56.9 dBA with the inclusion of Project. Furthermore, loading dock doors would be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Therefore, noise levels associated with truck loading/unloading activities would not exceed the City of Chino's 55 dBA daytime and 50 dBA nighttime noise standards and would not result in a perceptible ambient noise level increase when measured at the nearest residential uses.

The nearest dock high doors to residences in Ontario are located approximately 575 feet from the nearest residential property line (Sensitive Receptor 4) and are oriented west, away from the residential receptors. At this distance, loading dock noise levels would be approximately 42.8 dBA at Sensitive Receptor 4 without accounting for the intervening structures. The ambient noise level at Sensitive Receptor 4 was measured to be 73.0 dBA and would not increase with the inclusion of Project. Therefore, noise levels associated with truck loading/unloading activities would not exceed the City of Ontario's 65 dBA daytime and 45 dBA nighttime noise standards and would not result in a perceptible ambient noise level increase when measured at the nearest residential uses.

Parking Noise

Phase I of the Project would provide a total of 851 parking stalls, 401 trailers stalls, and 129 dock doors. Parking stalls would be located on all sides of the proposed buildings, dispersed throughout the Phase I area, except along the edges of the Project site. Nominal parking noise would occur within the on-site

parking facilities. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA; however due to the orientation of the buildings, sensitive receptors would be shielded from the majority of parking lot noise. It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly L_{eq} metric, which are averaged over the entire duration of a time period. Therefore, parking noise would not exceed the City of Chino's 55 dBA daytime and 50 dBA nighttime noise standards and the City of Ontario's 65 dBA daytime and 45 dBA nighttime noise standards, and would not result in a perceptible ambient noise level increase when measured at the nearest residential uses.

Specific Plan – Phase II Future Development Areas

Construction

Analyzed as a worst-case scenario, Phase II construction activities are assumed to be similar to Phase I, and would include site preparation, grading, building construction, paving, and would also include architectural coating. Such activities would require dozers and tractors during site preparation; excavators, graders, and dozers during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, and paving equipment during paving; and air compressors during architectural coating. The nearest sensitive receptors to the Phase II construction area are existing residential properties located approximately 110 feet from the Project boundary, identified as Sensitive Receptor 2 in **Figure 4.12-1**, on the east side of Sultana Avenue. Typical noise levels associated with individual construction equipment are listed in **Table 4.12-10**.

As discussed previously, the City of Ontario has not established noise limits for temporary construction activities. Therefore, for the purpose of this analysis, the City of Chino threshold of 65 dBA at the affected residential property is also used to analyze construction noise impacts to affected residences in the City of Ontario.

The noise levels calculated in **Table 4.12-12: Phase II Construction Noise Levels at Nearest Receptor**, show estimated exterior construction noise. Following FTA methodology, when calculating construction noise, all equipment is assumed to operate at the center of the Project because equipment would operate throughout the Project site and not at a fixed location for extended periods of time. Therefore, the distances used in the RCNM model was 900 feet, measured from the center of the Phase II area to the nearest sensitive receptor, Sensitive Receptor 2.

Table 4.12-12: Phase II Construction Noise Levels at Nearest Receptor

Construction Phase	Modeled Exterior Construction Noise Level at Nearest Residence (dBA L _{eq})	Noise Threshold (dBA L _{eq})	Exceed Threshold?	Ambient Noise Level (dBA L _{eq})	Construction + Ambient Combined Noise Level (dBA L _{eq})	Exceed Threshold? ¹
Demolition	61.3	65	No	74.8	75.0	No
Site Preparation	62.5		No		75.0	No
Grading	63.1		No		75.1	No
Construction/Paving/Painting	61.0		No		75.0	No
Paving	54.6		No		74.8	No
Architectural Coating	48.6		No		74.8	No

Source: Federal Highway Administration, *Roadway Construction Noise Model*, 2006. Refer to **Appendix H** for noise modeling results.
1. An increase in ambient noise of 5 dBA is readily perceptible and considered significant.

As shown in **Table 4.12-12** construction noise would not exceed the 65 dBA threshold at residential properties. In addition, compliance with the Municipal Code would minimize impacts from construction noise by limiting construction to daytime hours on weekdays and Saturdays. Phase II construction activities would result in a less than significant noise impact.

As mentioned previously, noise increase of 5 dBA is readily perceptible to people. Therefore, ambient noise level increases greater than 5 dBA would be considered significant. As shown in **Table 4.12-12**, construction noise would not lead to an increase in ambient noise levels by more than 5 dBA. Therefore, construction noise levels would not be perceptible at the nearest sensitive receptor.

Operations

As discussed under Phase I, implementation of Phase II of the Project would also create new sources of noise in the project vicinity. The major noise sources associated with Phase II that would potentially impact existing nearby residences include stationary noise equipment (i.e., trash compactors, air conditioners, etc.); truck and loading dock (i.e., slow moving truck on the site, maneuvering and idling trucks, equipment noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and restaurant/drive-thru traffic noise.

Mechanical Equipment

Potential stationary noise sources related to long-term operation of the Project would include mechanical equipment. Mechanical equipment (e.g., HVAC equipment) typically generates noise levels of approximately 52 dBA at 50 feet. Although the site plan for Phase II has not been designed, as a worst-case scenario, the minimum setbacks permitted have been assumed for Phase II buildings located next to the nearest sensitive receptors (30 feet).³ Therefore, the nearest potential location for a HVAC unit would be located approximately 140 feet from the nearest residential property in Chino (Sensitive Receptor 3). HVAC noise levels would attenuate by the distance to approximately 43.1 dBA at Sensitive Receptor 3

³ City of Ontario. ND. *Development Code – Chapter 6.0: Development and Subdivision Regulations, Development and Subdivision Regulations. Table 6.01-10: Industrial Zoning District Development Standards.* <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/Planning%20Documents/Development%20Code/Chapter%206.0%20Development%20and%20Subdivision%20Regulations.pdf>. (accessed April 2023).

which is well below the City of Chino's 55 dBA daytime and 50 dBA nighttime noise standards for residential uses (refer to **Table 4.12-5**). The ambient noise level at locations representative of Sensitive Receptor 3 was measured to be 74.8 dBA and would not increase with the inclusion of the HVAC equipment.⁴ Therefore, HVAC equipment noise would not result in a perceptible 3 dBA ambient noise level increase.

The nearest potential location for a HVAC unit would be located approximately 190 feet from the nearest residential property in Ontario (Sensitive Receptor 2). HVAC noise levels would attenuate by the distance to approximately 40.4 dBA at Sensitive Receptor 2, which is well below the City of Ontario's 65 dBA daytime and 45 dBA nighttime noise standards for residential uses (refer to **Table 4.12-4**), respectively. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels. Ambient noise levels measured at Sensitive Receptor 2 was measured to be 74.8 dBA (refer to **Table 4.12-7**) and would remain at the same noise level with the inclusion of the Project. Therefore, HVAC equipment noise would not result in a perceptible 3 dBA ambient noise level increase.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting' braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Although the site plan for Phase 2 has not been designed, for this analysis it has been assumed that Phase 2 buildings located nearest sensitive receptors would have a similar layout as those in Phase 1.

Assuming a similar design as Phase 1, dock-high doors for truck loading/unloading and manufacturing/light industrial operations would be oriented away from sensitive receptors and located approximately 260 feet from the nearest residence (Sensitive Receptor 2). Loading dock noise levels would be approximately 49.7 dBA at Sensitive Receptor 2 without accounting for the intervening structures. The ambient noise level at Sensitive Receptor 2 was measured to be 74.8 dBA and inclusion of the loading dock noise would not increase ambient noise levels. Furthermore, loading dock doors would be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Therefore, noise levels associated with truck loading/unloading activities would not exceed the City of Ontario's 65 dBA daytime and 45 dBA nighttime noise standards and would not result in a perceptible ambient noise level increase when measured at the nearest residential uses.

According to the proposed land use plan for Phase II, industrial uses would be located on the eastern side of the Project site and would not be located adjacent to or within 1,000 of residential properties in the City of Chino. Therefore, noise levels associated with truck loading/unloading activities would not exceed

⁴ Ambient Noise levels were not collected at Sensitive Receptor 3. Therefore, ambient noise levels at Sensitive Receptor location 2 is used as the ambient noise level due to its proximity to Sensitive Receptor 3.

the City of Chino's daytime or nighttime noise standards and would not result in a perceptible ambient noise level increase when measured at the nearest residential uses.

Parking Noise

Phase II parking stalls would be located on all sides of the proposed buildings including along the edges of the Project site. However, parking areas would be required to meet the City of Ontario's minimum setback requirements for parking lots. Nominal parking noise would occur within the on-site parking facilities. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA. It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly L_{eq} metric, which are averaged over the entire duration of a time period. At the closest sensitive receptor 190 feet away (Sensitive Receptor 3), commercial parking lot noise would reach 49.4 dBA and would not increase ambient noise levels at Sensitive Receptor 3. The hours of operation of the commercial spaces is anticipated to be between 7:00 a.m. and 10 p.m. Therefore, parking noise would occur only during the day and would not exceed the City of Chino's 55 dBA daytime standard and would not result in a perceptible ambient noise level increase when measured at the nearest residential uses.

The closest sensitive receptor in the City of Ontario is located approximately 140 feet away from the nearest parking area. Noise levels would reach 52.1 dBA and would not increase ambient noise levels at Sensitive Receptor 2. As mentioned previously, operation of the Phase II parking lot would occur between the hours of 7:00 a.m. and 10:00 p.m. Therefore, parking noise would only occur during the day and would not exceed the City of Ontario's 65 dBA daytime standard.

Restaurant/Drive-Thru Traffic Noise

Phase II of the Project would include a drive-thru restaurant with menu boards and intercoms. Project noise sources from drive-thru operations include amplified speech from the intercom, idling vehicles, and vehicles circulating along the drive-thru lane. The measured noise level associated with active drive-thru operations is 64 dBA at a distance of 20 feet.⁵ As mentioned previously, the site plan for Phase 2 has not been designed, therefore for this analysis it has been assumed that drive-thru operations would be located along Edison Avenue at a point closest to sensitive receptors. The nearest sensitive receptor would be Sensitive Receptor 3 (Chino) located at least 160 feet from the drive-thru lane/queuing area, with the proposed menu board and intercom being located even further. At this distance, drive -thru operations would reach 45.9 dBA during peak hours and would not increase ambient noise levels at Sensitive Receptor 3. Furthermore, noise generated through drive-thru operations would fluctuate depending on the time of day and would be below the level listed above at non-peak hours. Therefore, drive-thru operation noise would not exceed the City of Chino's 55 dBA daytime and 50 dBA nighttime noise standards and would not result in a perceptible ambient noise level increase when measured at the nearest residential uses.

⁵ Drive-thru noise sample collected by Kimley-Horn on August 17, 2018.

Project Buildout (Phase I + Phase II)

Operations

As discussed under Phase I and Phase II operations, implementation of the proposed Project would create new sources of noise in the Project vicinity. Project Buildout looks at all major noise sources from both Phase I and Phase II when the entire Project is built and operational. Project Buildout impacts to sensitive receptors would be similar to those discussed under Phase II as the nearest sensitive receptor to the Project site is located 110 feet from the Phase II area.

Mechanical Equipment

Refer to mechanical equipment discussions under Phase I and Phase II. As discussed above, mechanical equipment noise would not exceed applicable thresholds for the nearest sensitive receptors located in the City of Ontario and City of Chino. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels.

Truck and Loading Dock Noise

Refer to truck and loading dock discussion noise under Phase I and Phase II. As discussed above, truck and loading dock noise would not exceed applicable thresholds for the nearest sensitive receptors located in the City of Ontario and City of Chino.

Parking Noise

Refer to parking noise discussions under Phase I and Phase II. As discussed above, parking lot noise would not exceed applicable thresholds for the nearest sensitive receptors located in the City of Ontario and City of Chino.

On-Site Composite Noise

Each on-site operational noise source would impact the closest sensitive receptors to the Project site. **Table 4.12-13: On-Site Composite Noise** shows the overall noise level generated by the Project at each of the closest sensitive receptors and the combined noise level experienced by the sensitive receptors from Project buildout operations. A noise level increase less than 3 dBA is considered barely perceptible. Therefore, ambient noise level increases less than 3 dBA would be considered less than significant.

Table 4.12-13: On-Site Composite Noise

Sensitive Receptor	Modeled Exterior Operational Noise (dBA L _{eq})	Ambient Noise Level (dBA L _{eq})	Ambient + Project Combined Noise Level	Incremental Increase	Exceed Threshold? ¹
Sensitive Receptor 1	51.2	56.1	57.3	1.2	No
Sensitive Receptor 2	54.2	74.8	74.8	0.0	No
Sensitive Receptor 3	49.4	74.8	74.8	0.0	No
Sensitive Receptor 4	50.4	73.0	73.0	0.0	No

Refer to **Appendix H** for noise modeling results.
1. An increase in ambient noise of 3 dBA is barely perceptible and considered significant.

As shown in **Table 4.12-13**, none of the closest sensitive receptors would experience a noise level increase greater than 3 dBA. Therefore, on-site operational noise impacts with regard to increases in ambient noise levels would be less than significant.

Off-Site Traffic Noise

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. According to the Traffic Analysis, the Project Buildout would generate a total of 8,820 daily trips which would result in noise increases on Project area roadways. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Generally, traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant.

Traffic noise levels for roadways primarily affected by the Project were calculated using the FHWA’s Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions With and Without the Project, based on traffic volumes from the Traffic Analysis. **Table 4.12-14: Project Buildout (Phase I and Phase II) Existing Plus Project Traffic Noise Levels** identifies Project traffic-generated noise levels from both Phase I and Phase II combined. Noise levels on Project area roadways under With Project conditions would range between 61.8 dBA CNEL and 71.5 dBA CNEL at 100 feet from the centerline, and the Project would result in a maximum increase of 1.7 dBA CNEL along Edison Avenue. Noise impacts from off-site traffic would be less than significant.

Table 4.12-14: Project Buildout (Phase I and Phase II) Existing Plus Project Traffic Noise Levels

Roadway Segment	Existing		Existing Plus Project Buildout		Project Change from No Build Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
Edison Avenue						
SR-60 WB Ramp to SR-60 EB Ramp	53,133	69.7	55,847	69.7	0.0	No
SR-60 EB Ramp to Walnut Avenue	57,775	70.0	60,773	70.1	0.1	No
Walnut Avenue to Riverside Drive	43,539	68.8	47,599	69.0	0.2	No
Riverside Drive to Chino Avenue	39,579	68.3	44,093	68.7	0.4	No
Chino Avenue to Schaefer Avenue	36,780	70.2	41,602	70.7	0.5	No
Schaefer Avenue to Project Driveway 1	34,742	69.9	39,986	70.5	0.6	No
Driveway 1 to Driveway 4	30,338	69.3	35,858	70.0	0.7	No
Driveway 4 to Edison Avenue	38,099	70.3	42,293	70.6	0.3	No
Edison Avenue to Eucalyptus Avenue	43,376	70.8	47,263	71.2	0.4	No
Eucalyptus Avenue to Merrill Avenue	42,026	70.7	44,640	71.0	0.3	No
Merrill Avenue to Kimball Avenue	38,369	71.3	40,087	71.5	0.2	No
Schaefer Avenue						
Euclid Avenue to Project Driveway 5	14,161	64.6	15,084	64.9	0.3	No
Project Driveway 5 to Project Driveway 7	9,716	62.9	10,650	63.3	0.4	No
Sultana Drive to Bon View Avenue	9,217	62.6	9,567	62.8	0.2	No
Bon View Avenue to Grove Avenue	7,522	61.7	7,722	61.8	0.1	No
Project Driveway 5 to Project Driveway 7	9,716	62.9	10,650	63.3	0.4	No

Roadway Segment	Existing		Existing Plus Project Buildout		Project Change from No Build Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
Edison Avenue						
Euclid Avenue to Project Driveway 8	20,081	67.1	23,706	67.8	0.7	No
Project Driveway 8 to Project Driveway 10	16,492	66.2	22,141	67.5	1.3	No
Sultana Drive to Bon View Avenue	15,563	65.9	21,995	67.4	1.5	No
Bon View Avenue to Grove Avenue	15,875	65.9	23,239	67.6	1.7	No
Euclid Avenue to Project Driveway 8	20,081	67.1	23,706	67.8	0.7	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level 1. Traffic noise levels are at 100 feet from the roadway centerline. Source: Based on traffic data provided by Urban Crossroads (2023). Refer to Appendix H for traffic noise modeling results.						

The Traffic Analysis also identifies average daily traffic for the “Opening Year Without Project” and “Opening Year Plus Project.” Noise levels for these scenarios are compared in **Table 4.12-15: Project Buildout (Phase I and Phase II) Opening Year and Opening Year Plus Project Buildout Traffic Noise Levels**. As shown in **Table 4.12-15**, the opening year Project traffic-generated noise levels on Project area roadways under With Project conditions would range between 62.7 dBA CNEL and 73.6 dBA CNEL at 100 feet from the centerline, and the Project would result in a maximum increase of 0.4 dBA CNEL along Edison Avenue. Noise impacts from off-site traffic would be less than significant in this regard.

Table 4.12-15: Project Buildout (Phase I and Phase II) Opening Year and Opening Year Plus Project Traffic Noise Levels

Roadway Segment	Opening Year		Opening Year Plus Project		Project Change from No Build Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
Euclid Avenue						
SR-60 WB Ramp to SR-60 EB Ramp	72,792	70.8	73,347	70.9	0.1	No
SR-60 EB Ramp to Walnut Avenue	85,177	71.5	86,008	71.6	0.1	No
Walnut Avenue to Riverside Drive	77,713	71.1	78,821	71.2	0.1	No
Riverside Drive to Chino Avenue	75,066	71.0	76,218	71.0	0.0	No
Chino Avenue to Schaefer Avenue	72,518	73.1	73,592	73.1	0.0	No
Schaefer Avenue to Project Driveway 1	70,493	73.0	71,795	73.0	0.0	No
Driveway 1 to Driveway 4	64,610	72.5	66,018	72.6	0.1	No
Driveway 4 to Edison Avenue	72,453	73.0	73,441	73.0	0.0	No
Edison Avenue to Eucalyptus Avenue	74,793	73.2	75,721	73.3	0.1	No
Eucalyptus Avenue to Merrill Avenue	72,932	73.1	73,482	73.1	0.0	No
Merrill Avenue to Kimball Avenue	64,852	73.6	65,314	73.6	0.0	No
Schafer Avenue						
Euclid Avenue to Project Driveway 5	19,186	65.9	19,847	66.1	0.2	No
Project Driveway 5 to Project Driveway 7	11,876	63.8	12,555	64.0	0.2	No
Project Driveway 7 to Sultana Avenue	12,053	63.8	12,507	64.0	0.2	No
Sultana Drive to Bon View Avenue	11,325	63.5	11,733	63.6	0.1	No
Bon View Avenue to Grove Avenue	9,287	62.6	9,463	62.7	0.1	No
Edison Avenue						
Euclid Avenue to Project Driveway 8	28,341	68.6	28,787	68.7	0.1	No

Roadway Segment	Opening Year		Opening Year Plus Project		Project Change from No Build Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
Project Driveway 8 to Project Driveway 10	19,120	66.8	19,716	67.0	0.2	No
Project Driveway 10 to Sultana Drive	19,339	66.9	20,615	67.1	0.2	No
Sultana Drive to Bon View Avenue	24,489	67.8	25,765	68.1	0.3	No
Bon View Avenue to Grove Avenue	25,359	67.9	27,197	68.3	0.4	No

ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level
 1. Traffic noise levels are at 100 feet from the roadway centerline.
 Source: Based on traffic data provided by Urban Crossroads (2023). Refer to **Appendix H** for traffic noise modeling results.

Conclusion

As demonstrated in **Tables 4.12-11** through **4.12-15**, implementation of the Project would not result in substantial temporary or permanent increases in ambient noise levels. **Table 4.12-11** and **Table 4.12-12** confirm that construction of Phase I and Phase II of the Project would not exceed construction noise thresholds. As discussed above, the operation of Phase I and Phase II individually would not result in noise levels that would exceed applicable daytime and nighttime thresholds. In addition, **Table 4.12-13** through **Table 4.12-15** demonstrate that operational noise levels from the entire site, both Phase I and Phase II combined would not exceed applicable noise standards during the existing and the Project’s opening year. Therefore, the Project would result in a less than significant impact.

Mitigation Measures

No mitigation required.

Impact 4.12-2: *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Level of Significance: Less Than Significant Impact

Specific Plan – Phase I, Phase II Future Development Areas, and Project Buildout (Phase I + Phase II)

Construction Vibration

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Construction on the Project site would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks)

at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 4.12-16: Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet for typical construction equipment and at 60 feet for the location of the nearest structure to the Project site. Vibration levels at 110 feet and 135 feet, the distance to the nearest sensitive receptors during Phase I and Phase II construction activities, are also included in **Table 4.12-16**.

Ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 4.12-16**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 4.12-16: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 60 Feet (in/sec)	Phase I	Phase II
			Peak Particle Velocity at 135 Feet (in/sec) ¹	Peak Particle Velocity at 110 Feet (in/sec) ¹
Large Bulldozer	0.089	0.024	0.0071	0.0096
Caisson Drilling	0.089	0.024	0.0071	0.0096
Loaded Trucks	0.076	0.020	0.0061	0.0082
Rock Breaker	0.059	0.016	0.0047	0.0064
Jackhammer	0.035	0.009	0.0028	0.0038
Small Bulldozer/Tractors	0.003	0.001	0.0002	0.0003
¹ Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , 2018; D = the distance from the equipment to the receiver.				
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , 2018.				

The nearest structure to the Project site is located 60 feet to the south. As shown in **Table 4.12-16**, at 60 feet the vibration velocities from construction equipment would not exceed 0.024 in/sec PPV, which is below the FTA’s 0.20 in/sec PPV threshold for building damage. Furthermore, the nearest sensitive receptor to the Phase I construction site is approximately 135 feet to the west (Sensitive Receptor 1), and the nearest receptor to the Phase II construction site is 110 feet to the east (Sensitive Receptor 2). As shown in **Table 4.12-16**, at 110 feet the vibration velocities from construction equipment would not exceed 0.0096 in/sec PPV, which is below the FTA’s 0.10 in/sec PPV annoyance threshold. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts associated with Project construction and operation would be less than significant.

Operational Vibration

The proposed Project would include truck movement activity at the proposed Project site. These movements would generally be low-speed (i.e., less than 15 miles per hour) and would occur over new, smooth surfaces. For perspective, Caltrans has studied the effects of propagation of vehicle vibration on

sensitive land uses and notes that “heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic.” Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that “vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings)”⁶. The distance from the centerline of the nearest lane to sensitive receptors along the truck route is a minimum of 45 feet (14 meters), at this distance, roadway vibrations from trucks would not exceed the annoyance threshold. On-site, truck movements would be a low speed (not at freeway speeds) and over smooth surfaces (not under poor roadway conditions), Project-related vibration associated with truck activity would not result in excessive ground borne vibrations; thus, no vehicle-generated vibration impacts would occur. In addition, there are no sources of substantial ground borne vibration associated with the Project, such as rail or subways. The proposed Project would not create or cause any vibration impacts due to operations.

Conclusion

As shown in **Tables 4.12-16**, construction of the Project would not generate excessive vibration levels that would cause building damage or annoyance. In addition, operations associated with the Project, including slow moving trucks, would not result in the generation of substantial vibration impacts. Therefore, vibration impacts associated with Project construction and operation would be less than significant.

Mitigation Measures

No mitigation required.

Impact 4.12-3: *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Level of Significance: No impact

Specific Plan – Phase I, Phase II Future Development Areas, and Project Buildout (Phase I + Phase II)

Chino Airport

The proposed Project is located approximately one mile north of Chino Airport. The Chino General Plan’s Noise Element has noise contours for the Chino Airport. The noise contours show the Project site outside the 65 dBA CNEL contour and, in addition, the proposed Project would be an industrial business park, which is not considered a noise-sensitive land use. Therefore, there would be no impact.

⁶ California Department of Transportation. 2013. *Technical Noise Supplement (“TeNS”)*. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>. (accessed April 2023).

Ontario International Airport

The proposed Project is approximately 3.7 miles southwest of the Ontario International Airport. The Ontario International Airport Land Use Compatibility Plan Policy Map 2-3, Noise Impact Zones, shows airport noise contours. The map shows that the Project site is outside the 60-65 dB CNEL contour. As discussed above, the proposed Project would be an industrial business park, which is not considered a noise-sensitive land use. There would be no impact.

Mitigation Measures

No mitigation required.

4.12.7 Cumulative Impacts

Construction Noise

Project-related construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise impacts would be periodic and temporary and would cease upon completion of construction activities. The Project would contribute to other proximate construction Project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project's construction-related noise impacts would be less than significant.

Construction activities at other planned and approved projects near the Project site would be required to comply with applicable City rules related to noise. Activities would take place during daytime hours on the days permitted by the applicable Municipal Code, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the Project site and immediate vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard would not be cumulatively considerable. Additionally, cumulative construction noise would be consistent with the findings of TOP 2050 Final Supplemental EIR.

Operational Noise

Cumulative Off-Site Traffic Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the proposed Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the Project and other projects in the vicinity. Cumulative increases in traffic noise levels were estimated by comparing the Existing and Future Without Project scenarios to the Future Plus Project scenario. The traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects.

A project’s contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The following criteria is used to evaluate the combined and incremental effects of the cumulative noise increase.

- **Combined Effect.** The cumulative with Project noise level (“Cumulative With Project”) would cause a significant cumulative impact if a 3.0 dB increase over “Existing” conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project.
- **Incremental Effects.** The “Cumulative With Project” causes a 1.0 dBA increase in noise over the “Cumulative Without Project” noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth due to occur in the general area would contribute to cumulative noise impacts.

Table 4.12-17: Cumulative Plus Project Conditions Predicted Traffic Noise Levels – Project Buildout, identifies the traffic noise effects along roadway segments in the Project vicinity for “Existing,” “Cumulative Without Project,” and “Cumulative With Project,” conditions, including incremental and net cumulative impacts.

Table 4.12-17: Cumulative Plus Project Conditions Predicted Traffic Noise Levels – Project Buildout

Roadway Segment	Existing dBA CNEL ¹	Future Without Project dBA CNEL ¹	Future With Project dBA CNEL ¹	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
				Difference In dBA Between Existing and Future With Project	Difference In dBA Between Future Without Project and Future With Project	
Edison Avenue						
SR-60 WB Ramp to SR-60 EB Ramp	69.2	72.2	72.3	3.0	0.1	No
SR-60 EB Ramp to Walnut Avenue	69.5	72.4	72.5	2.9	0.1	No
Walnut Avenue to Riverside Drive	68.2	73.3	73.5	5.3	0.2	No
Riverside Drive to Chino Avenue	67.7	73.3	73.4	5.6	0.1	No
Chino Avenue to Schaefer Avenue	69.6	76.0	76.2	6.6	0.2	No
Schaefer Avenue to Project Driveway 1	69.3	75.0	75.2	5.9	0.2	No
Driveway 1 to Driveway 4	68.7	72.9	73.3	4.6	0.4	No
Driveway 4 to Edison Avenue	69.7	74.1	74.2	4.5	0.1	No
Edison Avenue to Eucalyptus Avenue	70.2	75.1	75.2	5.0	0.1	No
Eucalyptus Avenue to Merrill Avenue	70.1	75.1	75.2	5.1	0.1	No
Merrill Avenue to Kimball Avenue	70.7	75.2	75.3	4.6	0.1	No
Schafer Avenue						
Euclid Avenue to Project Driveway 5	64.0	64.2	64.4	0.4	0.2	No

Roadway Segment	Existing dBA CNEL ¹	Future Without Project dBA CNEL ¹	Future With Project dBA CNEL ¹	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
				Difference In dBA Between Existing and Future With Project	Difference In dBA Between Future Without Project and Future With Project	
Project Driveway 5 to Project Driveway 7	62.3	64.2	64.4	2.1	0.2	No
Project Driveway 7 to Sultana Avenue	62.3	63.9	64.1	1.8	0.2	No
Sultana Drive to Bon View Avenue	62.0	63.6	63.7	1.7	0.1	No
Bon View Avenue to Grove Avenue	61.1	64.2	64.4	3.3	0.2	No
Edison Avenue						
Euclid Avenue to Project Driveway 8	66.5	71.8	72.1	5.6	0.3	No
Project Driveway 8 to Project Driveway 10	65.6	67.3	68.3	2.7	1.0	No
Project Driveway 10 to Sultana Drive	65.6	67.3	68.5	2.9	1.2	No
Sultana Drive to Bon View Avenue	65.3	71.9	72.3	7.0	0.4	No
Bon View Avenue to Grove Avenue	65.3	74.6	74.8	9.5	0.2	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level 1. Traffic noise levels are at 100 feet from the roadway centerline. Source: Based on traffic data provided by Urban Crossroads (2023). Refer to <i>Appendix H</i> for traffic noise modeling results.						

A significant cumulative traffic noise increase would be identified if a cumulative traffic noise increase of greater than the 3 dBA significance threshold of perceptibility is calculated, and the relative contribution from project traffic is calculated to contribute more than 1 dBA to this cumulative impact, it would be considered cumulatively considerable. The largest increase in future levels with the Project is along Edison Avenue with an increase of 1.2 dBA. Therefore, the cumulative traffic noise at this roadway segment would be less than significant. The proposed Project’s contribution to noise levels would not be cumulatively considerable. Additionally, cumulative off-site traffic noise would be consistent with the findings of TOP 2050 Final Supplemental EIR.

Cumulative Stationary Noise

Stationary noise sources associated with the Project would result in an incremental increase in non-transportation noise sources in the Project vicinity. However, as discussed above, operational noise caused by the Project would be less than significant. Additionally, due to Project site’s distance to sensitive receptors, cumulative stationary noise impacts would not occur. Similar to the proposed Project, other planned and approved projects would be required to mitigate for stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there would be a limited potential for other projects to contribute to cumulative noise impacts.

No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and the immediate vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project-specific noise impacts, would not be cumulatively significant. Additionally, cumulative stationary noise would be consistent with the findings of TOP 2050 Final Supplemental EIR.

Pursuant to TOP 2050, implementation of the Specific Plan would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Specific Plan is implementing TOP 2050.⁷

4.12.8 Significant Unavoidable Impacts

There are no unavoidable significant impacts.

4.12.9 References

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⁷ City of Ontario. (2022). TOP 2050 Final Supplemental EIR. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023)

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<https://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/09-%20Vol.%201%20Chino.pdf>.

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4.13 POPULATION AND HOUSING

4.13.1 Introduction

The purpose of this section is to describe the existing regulatory and environmental conditions related to population and housing in the vicinity of the Euclid Mixed Use Specific Plan Project (Project), within the City of Ontario (City). This section of the Draft Environmental Impact Report (EIR) identifies potential impacts that could result from the Project. This chapter discusses the Project's relationship to regional housing and jobs policies of the Southern California Association of Governments (SCAG) and the adopted The Ontario Plan (TOP) for the City of Ontario (City), including the Housing Element, with a particular emphasis on jobs-housing relationships in the City and San Bernardino County (County), and as necessary, recommends mitigation measures to avoid and/or reduce the significance of impacts. Impacts are discussed in terms of the changes that would result from Project implementation and includes analysis of the Project's potential to result in substantial population growth in the area (either directly or indirectly) or displace substantial numbers of existing people or housing.

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

4.13.2 Environmental Setting

Existing Conditions

The Project site is located on approximately 84.1 acres of land currently occupied by agricultural uses, including the raising of livestock, dairy farming activities, and a commercial nursery. There is a private recreational vehicle facility in the southwestern portion of the site and a scrap yard at the intersection of Euclid Avenue and Edison Avenue. Numerous single family residential structures, as well as agricultural related buildings and open structures are also located within the Project site. With that, employment opportunities available on the Project site are those associated with agricultural operations. According to Exhibit LU-01: Land Use Plan of TOP¹, the Project site is currently designated for development of Business Park (BP) (0.6 FAR) and Mixed-Use (MU) at 14.0 to 65.0 du/ac; 1.5 FAR office; 1.0 FAR retail.

Population

Citywide and Countywide Population

As of January 2022, the City and County have a population of approximately 179,516 persons and 2,187,665 persons, respectively. **Table 4.13-1: Population, Trends in the City of Ontario and San Bernardino County**, exhibits the population growth trends in the City as well as in the County, collected by the Department of Finance (DOF). SCAG projects that by 2045, the horizon year of the 2020-2045

¹ City of Ontario. 2022. LU-01 TOP Land Use Map. <https://experience.arcgis.com/experience/99e7a1effa0242218701ac06ca387f9b>. (accessed October 2022).

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the population of the City and County would increase to 269,100 persons and 2,815,000 persons, respectively.²

According to the data, population has steadily increased in both the City and the County from 2010 to 2022 with the largest percentage increase for the City being from 2018 to 2019, at 2.01 percent. The largest percentage increase for the County was from 2010 to 2011 at 0.98 percent.

Table 4.13-1: Population Trends in the City of Ontario and San Bernardino County

Year	City of Ontario		San Bernardino County	
	Population	Percent Change	Population	Percent Change
2010	163,924	N/A	2,035,210	N/A
2011	165,529	0.98%	2,055,250	0.98%
2012	166,592	0.64%	2,071,326	0.78%
2013	167,412	0.49%	2,084,443	0.63%
2014	167,885	0.28%	2,094,951	0.50%
2015	169,153	0.76%	2,112,187	0.82%
2016	169,491	0.20%	2,122,579	0.49%
2017	172,858	1.99%	2,139,520	0.80%
2018	175,083	1.29%	2,150,017	0.49%
2019	178,606	2.01%	2,165,876	0.74%
2020	175,427	1.78%	2,181,654	-0.73%
2021	176,689	-0.72%	2,182,343	-0.03%
2022	179,516	-1.60%	2,187,665	-0.24%

Source: Department of Finance (DOF). 2021. E-4 Population Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark. <https://dof.ca.gov/forecasting/demographics/estimates/e-4-population-estimates-for-cities-counties-and-the-state-2011-2020-with-2010-census-benchmark-new/>; DOF. 2022. E-4 Population Estimates for Cities, Counties, and the State, 2020-2022 with 2020 Census Benchmark. <https://dof.ca.gov/forecasting/Demographics/estimates/e-4-population-estimates-for-cities-counties-and-the-state-2021-2022-with-2020-census-benchmark/>.

Citywide and Countywide SCAG Projections

SCAG’s regional forecast population, housing, and employment projections for 2020 and 2045 for the City and the County are shown in **Table 4.13-2: SCAG Projections – City of Ontario and San Bernardino County**. According to SCAG, significant growth is anticipated to occur within the City as well as the County between 2016 and 2045. The 2020-2045 RTP/SCS forecasts that the City’s population will increase by 96,900 persons between 2016 and 2045, an approximately 56 percent increase. Households within the City are forecasted to increase by 28,500 from year 2016 to 2045, an approximately 62 percent increase. The 2020 2045 RTP/SCS also forecasts that the number of jobs in the City will increase by 55,400 between 2016 and 2045, an approximately 49 percent increase.

² SCAG. 2020. 2020-2045 Connect SoCal – Demographics and Growth Forecast. https://scag.ca.gov/sites/main/files/file-attachments/0903connectsocial_demographics-and-growth-forecast.pdf?1606001579. (accessed April 2023).

Table 4.13-2: SCAG Projections – City of Ontario and San Bernardino County

	2016	2045	Projected Change 2016-2045	Percent Change 2016-2045
San Bernardino County Forecast				
Population	2,141,000	2,815,000	674,000	31%
Housing	630,000	875,000	245,000	39%
Employment	791,000	1,064,000	273,000	35%
City of Ontario Forecast				
Population	172,200	269,100	96,900	56%
Housing	46,000	74,500	28,500	62%
Employment	113,900	169,300	55,400	49%
Source: SCAG. 2020. <i>RTP/SCS 2020-2045 – Connect SoCal, Demographics and Growth Forecast</i> . https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579 . (accessed April 2023).				

Households

Citywide and Countywide Housing

As shown in **Table 4.13-3: Housing Units – City of Ontario and San Bernardino County (2022)**, DOF estimates that there are currently approximately 54,918 housing units in the City. The majority of housing in the City and the County are single-family detached homes. Characteristics of occupied and vacant housing units in the City and County, as reported by the DOF, are also shown in **Table 4.13-3**.

Table 4.13-3: Housing Units – City of Ontario and San Bernadino County (2022)

	City of Ontario	San Bernardino County
By Unit Type		
Single-Family Detached	32,194	525,570
Single-Family Attached	3,226	25,620
Two to Four	5,322	47,409
Five Plus	11,913	97,958
Mobile Homes	2,262	44,097
Total	54,918	740,654
Persons per Household	3.37	3.19
Vacancy Rate	3.6%	8.9%
Source: DOF. 2021. <i>E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022 with 2020 Benchmark</i> . https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/ . (accessed April 2023).		

Employment

Citywide Employment

As shown in **Table 4.13-4: Employment by Industrial Sector – City of Ontario (2022)**, there were 123,976 jobs in the City from February 2020 to June 2021 as provided by the City’s “Regional Intelligence Report.” The numbers of jobs in the City per industrial sector are shown in **Table 4.13-4** with the most jobs at

19.4 percent occurring in the “Transport/Warehouse/Utilities” sector. In 2021, unemployment in the City was 4.1 percent (approximately 5,611 persons).³

Table 4.13-4: Employment by Industrial Sector – City of Ontario (2022)

Industrial Sector	Jobs in the City of Ontario	
	Jobs	Percent (%) of Total Jobs
Transport/Warehouse/Util.	24,004	19.4
Health Care	10,539	8.5
Admin. Support	17,629	14.2
Education	1,196	1.0
Fin. Svcs. And Real Estate	4,639	3.7
Prof, Sci, Tech, and Mgmt.	5,675	4.6
Other Svcs.	2,852	2.3
NR/Construction	5,478	4.4
Information	1,729	1.4
Wholesale Trade	12,393	10.0
Retail Trade	12,846	10.4
Government	5,312	4.3
Manufacturing	12,261	9.9
Leisure and Hospitality	7,423	6.0
Total	123,976	100

Source: UC Riverside. 2022. *City of Ontario Regional Intelligence Report*. https://www.ontariothinksbusiness.com/sites/default/files/inline-files/OntarioRIR_Spring22.pdf. (accessed April 2023).

Jobs-Housing Balance

The jobs-housing balance is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. The balance of jobs and housing in an area—in terms of the total number of jobs and housing units as well as the type of jobs versus the price of housing—has implications for mobility, air quality, and the distribution of tax revenues. The jobs-housing balance is one indicator of a project’s effect on growth and quality of life in the project area. SCAG applies the jobs-housing balance at the regional and sub regional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG’s regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region is, by definition, balanced... Job-rich subregions have balances greater than the regional average; housing-rich subregions have balances lower than the regional average.

Ideally, job-housing balance would... assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.

³ United States Census Bureau (USCB). 2022. 2021 America Community Survey 5-Year Estimates Data Profiles 2016-2021. Selected Economic Characteristics. https://data.census.gov/table?t=Employment&g=050XX00US06071_160XX00US0653896&tid=ACSDP1Y2021.DP03 (Accessed March 23, 2023)

Jobs-housing goals and balances are advisory only. No ideal jobs-housing balance is adopted in state, regional, or city policies. However, SCAG considers an area balanced when the jobs-housing balance is 1.36; communities with more than 1.36 jobs per dwelling unit are considered jobs-rich, while those with fewer than 1.36 are housing-rich. A job-housing imbalance can indicate potential air quality and traffic problems associated with commuting.

As shown in **Table 4.13-5: Jobs-Housing Balance**, the jobs-housing balance in the City is forecast to decrease between 2016 and 2045, from 2.47 to 2.27. The City is shown to have a disproportionate number of employment opportunities to housing. This suggests that many workers commute to the City. According to SCAG projections, the City is expected to remain jobs-rich. The size, location in the City, and noise and safety zones surrounding the City provide a physical barrier for the development of land uses such as housing, and therefore encourage placement of compatible land uses such as retail, office, industrial, warehousing, and airport service-related uses. Consequently, and as stated above, the City is inherently jobs-rich.

Furthermore, as shown in **Table 4.13-5**, the County is below the proposed balance of 1.36. It is expected to decrease from 1.26 in 2016 to 1.22 in 2045, which is considered housing-rich. Therefore, it is likely that residents within the subregion will supply most of the workforce, thereby reducing the influx of individuals migrating to southwest County and the City. Additional employment to the area is expected to create a better balance between housing and jobs within the County.

Table 4.13-5: Jobs-Housing Balance

Jurisdiction	Year	Employment	Households	Jobs-Housing
City of Ontario	2016	113,900	46,000	2.47
	2045	169,300	74,500	2.27
San Bernardino County	2016	791,000	630,000	1.26
	2045	1,064,000	875,000	1.22

Source: SCAG. 2020. 2020-2045 Connect SoCal – Demographics and Growth Forecast. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579. (accessed April 2023).

4.13.3 Regulatory Setting

State and regional laws, regulations, plans, or guidelines that are potentially applicable to the Project are summarized below.

Federal

No Federal laws, regulations, or executive orders apply to aesthetics and scenic resources in the Project site.

State

California Planning and Zoning Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet

that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California’s projected population growth in each county based on California DOF population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. The RHNA is a tool used for SCAG and its member local governments in planning for growth. The RHNA quantifies the need for housing within each jurisdiction. Communities then plan, consider, and decide how they will address this need through the process of completing the Housing Elements of their General Plans. The RHNA does not necessarily encourage or promote growth but allows communities to prepare for growth in a way that enhances quality of life and mobility; improves access to jobs, transportation, and housing; and in a way that would not adversely impact the environment.

State law recognizes the vital role that local governments play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
- Preserve for lower-income households the publicly assisted multifamily housing developments in each community.

California housing element laws (California Government Code Section 65580–65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs.

No Net Loss Law (Government Code Section 65863)

The purpose of Government Code Section 65863 (No Net Loss Law) is to ensure development opportunities remain available throughout the planning period to accommodate a jurisdiction’s regional housing need allocation (RHNA), especially for lower- and moderate-income households. A jurisdiction may not take any action to reduce a parcel’s residential density unless it makes findings that the remaining sites identified in its Housing Element sites inventory can accommodate the jurisdiction’s remaining unmet RHNA by each income category, or if it identifies additional sites so that there is no net loss of residential unit capacity. If a jurisdiction approves a development of a parcel identified in its Housing Element sites inventory with fewer units than shown in the Housing Element, it must either make findings that the Housing Element’s remaining sites have sufficient capacity to accommodate the remaining unmet RHNA by each income level or identify and make available sufficient sites to accommodate the remaining

unmet RHNA for each income category. A jurisdiction may not disapprove a housing project on the basis that approval of the development would trigger the identification or zoning of additional adequate sites to accommodate the remaining RHNA.

Regional

Southern California Association of Governments

SCAG is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. It serves as a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG develops, refines, and maintains SCAG's regional and small area socioeconomic forecasting/allocation models. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. The socioeconomic estimates and projections are used for federal and state-mandated long-range planning efforts such as the RTP/SCS, the Air Quality Management Plan, the Federal Transportation Improvement Program, and the RHNA.

Regional Housing Needs Assessment

The RHNA is an assessment process performed periodically as part of Housing Element and General Plan updates at the local level. The RHNA quantifies the need for housing by income group within each jurisdiction during specific planning periods. The RHNA is used in land use planning, to prioritize local resource allocation and to help decide how to address existing and future housing needs. The RHNA allows communities to anticipate growth, so that collectively the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs.

Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS, which places a greater emphasis than ever on sustainability and integrated planning. The 2020-2045 RTP/SCS vision encompasses a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the GHG emission reductions. This long-range plan, required by the state of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change. The 2020 2045 RTP/SCS is a living, evolving blueprint for the region's future.

Local

City of Ontario General Plan – The Ontario Plan 2050

The Ontario Plan (TOP) 2050 includes the Housing Element which was certified by the California Department of Housing and Community Development (HCD) in October 2022. The City of Ontario Housing Element’s purpose is to provide an adequate supply of quality and affordable housing that is fundamental to the economic and social well-being of the City. Among its most important functions, the Housing Element analyzes existing and future housing needs; addresses constraints to meeting local housing needs; identifies land, financial, and administrative resources for housing; sets forth goals and policies to meet community housing needs; and establishes housing programs and an implementation plan. The Housing Element must be updated every eight years. The City’s Housing Element covers the period from October 15, 2021, to October 15, 2029. For Ontario and the rest of the SCAG region, the upcoming housing cycle (the 6th cycle) plans for projected housing needs between 2021 and 2029. For the 6th cycle, the City RHNA goal has nearly doubled since the last Housing Element planning period. For the 2013-2021 planning period, Ontario's RHNA was 10,861 units; the allocation increased 92 percent to 20,854 units for the 2021-2029 period. Within this goal, the City must plan for housing production at three different income levels: lower-income housing (includes extremely low, very low, and low income), moderate income, and above moderate-income.

The Project Site has been identified as a Housing Opportunity Area “Strategy 6, Ontario Ranch Housing Opportunity Area, Euclid Corridor” in the City’s Housing Element.

The Housing Element is required to address the production, preservation, and improvement of housing in the community. Among its most important functions, the Housing Element analyzes existing and future housing needs; addresses constraints to meeting local housing needs; identifies land, financial, and administrative resources for housing; sets forth goals and policies to meet community housing needs; and establishes housing programs and an implementation plan.

The following policies contained in the Housing Element are relevant to the Project:

*Housing Element*⁴

Goal H-2 **Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.**

Policy H-2.1 **Corridor Housing.** We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.

4.13.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning aesthetics. The questions presented in the Environmental Checklist Form have been utilized

⁴ City of Ontario. 2022. *TOP 2050, Housing Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/housing>. (accessed April 2023).

as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Methodology and Assumptions

The Project's demographics are examined in the context of existing and projected population for the County and the City and considers consistency with TOP and the 2020-2045 RTP/SCS. Information on population, housing, and employment for the planning area is available from several sources including:

- **U.S. Census.** The official U.S. Census is described in Article I, Section 2, of the U.S. Constitution. It calls for an actual enumeration of the people every 10 years, to be used for apportionment among the states of seats in the House of Representatives. The Census Bureau publishes population and household data gathered in the decennial census. This information provides a record of historical growth rates in the County.
- **California Department of Finance.** The DOF prepares and administers California's annual budget. Other duties include estimating population demographics and enrollment projections. DOF's "Table E-5: City/County Population and Housing Estimates" reports on population and housing estimates for the State, counties, and cities.
- **Southern California Association of Governments.** Policies and programs adopted by SCAG to achieve regional objectives are expressed in its 2020-2045 RTP/SCS.

The potential impacts of the Project were evaluated relative to the demographic condition, jobs-housing balance, and socioeconomic profiles. The Project would be considered consistent with TOP and the 2020-2045 RTP/SCS if it is compatible with the general intent of such plans and would not preclude attainment of primary goals of such plans.

4.13.5 Plans, Programs, and Policies

There are no plans, policies, or programs applicable to the Project related to population and housing impacts.

4.13.6 Project Impacts and Mitigation

Impact 4.13-1 *Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Level of Significance: Less Than Significant Impact

The Project would introduce new population by way of new housing and employment opportunities to the Project site. Development would include up to 290,110 square feet of commercial retail/office uses,

up to 466 residential units, and 1,386,777 square feet of business park uses; it would result in both jobs and housing for residents in the surrounding area. **Table 3-1: Maximum Project Buildout**, provides the maximum allowable gross building area for each Planning Area based on its allowable FAR, resulting in a combined maximum building square footage of 1,676,887 square feet of business park and mixed-use land uses, in addition to up to 466 residential units and associated onsite and offsite infrastructure improvements.

The Project is proposed in two phases. Phase 1 would allow approximately 1,000,595 SF of business park and mixed-use development and open space uses. Phase II of the Project is evaluated at a programmatic level in this EIR, for the potential future development of Planning Area (PA) 2B and PA 3B (no specific development proposals have been identified for the Phase II area). Phase II would involve the development of up to 466 residential units within PA 3B, as well as business park and open space/non-recreational uses within PAs 2B and 5. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time as the Applicant does not own the parcels within the Phase II area (PAs 2B and 3B) and does not have access to the Phase II area at this time.

Specific Plan – Phase I

Construction

Employment Growth

Project construction would generate temporary employment opportunities, including short-term design, engineering, and construction jobs. Construction-related jobs would not result in a significant population increase because they are expected to be filled by persons within the local economy. The unemployment rate is approximately 4.1 percent within the jurisdictions in the Project vicinity of the Riverside-San Bernardino-Ontario Metropolitan Area as of 2021. Because many of the employment opportunities are expected to be filled by persons within the local economy, it is anticipated that an adequate number of persons are available to fill the employment positions without constructing new residential units. Furthermore, the small percentage of skilled and managerial positions could either be filled by the local economy or by persons outside the local economy. Therefore, the implementation of the Project would result in less than significant growth inducement impacts in the Project vicinity.

Operations

Employment Growth

The projected number of employees that would result from the implementation of the Project was calculated based on the land use projection assumptions in Appendix J of the TOP EIR.⁵ As shown in **Table 4.13-6: Phase I Project Generated Employment**, the Project site has the potential to generate approximately 1,655 employees.

⁵ City of Ontario. 2009. *The Ontario Plan Draft EIR, Appendix J: Land Use Modeling Methodology*. <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/32253.pdf>. (accessed April 2023).

Table 4.13-6: Phase I Project Generated Employment

Building	Warehouse Space	Total Building (sf)	Employees/1,000 sf	Total Employees
Business Park	Non-Office (50%)	438,848.5	0.650	285.25
	Office (50%)	438,848.5	2.860	1255.11
Mixed-Use Office; Retail	Non-Office (90%)	110,608.2	0.718	79.42
	Office (10%)	12,289.8	2.860	35.15
Total	–	1,000,595	–	1,655

Notes:
 1. The numbers were rounded to present a conservative estimate.
 2. The EIR will evaluate the total maximum allowable development in the Specific Plan. The Floor Area Ratio (FAR) may be increased to the TOP max levels of 0.60 for BP respectively with appropriate CEQA analysis.
 3. Phase II uses are being evaluated at programmatic level only; no specific development applications have been submitted; no specific development dates are known.
 Source: City of Ontario. 2009. *The Ontario Plan Draft EIR, Appendix J: Land Use Modeling Methodology*. <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/32253.pdf>.

It should be noted that the Vehicle Miles Traveled (VMT) Analysis (see **Appendix 12: Vehicle Miles Traveled Analysis**) conducted by Urban Crossroads also projected a total of 1,631 new residents and 1,333 employees which was used to determine the service population for purposes of calculating VMT per service population.

The forecast increase in Project employment is within SCAG’s forecast employment increase for the City of 55,400 and the forecast employment increase for the County of 273,000 by 2045 (see **Table 4.13-2**).

Population Growth

Implementation of the Project would increase jobs in the City, which would have the potential to increase the demand for housing in the area. As stated, the proposed increase of up to 1,676,887 sf of business park uses has the potential to result in 1,655 jobs. The San Bernardino Council of Governments region is housing-rich. The Project would produce more jobs and therefore would support the improvements designated by SCAG in pursuit of an improved jobs-housing-balance for the County. Because the region is housing-rich, it is expected that jobs at the Project site would be drawn from the local and regional labor force.

However, even if the Project increase in employees added equivalent population to the Project site, growth of 1,655 residents would be well within the growth projections assumed for the City and the SCAG region, specifically, 96,900 by 2045 in the City and 674,000 by 2045 in the County (see **Table 4.13-2**). Therefore, the Project would not result in substantial population growth, and impacts would be less than significant.

Jobs-Housing Balance

As stated, the SCAG region is considered housing-rich. According to the 2020-2045 RTP/SCS, “the region will add 3,672,000 people; 1,621,000 households; and 1,660,000 jobs over the RTP/SCS (2045) planning horizon.” The Project would produce more jobs and therefore would support the improvements designated by SCAG in pursuit of an improved jobs-housing balance for the County.

Project impacts on the jobs-housing balance are estimated by comparing employment and household buildout statistics of the Project to that of SCAG’s 2045 projections. As shown in **Table 4.13-7: Combined Phase I and II, Projected Jobs-Housing Balance**, at Project buildout, the jobs-housing balance for the City

is estimated to be 2.26 which is similar to and only marginally different than SCAG projections for the City in 2045 of 2.27 (see **Table 4.13-5**). Buildout of the Project would result in an estimated jobs-housing balance of 1.22 for the County, equivalent to the SCAG projection for the County of 1.22. Therefore, no significant impact related to jobs-housing balance is anticipated to occur with implementation of the Project.

Table 4.13-7: Combined Phase I and II, Projected Jobs-Housing Balance

Year	Employment	Households	Jobs-Housing Balance
City of Ontario			
2016	113,900	46,000	2.47
SCAG 2045 Projection	169,300	74,500	2.27
Net increase due to Project	1,655	1,571	Not Applicable
SCAG 2045 Projection + Project	170,955	76,071	2.26
San Bernardino County			
2016	791,000	630,000	1.26
SCAG 2045 Projection	1,064,000	875,000	1.22
Net increase due to the Project	1,655	1,571	Not Applicable
SCAG 2045 Projection + Project	1,065,655	876,571	1.22
¹ Jobs-housing balances are identified for regions and subregions and are not applicable to an area as small as the Project. Source: SCAG. 2020. <i>Connect SoCal, Demographics and Growth Forecast Technical Report</i> . https://scag.ca.gov/sites/main/files/file-attachments/0903connectsocial_demographics-and-growth-forecast.pdf?1606001579 . (accessed April 2023).			

Specific Plan – Phase II Future Development Areas

Construction

Refer to Phase I discussion above. The same discussion applies for Phase II as Phase I, when development begins. Phase II would involve the development of up to 466 residential units within PA 3B, as well as open space/non-recreational uses and business park uses when PAs 5 and 2B are completed. Construction of Phase II would generate temporary employment opportunities, including short-term design, engineering, and construction jobs. Construction-related jobs would not result in a significant population increase because they are expected to be filled by persons within the local economy. Permanent employment opportunities would be created associated with development of PA 2B business park uses. While the development of Phase II of the Project would result in a temporary construction workforce, construction-related employment would not result in substantial population growth, and therefore impacts would be less than significant. No mitigation is required.

Operations

Population Growth

The Project would include the addition of up to 466 multi-family residential units within the Project site. This could directly contribute to population growth in the area. Utilizing the DOF factor of 3.37 persons per household and, conservatively assuming that every resident of the Phase II future development areas

would be a new resident of the City, these residential uses would potentially result in a population increase in the City of up to 1,571 people.^{6, 7}

As discussed in **Table 4.13-1** and **Table 4.13-2** above, the City's population in 2022 was 179,516 residents and is expected to increase to 269,100 residents by 2045. Project development could result in a population increase of up to 1,571 residents at the time of Phase II buildout. Cumulative development for the current City population and Project is 181,087 residents at Phase II project buildout. Although the Project could result in a population increase of up to 1,571 people at the time of Phase II buildout, this increase in population is accounted for in the City's General Plan Buildout of 410,492 which would occur through 2050.⁸ The cumulative development of current population with the anticipated Project residents estimates to about 181,087 residents. This increase in population is accounted for in the City's General Plan buildout of 410,492 residents by 2050, SCAG projections of 269,100 by 2045, and RHNA Allocations.

The Phase II future development areas are characterized by agricultural and urban development consisting of private recreational vehicle facility and a scrap yard. Additionally, the Phase II future development areas are presently designated as Mixed Use – Great Park, which allows for up to 45 dwelling units per acre (du/ac). The proposed land use plan of the Phase II future development areas mirrors the current zoning of the Project site, which is not anticipated to result in any new or substantially more severe environmental impact than was evaluated in the City's TOP EIR. In addition, the proposed residential land uses would not exceed 45 du/ac. Therefore, the Project would not exceed the amount of dwelling units allowed within the General Plan. The Project would align with the City's goals for regional growth as accounted for in the City's General Plan buildout and SCAG projections. Therefore, implementation of the Project would have a less than significant impact related to population growth as a greater increase in population has already been taken into account at the City and regional levels.⁹

Conclusion

As noted above, the Project would not cause substantial unplanned population growth in the area. The Project would provide 466 high-density residential development which would contribute to the City's RHNA Allocation for the 2021-2029 planning period. The Project site has been identified as a Housing Opportunity Area where residential neighborhoods would be balanced by mixed-use, commercial, and public places and organized around a regional-scale park. The City's housing strategies for this area promote the creation of mixed-income communities in the western Ontario Ranch. The Project would be consistent with the goals and growth projection for the City and the region. While the development of new business associated with Phase I development and the development of new residences associated with Phase II development would directly result in population growth, growth of 1,571 residents would be well within the growth projections assumed for the City and the SCAG region, specifically, 96,900 by 2045 in the City and 674,000 by 2045 in the County (see **Table 4.13-2**). The proposed Project Specific Plan

⁶ DOF. 2021. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022 with 2020 Census Benchmark*. <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/>. (accessed April 2023).

⁷ 3.37 people/household × 466 dwelling units = 1,571 people.

⁸ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.14, Population and Housing*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023).

⁹ Ibid.

proposes the same land uses as contained in the City's TOP 2050. Impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.¹⁰

Mitigation Measures

No mitigation is necessary.

Impact 4.13-2 *Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

Level of Significance: Less Than Significant Impact

The existing Project site currently contains an operational dairy farm and is improved with numerous residential structures, dairy barns, storage structures, feed storage barns, and numerous livestock corrals. Existing uses would be removed during Project site preparation. The displaced residential units and occupants are voluntarily selling the property to the applicant. Furthermore, the City and surrounding region has adequate housing capacity to accommodate the displaced residents, as discussed above. The affected units are within an Agricultural Overlay District that anticipated future development of this site, which was addressed in the City's TOP 2050 EIR. No significant impact would occur.

Specific Plan – Phase I

Construction and Operations

There are currently no single-family residences within the Phase I development area of the Project site. Therefore, the Project would have a less than significant impact on displacing existing people or housing.

Specific Plan – Phase II Future Development Areas

Construction and Operations

There are currently single-family residences on the Project site that would be displaced upon development of the Project. Based on County parcel data, there are numerous single-family residences on the Project site, within the Phase II future development areas (i.e., APNs 1053-281-01 and -02).¹¹ However, due to the low number of residents that would be displaced compared to the existing larger housing stock in the region, the Project would not displace a substantial number of people or houses and would not necessitate the construction of replacement housing elsewhere.

The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time as the Applicant does not own the parcels within the Phase II area (PAs 2B and 3B) and does not have access to the Phase II area at this time. Furthermore, the proposed Project Specific Plan land use designations are the same land use designations as contained in TOP 2050. Phase II would

¹⁰ Ibid.

¹¹ County of San Bernardino. 2023. *Public San Bernardino County Parcel Viewer*. <https://sbcounty.maps.arcgis.com/apps/webappviewer/index.html?id=87e70bb9b6994559ba7512792588d57a&marker=-116.34526321815805%2C34.11587161201653%2C%2C%2C&markertemplate=%7B%22title%22%3A%22%22%2C%22longitude%22%3A-116.34526321815805%2C%22latitude%22%3A34.11587161201653%2C%22isIncludeShareUrl%22%3Atrue%7D&level=19>. (accessed April 2023).

add up to 466 residential units when Planning Areas 2B and 3B are completed. Therefore, the Project would comply with Government Code Section 65863 which ensures that a jurisdiction maintains adequate development opportunities to accommodate a jurisdiction's RHNA. While the Project would remove existing housing within the Project site, impacts related to the substantial displacement of people or housing would be less than significant, due to the low number of residents that would be displaced compared to the existing larger housing stock in the region. Therefore, the Project would have a less than significant impact on displacing existing people or housing. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.¹²

Conclusion

As noted above, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. Additionally, all growth is planned and consistent with and according to TOP 2050, the City's Housing Element goals and policies, and RHNA Allocations. Impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.¹³

Mitigation Measures

No mitigation is necessary.

4.13.7 Cumulative Impacts

The area considered for cumulative impacts is the County. Impacts are analyzed using County projections in SCAG's 2020-2045 RTP/SCS Demographics and Growth Forecast. Development of the Project in conjunction with the related project list in **Table 4-1: Related Approved and Pending Projects**, in Section 4.0, Environmental Impact Analysis, of this Draft EIR, would not result in cumulative wide population and/or housing impacts, as mixed-use business park projects would further improve the job-housing balance. This would encourage alignment with objectives set by SCAG's 2020-2045 RTP/SCS as it would increase employment opportunities in an area that is predominantly residential. Furthermore, the Project would be consistent with the goals set forth in TOP 2050¹⁴ by providing long-term employment opportunities associated with the buildout of the Project. Related projects would be reviewed by the City, and development would be required to be consistent with adopted State and City development standards, regulations, plans, and policies to minimize the effect of the increase in population on physical impacts on the environment. Additionally, the indirect effect of Project employment on housing and population growth in the City has been anticipated in TOP, and therefore in regional housing and population forecasts provided in the 2020-2045 RTP/SCS. As such, the Project would not contribute to cumulatively adverse

¹² City of Ontario. 2022. *TOP 2050 Final Supplemental EIR. Section 5.14, Population and Housing.*
https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf.
(accessed April 2023).

¹³ Ibid.

¹⁴ City of Ontario. (2022). *TOP 2050 Final Supplemental EIR. Section 5.14, Population and Housing.*
https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf.
(accessed April 2023).

growth impacts. Upon approval, the Project would improve the jobs-housing balance in the County which is considered a housing-rich area. Therefore, the Project combined with related projects would not result in cumulatively considerable impacts to population and housing as no substantial new unplanned growth would occur.

4.13.8 Significant Unavoidable Impacts

No significant unavoidable aesthetic impacts have been identified.

4.13.9 References

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<https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/32253.pdf>.
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4.14 PUBLIC SERVICES

4.14.1 Introduction

This section identifies potential impacts on public services by identifying anticipated demand and evaluating the relationship to both existing and planned public services facilities and availability that could result from the Euclid Mixed Use Specific Plan Project (Project) implementation, located within the City of Ontario (City). The Project consists of a Specific Plan, Development Agreement, Development Plan(s), and Tentative Parcel Map(s) to allow for a business park and mixed-use development to be completed in two phases within five planning areas (PAs), with Phase I proposed at a project level entitlement. Phase II of the Project will be evaluated at a programmatic level in the Environmental Impact Report (EIR).

In accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines, the emphasis in this Draft EIR is on impacts to public services that could result from implementation of the Project and that could require construction or expansion of existing public service facilities resulting in a physical impact on the environment.

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

4.14.2 Environmental Setting

Fire Protection

The City of Ontario Fire Department (OFD) provides fire protection, paramedic, and emergency response services to the City and the Project site. Furthermore, the Emergency Medical Service (EMS) Bureau was created by the OFD to provide additional medical care for emergencies, accomplished through training of firefighters in paramedic methods and programs.¹ The OFD serves over 185,000 residents over 50 square miles from 10 strategically located fire stations and includes Bomb Squad, the Hazardous Materials Team, the Urban Search and Rescue team, and the Special Weapons and Tactics (SWAT) team.² The Fire Prevention Bureau is responsible for developing and implementing programs and policies that prevent or reduce the magnitude of emergency occurrences (i.e., loss of life and property, or environmental damage). In 2021, the OFD responded to over 22,000 calls for service, approximately 60 calls per day, ranging from medical emergencies to traffic collisions to a large commercial fire. OFD has 227 personnel comprised of 186 sworn firefighters and 41 professional staff members. The OFD currently has ten permanent fire stations and one temporary fire station. The following fire stations service the City of Ontario:

- Station 1: 425 East B Street

¹ City of Ontario. ND. *EMS – EMS Bureau*. <https://www.ontarioca.gov/Fire/EMS>. (accessed March 2023).

² City of Ontario. ND. *Operations*. <https://www.ontarioca.gov/Fire/Operations>. (accessed March 2023).

- Station 2: 544 West Francis Street
- Station 3: 1408 East Francis Street
- Station 4: 1005 North Mountain Avenue
- Station 5: 1530 East Fourth Street
- Station 6: 2931 East Philadelphia Avenue
- Station 7: 4901 East Vanderbilt Street
- Station 8: 3429 East Shelby Street
- Station 9: 2661 East Grand Park
- Station 10: 1230 Tower Drive
- Station 11: Southwest corner of Bon View and Eucalyptus Avenues; permanent location yet to be determined.

Station 2, Station 3, and Station 9 are within the closest proximity to the Project site. Station 2 is located at 544 West Francis Street, Ontario, CA, 91762 and is approximately 2.8 miles north of the Project site. Station 3 is located at 1408 East Francis Street, Ontario, CA, 91761 and is approximately 3 miles northeast of the Project site. Lastly, Station 9 is located at 2661 East Grand Park, Ontario, CA 91762 and is approximately 3 miles west of the Project site. Therefore, the nearest OFD Station to the Project site is Station 2. Fire stations near the Project site are provided in **Table 4.14-1: Project Area Fire Services**.

Table 4.14-1: Project Area Fire Services

Station/Address	Distance from Project Site	Apparatus	Daily Staffing
#2 located at 544 W. Francis St., Ontario, CA 91762	Approx. 2.8 miles north of the Project site	1 paramedic engine	4
#3 located at 1408 E. Francis St., Ontario, CA 91761	Approx. 3 miles northeast of the Project site	1 paramedic engine	4
#9 located at 2661 E. Grand Park, Ontario, CA 91762	Approx. 3 miles west of the Project site	1 paramedic engine and 1 truck company	8

Source: City of Ontario. ND. *Fire Stations*. <https://www.ontarioca.gov/Fire/FireStations>. (accessed March 2023).

OFD maintains a mutual-aid agreement with the Operation Area and State of California and receives first alarm automatic aid from the following fire departments:

- Chino Valley Fire Department District—Fire Stations 63 and 65
- Montclair Fire Department—Fire Stations 151 and 152
- Ontario Airport Fire Department - Station 140 at Ontario International Airport
- Rancho Cucamonga Fire Department—Fire Stations 172 and 174
- San Bernardino County Fire Department—Central Valley Battalion Fire Stations 74 and 72
- San Bernardino County Fire Department — Fire Station 161

The Chino Valley Fire Department Station 63 is located approximately two miles south of the Project site, on the southern end of the Chino Airport. The OFD has several response times benchmarks as identified

in **Table 4.14-2: OFD Response Times**. OFD achieves its benchmarks with a 90 percent of the calls are within benchmark. Due to the lack of surrounding development, the average response time to the Project area is 9 minutes and 59 seconds.

Table 4.14-2: OFD Response Times

Measure	OFD Benchmark
Call Answering Time	Under 60 seconds
Travel Time	Under 6 minutes
Total Response Time	9:59
Source: Paul Ehrman. Senior Deputy Chief/Fire Marshal. Ontario Fire Department. Personal Communication. April 18, 2023. (email)	

The nearest hospitals to the Project site are the Kaiser Permanente Ontario Medical Center located approximately three miles to the northeast, and the Chino Valley Medical Center located approximately 5.3 miles to the northwest. Both medical facilities offer EMS and urgent care.

Police Protection

The Ontario Police Department (OPD) provides law enforcement services for the City and the Project site. The OPD is located at 2500 South Archibald Avenue, Ontario, CA, 91761, approximately 3.6 miles northwest of the Project site. The OPD currently employs 287 sworn police officers and 83 professional staff.³ The OPD provides staffing based on the needs of the OPD and City and utilizes both civilian and sworn staff.

The OPD has five main service bureaus: Field Operations, Special Operations, Investigations, Airport, and Administration. These bureaus consist of several divisions and units such as: Air Support, C.O.P.S., Special Enforcement, Career Criminal, Traffic, Detectives, the Ontario Mills Mall unit, Recruitment and Training, Forensics, Records, Communications and Crime Prevention/Crime Analysis. OPD is equipped with patrol vehicles, motorcycles, K-9 units, unmarked units, helicopters, bicycles, a SWAT van, command armored rescue vehicle, and crime prevention vans.

The OPD implemented a geographical-based policing program to provide the most protection to the City. As part of this “Geo-Policing” program, the City has been drawn into three geographical areas: West, East, and South. Each area has an assigned Lieutenant as an Area Commander. The Area Commander is responsible for the delivery of police services in their area of control with an emphasis on the preservation and improvement of the quality of life, safety, and economic value of those who live and do business in the City.⁴ The Project site is located in the West Area Command and Lieutenant Troy Scutella is the assigned Area Commander for the Project area. Each area has a dedicated teams of officers and corporals, headed by police sergeants, who work 24/7 patrol operations; traffic officers; Community Engagement Team (CET) officers, who work special projects; narcotics investigators; and detectives.⁵

The OPD’s response time is the time between receipt of a service call and the on-scene arrival of a patrol officer, which varies depending on the urgency of the call. In 2022 the OPD received a total of 143,145

³ The Ontario Police Department. Public Records Request – P000481-041023. (April 26, 2023) Personal Communication. (email)

⁴ The Ontario Police Department. Area Command. 2023. <https://www.ontarioca.gov/Police>. (accessed March 2023)

⁵ City of Ontario. Police Department. <https://www.ontarioca.gov/Police>. (accessed March 2023)

calls for service, of which 18,021 were Priority 1 calls. Due to the uniqueness of each call, the department strives for a quick and specific response for non-emergency calls. The average emergency call response time for priority one calls is 8 minutes and 45 seconds.⁶

Schools

The Project would be located within the Chino Valley Unified School District (CVUSD). CVUSD has 21 California Distinguished Schools.⁷ The district offers educational facilities for elementary, junior high school, and high school attendees. The Project site is within the attendance areas for Liberty Elementary, Woodcrest Junior High School, and Chino High School.^{8,9,10} The nearest schools to the Project site are Edwin Rhodes Elementary School, located at 6655 Schaefer Avenue, Chino, CA 91710, approximately 0.7 mile northwest of the Project site; Howard Cattle Elementary School, located at 13590 Cypress Avenue, Chino, CA 91710, is approximately one mile northwest of the Project site; and Magnolia Junior High School, located at 13150 Mountain Avenue, Chino, CA 91710, is approximately 1.5 miles northwest of the Project site. Therefore, Edwin Rhodes Elementary School is within the closest proximity to the Project site.

Parks

The City of Ontario maintains 32 parks, seven community centers, and three dog parks. The nearest parks to the Project are Centennial Park, which is a City park, and two City of Chino parks: Constellation Park and Cypress Trails Park. These parks are approximately three miles north, less than one mile west, and two miles northwest of the Project site, respectively.

Libraries

The City's libraries are managed by the City's Community Life and Culture Department.¹¹ The Community Life and Culture Department manages the City's two public libraries, neither of which are in close proximity to the Project site. The South Ontario Lewis Family Branch Library (South Ontario Library) is approximately 4.8 miles northeast of the Project site, and the Ovitt Family Community Library is located approximately 4.6 miles north of Project site.

4.14.3 Regulatory Setting

Federal

Federal Emergency Management Act

⁶ Ontario Police Department. Public Records Request – P000481-041023. (April 26, 2023). Personal Communication. (email).

⁷ Chino Valley Unified School District. 2022. <https://www.chino.k12.ca.us/domain/5297> (accessed March 2023).

⁸ Chino Valley Unified School District 2009. *Elementary School Attendance Areas*. https://www.chino.k12.ca.us/site/handlers/filedownload.ashx?moduleinstanceid=40374&dataid=88556&FileName=Elementary_School_Boundary_Map.pdf (accessed March 2023).

⁹ Chino Valley Unified School District. 2009. *Junior High School Attendance Areas*. https://www.chino.k12.ca.us/site/handlers/filedownload.ashx?moduleinstanceid=40374&dataid=88556&FileName=Elementary_School_Boundary_Map.pdf (accessed March 2023).

¹⁰ Chino Valley Unified School District. 2009. *High School Attendance Areas*. https://www.chino.k12.ca.us/site/handlers/filedownload.ashx?moduleinstanceid=40374&dataid=88557&FileName=Junior_High_School_Boundary_Map.pdf (accessed March 2023).

¹¹ City of Ontario. 2020. Library. <https://www.ontarioca.gov/Library> (accessed March 2023).

In March 2003, the Federal Emergency Management Act (FEMA) became part of the U.S. Department of Homeland Security. FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Fire Prevention and Control Act of 1974

The Federal Fire Prevention and Control Act of 1974 was created to reduce the nation's losses caused by fire through better fire prevention and control, supplement existing programs of research, training, and education, and to encourage new and improved programs and activities by State and local governments. In addition, the act established the U.S. Fire Administration and the Fire Research Center within the Department of Commerce. The Fire Prevention and Control Act established an intensified program of research into the treatment of burn and smoke injuries and the rehabilitation of victims of fires within the National Institutes of Health.

Fire Prevention Plan

Businesses are required under the Occupational Safety and Health Administration (OSHA) standards to prepare a fire prevention plan that, at a minimum, must include procedures to control accumulations of flammable and combustible waste materials, and for regular maintenance of safeguards installed on heat-producing equipment to prevent the accidental ignition of combustible materials. Furthermore, the fire prevention plan must contain the names and/or job titles of employees responsible for maintaining equipment to prevent or control sources of ignition or fires, and for the control of fuel source hazards.

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 (42 U.S. Code [USC] 12181) prohibits discrimination on the basis of disability in public accommodation and state and local government services. Under the ADA, the Architectural and Transportation Barriers Compliance Board issues guidelines to ensure that facilities, public sidewalks, and street crossings are accessible to individuals with disabilities. Public play areas, meeting rooms, park restrooms, and other buildings and park structures must comply with ADA requirements.

International Fire Code

The International Fire Code (IFC) regulates minimum fire safety requirements for new and existing buildings, facilities, storage, and processes. The IFC includes general and specialized technical fire and life safety regulations addressing fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, use and storage of hazardous materials, protection of emergency responders, industrial processes, and many other topics. The IFC is issued by the International Code Council, an international organization of building officials.

State

California Penal Code

All law enforcement agencies within the State of California are organized and operated in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under state law, all sworn municipal and county officers are state peace officers.

California Code of Regulations Title 24 (California Building Standards Code)

California Code of Regulations (CCR) Title 24, also known as the California Building Standards Code (CBSC), includes regulations for how buildings are designed and constructed, and are intended to ensure the maximum structural integrity and safety of private and public buildings. The CBSC, which applies to all applications for building permits, consists of 12 parts that contain CBSC administrative regulations for all State agencies that implement or enforce building standards. Local agencies must ensure the development complies with the CBSC standards. Cities and counties can adopt additional standards beyond the CBSC including CBSC Part 2, named the California Building Code (CBC).

California Building Code

The State provides a minimum standard for building design through the CBC, which is in Part 2 of Title 24 of the CCR. CBC is based on the International Building Code but has been modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan checked by local City and County building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all commercial and residential buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Code of Regulations Title 24 Part 9 – California Fire Code

The California Fire Code (CFC) contains regulations consistent with nationally recognized accepted practices for safeguarding, to a reasonable degree, life and property from various hazards, including fire and explosion, among others. The CFC also contains provisions to assist emergency response personnel. The CFC is pre-assembled with the International Fire Code with necessary California amendments. The CFC contains fire safety-related building standards that are referenced in other parts of CCR Title 24. The CFC is updated once every three years; the 2022 CFC took effect on January 1, 2023. The CFC sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. The CFC provides minimum standards to increase the ability of a building or structure to resist the intrusion of flame or burning embers being projected by a vegetation fire and contributes to a systematic reduction in fire losses through the use of performance and prescriptive requirements.

California Occupational Safety and Health Administration

In accordance with CCR, Title 8 Section 1270 “Fire Prevention” and Section 6773 “Fire Protection and Fire Equipment,” the California Occupational Safety and Health Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

Mitigation Fee Act (California Government Code Sections 66000 through 66008)

The Mitigation Fee Act requires a local agency, such as the city establishing, increasing, or imposing an impact fee as a condition of development, to identify the purpose of the fee and the use to which the fee is to be put. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development project on which it is to be levied. This Act became enforceable on January 1, 1989.

California Health and Safety Code

The California Health and Safety Code (HSC) Section 13000 et seq., includes fire regulations for building standards (also in the California Building Code [CBC]), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Fire Code

The California Fire Code (CFC) (California Code of Regulations [CCR], Title 24, Part 9) is based on the 2018 adoption of the IFC and includes amendments from the State fully integrated into the code. The CFC contains fire safety-related building standards that are referenced in other parts of Title 24 of the CCR. The CFC is updated once every three years; the 2019 CFC took effect on January 1, 2020. The CFC sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the CFC.

Senate Bill 50, California Government Code Section 65995(b), and Education Code (California Government Code Section 17620)

Senate Bill (SB) 50 places limitations on the power of local governments to require mitigation of school facilities by developers. Under the provisions of SB 50, school districts can collect fees to offset the cost of expanding school capacity, which becomes necessary as development occurs. These fees are determined based on the square footage of proposed uses. As a part of SB 50, school districts must base their long-term facilities needs and costs on long-term population growth in order to qualify for this source

of funding. Payment of statutory school fees is deemed to be adequate mitigation of school impacts under CEQA. Prior to SB 50, case law allowed cities to consider and impose conditions to mitigate impacts of new development on school facilities.

SB 50 amended CGC Section 65995, which contains limitations on Education Code Section 17620, the statute that authorizes school districts to assess development fees within school district boundaries. CGC Section 65995(b)(3) requires the maximum square footage assessment for development to be increased every two years, according to inflation adjustments. Currently, the maximum impact fees allowed by SB 50 are as follows:

- In the case of residential construction, \$1.93 per square foot (sf) of assessable space.
- In the case of any commercial or industrial construction, \$0.31 per sf of chargeable covered and enclosed space. (CGC Section 65995(b)).

According to CGC Section 65995(3)(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization...on the provision of adequate school facilities.” The school district is responsible for implementing the specific methods for mitigating school impacts under the CGC.

Housing Accountability Act (Senate Bill 330; Govt. Code Section 65589.5 et seq.)

The Housing Accountability Act (SB 330) took effect in January 2020. SB 330 provides that a city may not disapprove a residential housing development project for low-moderate income households (as defined) unless the housing development project “would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low and moderate-income households, unless the housing development project is proposed on land ... which does not have adequate water or wastewater facilities to serve the project.” (CGC Section 65589.5(d)(4)). Its purpose is to increase housing in urbanized areas, while still accommodating future developments throughout a city.

Assembly Bill (AB) 97

Approved in July 2013, AB 97 revises existing regulations related to financing for public schools, by requiring State funding for county superintendents and charter schools that previously received a general-purpose entitlement. AB 97 authorizes local educational agencies to spend, for any local educational purpose, the funds previously required to be spent for specified categorical education programs, including, among others, programs for teacher training and class size reduction.

Mutual Aid Agreements

The Emergency Management Mutual Aid (EMMA) system is a collaborative effort between city and county emergency managers in the Office of Emergency Services (OES) in the coastal, southern, and inland regions of the state. EMMA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center, local Emergency Operations Centers, the Disaster Field Office, and community service centers. The purpose of EMMA is to support disaster operations in affected

jurisdictions by providing professional emergency management personnel. In accordance with the Mutual Aid Agreements, local and state emergency managers have responded in support of each other under a variety of plans and procedures.

The Quimby Act

The Quimby Act (CGC Section 66477) was established by the California legislature in 1965 to develop new or rehabilitate existing neighborhood or community park or recreation facilities. This legislation was enacted in response to the need to provide parks and recreation facilities for California’s growing communities. The Quimby Act gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map. The Quimby Act is implemented through City Ordinance and is discussed further below.

Senate Bill 50

SB 50 (the Leroy F. Greene School Facilities Act of 1998), adopted in 1998, defined the school impact fee needs analysis process in California Government Code Sections 65995.5–65998. Pursuant to its provisions, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. By statute, payment of a statutory fee by developers serves as the total mitigation of the potential impact of a development on school facilities pursuant to CEQA.

Local

City of Ontario General Plan – The Ontario Plan 2050

The Ontario Plan (TOP) 2050 Safety and Parks and Recreation Elements provide important guidelines and policies to ensure the City’s goals are met. Included in TOP 2050 is the Policy Plan, which is a framework that would guide the City’s future growth through the application of policies and goals. The following goals of TOP 2050 relate to public services.

The following policies contained in the Safety Element are relevant to the Project:

Safety Element¹²

Goal S-3 **Reduced risk of death, injury, property damage and economic loss due to fires, accidents, and normal everyday occurrences through prompt and capable emergency response.**

Policy S-3.8 **Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces and buildings.

¹² City of Ontario. 2022. *TOP 2050, Safety Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/safety> (accessed April 2023).

Goal S-7 Residential neighborhoods, commercial areas, and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, and community involvement in public safety.

Policy S-7.4 **Crime Prevention through Environmental Design (CPTED).** We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces, and buildings.

The following policies contained in the Parks and Recreation Element are relevant to the Project:

*Parks and Recreation Element*¹³

Goal PR-1 A system of safe and accessible parks that meets the needs of the community.

Policy PR-1.4 Multi-family Residential Developments. We require that new multi-family residential developments of five or more units provide recreational facilities or open space, in addition to paying adopted impact fees.

Policy PR-1.5 Acreage Standard. We strive to provide 5 acres or parkland (public and private) per 1,000 residents.

Policy PR-1.6 Private Parks. We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.

*City of Ontario Development Code*¹⁴

The City uses Development Impact Fees (DIFs) collected at building permit issuance to provide funding for police, fire, roadways, storm drainage, water and sewer infrastructure, solid waste infrastructure, general public facilities, libraries, public meetings, aquatics, and parks. The City has a fee schedule dedicated for the Ontario Ranch. The following are a list of fees charged by the City's Building Department or collected by the Building Department on behalf of other departments or governmental agencies at the time permits are issued, for the City, specifically within the Project site. These fees took effect on January 1, 2023.

Police Impact Fees

The purpose of police impact fees is to ensure that new development finance its fair share of police protection facilities. This includes coverage for the cost of apprehensions of all suspects and recovery programs to reimburse the City (CGC, Title 5, Section 53150). The fees as of writing this EIR, are calculated as follows:

- Business Park Uses: \$0.044/sf
- Retail Service Uses: \$0.713/sf
- Office Uses: \$0.279/sf
- High Density Dwellings: \$502/unit

¹³ City of Ontario. 2022. *TOP 2050, Parks and Recreation Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/parks-recreation>. (accessed April 2023).

¹⁴ Ontario Ranch Development Impact Fees. ND. [https://www.ontarioca.gov/sites/default/files/Ontario-Files/Building/Ontario%20Ranch%20DIF%20Breakdown%20\(Effective%2001.01.23\).pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Building/Ontario%20Ranch%20DIF%20Breakdown%20(Effective%2001.01.23).pdf). (accessed April 2023).

Fire Impact Fees

The purpose of fire impact fees is to ensure coverage for fire protection facilities, where new development occurs. Fees are calculated as follows:

- Business Park Uses: \$0.044/sf
- Retail Service Uses: \$0.847/sf
- Office Uses: \$0.637
- High Density Dwellings: \$1,007/unit

School Impact Fees¹⁵

- Residential: \$4.79/sf
- Commercial: \$0.78/sf

Park Impact Fees

The purpose of park impact fees is to ensure coverage for park facilities, where new development occurs. Fees are calculated as follows:

- High Density Dwellings: \$10,658/unit

Library Impact Fees

The purpose of library impact fees is to ensure coverage for library facilities, where new development occurs. Fees are calculated as follows:

- High Density Dwellings: \$913/unit

4.14.4 Impact Thresholds and Significance Criteria

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

PS-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- Fire protection?
- Police protection?
- Schools?
- Parks?

¹⁵ Chino Valley Unified School District. Developer Fees. <https://www.chino.k12.ca.us/Page/4852>. (accessed March 2023).

- Other public facilities?

Methodology

The Project is evaluated against the significance criteria/thresholds, as the basis for determining the impact's level of significance concerning public services. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce a potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts associated with public services.

The potential impacts related to public services were evaluated based on the ability of existing and planned public services staffing, equipment, and facilities to meet the additional demand for any public services resulting from the development of the Project. Impacts are considered significant if Project Implementation would result in inadequate staffing levels, response times, and/or increased demand for services that would require the construction or expansion of new or altered facilities that might have an adverse physical effect on the environment.

4.14.5 Plans, Programs, and Policies

Refer to above discussion regarding existing Regulatory Framework.

4.14.6 Impacts and Mitigation Measures

Impact 4.14-1 *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

1) Fire protection?

Level of Significance: Less than Significant

Specific Plan - Phase I

Construction and Operations

The increase in development and workers within the Phase I area could potentially result in additional calls for fire protection services, which would increase needs for fire department staffing and equipment. The OFD provides emergency, preventive and administrative services to over 185,000 residents in over 50 square miles within the City. As previously mentioned, the City has ten fire stations, and Station 2, Station 3, and Station 9 are within the closest proximity to the Phase I area. Station 2 is located at 544 West Francis Street, Ontario, CA, 91762 and is approximately 2.8 miles north of the Phase I area. Station 3 is located at 1408 East Francis Street, Ontario, CA, 91762 and is approximately 3 miles northeast of the Phase I area. Lastly, Station 9 is located at 2661 East Grand Park, Ontario, CA 91762 and is approximately 3 miles west of the Phase I area. Therefore, the nearest OFD Station to the Phase I area is Station 2.

The Phase I area would primarily be served by the Station 2, Station 3, and Station 9 due to these stations' close proximity to the site as mentioned previously. Station 2 currently has 4 fire personnel assigned to one paramedic engine. In 2022, Station 2 received a total of approximately 2,500 calls for fire-related incidents. Additionally, Station 3 currently has 4 fire personnel assigned to one paramedic engine. In 2022, Station 3 received a total of 2,000 calls for fire-related incidents. Lastly, Station 9 currently has 8 fire personnel assigned to one paramedic engine and one truck company. In 2022, Station 9 received a total of 1000 calls for fire-related incidents. As previously mentioned, the OFD has a total response time of 9 minutes and 59 seconds.

Additionally, prior to the approval of the Project, the City's Building Department and OFD would review building plans in order to ensure that all applicable fire safety features are incorporated as part of the Project. Furthermore, all fire-related safety features would be in accordance with the applicable provisions of the adopted CFC and the City's Municipal Code (MC) Section 4-4.01, ordinances, and standard conditions regarding fire prevention and suppression measures related to water improvement plans, fire hydrants, fire access, and water availability. Prior to the approval of occupancy permits for the new buildings, it would be required that the OFD would inspect all new structures in order to ensure that all fire safety features have been implemented and installed correctly.

The Project would comply with all applicable policies aforementioned in **Section 4.14.3: Regulatory Setting** in order to reduce risk of death, injury, property damage, and economic loss due to fires through prompt and capable emergency response. The Project would be in compliance with the California Fire Code and California Building Code to mitigate or reduce the negative effects of fire and structural collapse. The Project would comply with TOP Policy S3-8 to ensure all new development within the City would incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings. Furthermore, the City has adopted a public alert notification system that efficiently conveys emergency information to the public and the OFD would have additional support in response to emergencies through the California Fire Rescue and Mutual Aid Plan. In addition, the City monitors water supply to ensure enough water is available for adequate firefighting.

Project implementation would not create any deficiencies in current response times or staffing models, nor require provision of new or expanded fire facilities, construction of which would have the potential to cause significant environmental impacts. Further, as stated above, based on the Phase I area's proximity to three existing fire stations, the personnel staffed for each station, and the response times for service received, the Project would be adequately served by fire protection services, and no new or expanded unplanned facilities would be required. DIFs would also be collected in order to build and supply necessary infrastructure for fire protection services, as necessary. The City has a general City fee schedule as well as a separate fee schedule for the Ontario Ranch collected at building permit issuance to provide funding for fire protection services, among other public services.

Overall, the Project would receive adequate fire protection services and would not result in adverse physical impacts associated with the provision of or need for new or physically altered fire protection facilities, and will not adversely affect service ratios, response times, or other performance objectives. In addition, the Project would comply with all applicable federal, state, and local regulations and payment

of DIFs (refer to **Section 4.14.3: Regulatory Setting** for description of applicable DIFs). Therefore, impacts related to fire protection services would be less than significant.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. While development could affect response times, services ratios, or other performance objectives for the OFD, impacts to governmental facilities, including fire protection facilities, would be less than significant. The OFD would expand in response to the demand for fire protection facilities and personnel caused by new development. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.¹⁶

Conclusion

As noted above, the Project would not significantly impact fire protection facilities. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is necessary.

Impact 4.14-2 *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

II) Police protection?

Level of Significance: Less than Significant

Specific Plan – Phase I

Construction and Operations

The increase in development and workers within the Phase I area could potentially result in additional calls for police department services, which would increase needs for Police department staffing and equipment. To help offset costs and ensure adequate service is provided; development mitigation fees are collected. Additionally, the Project would include installation of security features and surveillance through the provision of low-intensity security lighting in and around the new buildings and parking areas. The Project includes proposed business park and mixed-use development on 18 parcels covering

¹⁶ The City's TOP 2050 Final Supplemental EIR determined that impacts to public services, including fire protection, would be less than significant. (Final EIR Section 5.15, Public Services).

84.1 acres within the City, which could increase the City's population. As previously discussed, police protection services for the City and Phase I area are provided by the OPD. The OPD is located approximately 3.6 miles northwest of the Phase I area at 2500 South Archibald Avenue, Ontario, CA, 91791. The OPD consists of 289 sworn officers providing law enforcement services 24 hours a day, 365 days a year. The OPD services three areas of command. The Project site is located within the West Area Command and would be served by officers and corporals, headed by police sergeants, who work 24/7 patrol operations; traffic officers; CET officers, who work special projects; narcotics investigators; and detectives.

To accommodate the growth of the City population, new police officers and potential for new protection facilities were anticipated to help offset costs and ensure adequate service is provided, and development mitigation fees are collected. According to the Project Specific Plan, future development would comply with the City's development review process, which provides for review by the City's Police Department and potential redesign to incorporate crime prevention design elements in streetscapes, sites, open spaces, and buildings. Additionally, pursuant to the City's existing permitting process, the City's Building Department would review final site plans in order to ensure that crime prevention through design measures is incorporated as part of the Project. Furthermore, Project construction would include the strategic use of nighttime security lighting and on-site security personnel to secure the site and reduce demands on police service.

The Project would comply with all applicable goals and policies outlined in TOP 2050 that would include efforts to improve public safety regard to police protection. This includes the public alert notification system that efficiently conveys information concerning emergency events to the public as well as ensuring the OPD would respond to calls for service in a timely manner. Additionally, pursuant to the City's existing permitting process, the City's Building Department would review final site plans in order to ensure that crime prevention through design measures is incorporated as part of the Project. This includes Crime Prevention through Environmental Design (CPTED) strategies, which is a planning tool that focuses on proper design and use of the built environment to deter and prevent crime, in this case for business park and mixed uses. CPTED would ensure parking lots, loading dock areas, pedestrian walkways, building entrances, signage, and architectural and landscape features have adequate illumination and ground or low mounted fixtures would be installed along walkways, entrances, steps, and ramps for further safety. Development design within the Project site would also encourage delineation of pedestrian access to buildings located on the site from adjacent streets and parking areas by marking building entrances with prominent signage or architectural and landscaping features. The OPD would continue to add staff and equipment on an as-needed basis in order to accommodate the incremental increasing demands from buildout of land uses, as was identified in TOP. Furthermore, The City partners with other local, state, and federal law enforcement agencies and private security providers, as well as utilize all City departments to help reduce crime and promote public safety. Project plans would be reviewed by applicable local agencies to ensure compliance with TOP 2050, Euclid Mixed-Use Specific Plan, and the Ontario MC, as well as all applicable regulations to ensure adequate site signage, lighting, and other crime safety preventative measures to ensure safety standards. The Master Developer and/or Site Developer, as applicable, is required to pay all required impact fees and fair share costs. Compliance with applicable local regulations and payment of DIFs would ensure that Project construction and operation would result

in a less than significant impact to police protection services (refer to **Section 4.14.3: Regulatory Setting** for description of applicable DIFs).

The OPD has prepared for growth of the Ontario Ranch area, where the Project site is located, and is expected to have adequate facilities and personnel to serve the proposed development. The OPD would continue to add staff and equipment on an as-needed basis in order to accommodate the incremental increasing demands from buildout of land uses, as was identified in TOP. Furthermore, buildout of the Project would require payment of police impact fees, and would not require construction of additional police facilities to maintain adequate police protection service. Thus, impacts related to police protection services would be less than significant.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. While development could affect response times, services ratios, or other performance objectives for the OPD, impacts to governmental facilities, including police protection facilities, would be less than significant. The OPD would expand in response to the demand for police protection facilities and personnel caused by new development. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.¹⁷

Conclusion

As noted above, the Project would not significantly impact police protection facilities. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is necessary.

Impact 4.12-3 *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

Schools?

Level of Significance: Less Than Significant

¹⁷ City of Ontario. 2022. TOP 2050 Final Supplemental Environmental Impact Report, Section 5.15, Public Services.
https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf.

Specific Plan – Phase I

The CVUSD serves the City of Ontario with education services. The Project would include up to 290,110 square feet of commercial retail/office uses, up to 466 residential units, and 1,386,776 square feet of business park uses, which increase employment opportunities. This increase in employment could cause a number of new families to relocate, potentially increasing enrollment within the CVUSD. However, it is anticipated that a majority of potential employees would be existing residents in local and neighboring communities and regions that would not require relocating into the school district.

School funding comes predominantly from federal, state, and local sources such as businesses and personal income taxes, sales tax, and property taxes. Education Code 17620 et seq. authorizes the collection developer fees; Government Code 65995 et seq. establishes the types of fees and rates¹⁸ The Project applicant would be required to pay the CVUSD's current developer impact fees in effect at the time of submitting the building permit application. These fees would be used to accommodate any expansion or upgrades needed to serve new students. Under SB 50, payment of required school impact fees is deemed complete and full mitigation for impacts to school facilities (refer to **Section 4.14.3: Regulatory Setting** for description of applicable DIFs). Payment of required fees would ensure impacts to schools are less than significant and no mitigation measures are necessary.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Development of Phase II would occur on Planning Areas 2B and 3B. While development could affect performance objectives for schools, impacts would be less than significant. School funding comes predominantly from federal, state, and local sources such as businesses and personal income taxes, sales tax, and property taxes. Education Code 17620 et seq. authorizes the collection developer fees; Government Code 65995 et seq. establishes the types of fees and rates At the time of development for Phase II, payment would be required for the CVUSD's current developer impact fees in effect at the time of submitting the building permit application. These fees would be used to accommodate any expansion or upgrades needed to serve new students. Payment of required fees would ensure impacts to schools are less than significant and no mitigation measures are necessary. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.

Conclusion

As noted above, the Project would not significantly impact school facilities. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.

¹⁸ Chino Valley Unified School District. ND. Developer Fees. <https://www.chino.k12.ca.us/site/handlers/filedownload.ashx?moduleinstanceid=8489&dataid=168928&FileName=Developer%20Fees%20-%20Frequently%20Asked%20Questions%20-%20October%202022.pdf>. (accessed March 2023).

Mitigation Measures

No mitigation is necessary.

Impact 4.12-4 *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

Parks?

Level of Significance: Less than Significant

Specific Plan – Phase I

As previously mentioned, parks and recreation areas within the City are managed by the City of Ontario. The City maintains 32 parks, seven community centers, and three dog parks. The Project includes a residential component that could generate population growth and increase new employees to the nearby public parks or facilities. Multiple parks are located near the Project site. The nearest parks to the Project are Centennial Park, which is a City park, and two City of Chino parks: Constellation Park and Cypress Trails Park. These parks are approximately three miles north, less than one mile west and two miles northwest of the Project site, respectively. The MU zoning district accommodates a wide variety of retail commercial, office and high-density residential development in conformance with TOP. It is anticipated that the Mixed-Use development will be comprised of 10 percent Office, 20 percent Commercial/Retail, and 70 percent Residential. According to the Project Specific Plan, public parks, community centers, and similar facilities are permitted by right within both the BP and MU zoning districts. Additionally, publicly owned or accessible open space/parks and trails are permitted within the OS-NR zoning district. The Project is required, by TOP 2050 Policy PR-1.4, to provide parks or open space for new multi-family residential developments, in addition to the payment of applicable DIFs.

Under TOP 2050, the City strives to provide five acres of parkland per 1,000 residents, and a minimum of two acres of developed private park space per 1,000 residents in addition to the three acres per 1,000 persons standard. The Project would be in compliance with the land use and zoning designations identified in TOP and would Project Applicant would pay general DIFs that contribute to funding for parks. As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of TOP 2050. Furthermore, all future park development would undergo individual CEQA evaluation, which is anticipated to account for any future impacts, and impacts would be less than significant.

Overall, the Project would not result in adverse physical impacts associated with the provision of or need for new or physically altered park facilities and will not adversely affect service ratios or other performance objectives. In addition, the Project would comply with all applicable federal, state, and local regulations and payment of DIFs (refer to **Section 4.14.3: Regulatory Setting** for description of applicable DIFs). Therefore, impacts related to parks would be less than significant.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. Development of Phase II would occur on Planning Areas 2B and 3B. While development could affect population increases that put greater demand on park facilities, the expansion of park facilities in response to the Project is accounted for by TOP 2050 and includes the requirement that new multi-family residential development within the Phase II future development area provide recreational facilities or open space, including parks. Therefore, impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.¹⁹

Conclusion

As noted above, the Project would not significantly impact park facilities. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is necessary.

Impact 4.12-5 *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

Other public facilities?

Level of Significance: Less than Significant

Specific Plan – Phase I

Other Public Facilities generally refers to libraries and government buildings that serve the population within the jurisdiction. The Project construction and operation would not require the physical modification of any of the City's public facilities. As stated previously, the Community Life and Culture Department manages the City's two public libraries, neither of which are in close proximity to the Project site. The South Ontario Lewis Family Branch Library (South Ontario Library) is approximately 4.8 miles northeast of the Project site, and the Ovitt Family Community Library is located approximately 4.6 miles north of Project site. The construction and operation of the Project site would not result in a substantial

¹⁹ City of Ontario. 2022. *TOP 2050, Final Supplemental Environmental Impact Report, Section 5.16, Recreation*.
https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf.
(accessed January 2023).

increase in demand for these services such that a significant deterioration of the existing facilities would occur, or such that new facilities would be required.

Additional library services were accounted for in the City's TOP. The City has plans to build a new 37,646-square-foot public library in the New Model Colony (NMC) or "Ontario Ranch" area that would provide similar services as the Main Library and a 6,763-square-foot expansion in the Old Model Colony (OMC), totaling 44,409 new square feet of public library services. This would give citizens in that area access to similar levels of service as already exist in the OMC. The expansion of library services in the OMC would continue to bring similar levels of service to the residents in the OMC. In addition, the Ontario library system participates in an interlibrary exchange as part of the Inland Library System, which includes 18 other independent public libraries in Inyo, Riverside, and San Bernardino Counties. This would give existing and future citizens of Ontario access to additional library services. Therefore, additional construction of facilities would not be required. DIFs would also be collected in order to build and supply necessary infrastructure for other public facilities, as necessary. The City has a general City fee schedule as well as a separate fee schedule for the Ontario Ranch collected at building permit issuance to provide funding for public services, including libraries and other general facilities.

Other potential impacts to surrounding public facilities include the Chino Airport. Analyzed in greater detail in **Section 4.11: Land Use and Planning**, the Project was found to be compliant with the regulations and policies presented in the Chino Airport Land Use Community Plan (ALUCP). Because of the lack of substantial population growth and the Project's compliance with the Chino Airport ALUCP, a less than significant impact is expected to occur on surrounding public facilities.

Overall, the Project would be adequately served by other public facilities and would not result in adverse physical impacts associated with the provision of or need for new or physically altered public facilities, and will not adversely affect service ratios, response times, or other performance objectives. In addition, the Project would comply with all applicable federal, state, and local regulations and payment of DIFs (refer to **Section 4.14.3: Regulatory Setting** for description of applicable DIFs). Therefore, impacts related to fire other public services would be less than significant.

Specific Plan – Phase II Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The Phase II area is being evaluated only at a programmatic level, and there are no specific development proposals at this time. While development could affect population increases that put greater demand on other public facilities, the expansion of other public facilities in response to the Project is accounted for by TOP 2050, and impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.²⁰

²⁰ City of Ontario. 2022. *TOP 2050, Final Supplemental Environmental Impact Report, Section 5.15, Public Services*.
https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf.
(accessed March 2023).

Conclusion

As noted above, the Project would not significantly impact other public facilities. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Project Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is necessary.

4.14.7 Cumulative Impacts

The Project would be pursuant to TOP 2050 and would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Project Specific Plan is implementing TOP 2050.²¹

Fire Protection Services

The cumulative study area for fire protection services is the City of Ontario. Future development projects are anticipated to occur throughout the City, specifically in the Ontario Ranch area, including the Project site. As indicated in the City's TOP, development of the Ontario Ranch area would generate a proportional increase in demand for additional fire protection and EMS. The City is in the process of constructing two new fire stations with one proposed in the Ontario Ranch area that would help accommodate cumulative increases to fire protection services in the southern portion of the City, including the Project site.

As stated above, the Project would increase the demand for fire protection services through the incorporation of additional people on-site in addition to the cumulative development of projects within the City. Thus, a periodic review process would ensure that adequate service would be maintained throughout the City and would add staffing and equipment as necessary. The OFD can presently serve the Project site without the need for additional fire facilities with payment of DIFs.

Since the Project would be consistent with the buildout assumptions of TOP and other applicable plans and regulations, and payment of general DIFs, implementation of the Project would not result in a cumulatively considerable increase in the need for fire protection and EMS facilities or personnel.

Police Protection Services

Similarly, future development projects are anticipated to occur within the City. This overall development would generate a proportional increase in calls for police services. All future cumulative projects would be reviewed by OPD staff prior to issuance of any development permit to ensure adequate security measures are provided for each site-specific development in the City, including this Project. It is anticipated that future development would result in the need of additional sworn officers and equipment, but with payment of DIFs, implementation of the Project would not create a cumulatively considerable

²¹ Ibid.

need for new or expanded police stations. Therefore, cumulative impacts associated with the implementation of the Project would be less than significant.

Schools, Parks, and Other Public Services

As discussed above, the Project is not anticipated to cumulatively increase the need for schools, parks, and other public services in the City. The anticipated increased demands for schools, parks, and other public services within the City was accounted for in the City's TOP 2050 and analyzed in TOP EIR, which accounts for the cumulative growth in the City. In addition, cumulative development projects would pay the required DIFs that would be appropriately allocated, in this case, to schools and parks. In addition, the TOP concluded that additional library services would not be required with buildout of the TOP. Therefore, cumulative impacts associated with schools, parks, and other public services from the Project would be less than cumulatively significant.

4.14.8 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

4.14.9 References

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4.15 TRANSPORTATION AND TRAFFIC

4.15.1 Introduction

This section of the Draft Environmental Impact Report (EIR) evaluates the potential for implementation of the Euclid Mixed Use Specific Plan Project (Project) to result in transportation and traffic impacts in the City of Ontario (City).

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

Additionally, the following analysis is based in part on information obtained from:

- Urban Crossroads. August 2023. *Euclid Mixed Use Specific Plan Traffic Analysis. (Appendix I1)*
- Urban Crossroads. December 2022. *Euclid Mixed Use Specific Plan Vehicle Miles Traveled (VMT) Analysis. (Appendix I2)*

4.15.2 Environmental Setting

The Project site comprises 18 parcels totaling approximately 84.1 acres of agricultural development and residential uses. The Project area is located approximately two and a half miles south of State Route (SR) 60 (SR-60) via SR-83 (Euclid Avenue), which is located on the western boundary of the Project site. The Project site is bounded by Schaefer Avenue on the north, Edison Avenue on the south, Sultana Avenue on the east, and Euclid Avenue on the west. Access to the site is currently provided via multiple private driveway entrances located on Euclid Avenue, Edison Avenue, and Schaefer Avenue.

Existing improvements for Euclid Avenue include interim pavement and an unimproved dirt center median. Euclid Avenue has a fully dedicated right-of-way. Schaefer Avenue and Edison Avenue are paved in an interim condition, requiring ultimate right-of-way dedication and major street and parkway improvements. On the eastern boundary of the Project site, Sultana Avenue is a fully dedicated yet unimproved street that exists only on paper, which would require major street and parkway improvements. Traffic signals are located along Euclid Avenue at the Edison Avenue and Schaefer Avenue intersections.

Existing Regional Transportation System Characteristics

The Project site is located approximately two and a half miles south of SR 60 via SR 83 (Euclid Avenue), which is located on the western boundary of the Project site. Regional access to the Project site is provided by SR-83 (Euclid Avenue), which connects to SR-60 and Interstate 10 (I-10) to the north; I-15 approximately 5.5 miles to the east; and SR-71 approximately 4.3 miles to the west. SR-71 connects the Project to SR-91 in unincorporated Riverside County.

Existing Local Transportation System Characteristics

The City's General Plan, also known as "The Ontario Plan" (TOP) 2050, provides descriptions of the various classes of roadways within the City. The City's circulation system includes three freeways, an international airport, two railroad main lines of the Union Pacific Railroad (UPRR) and one Southern California Regional Rail Authority (SCRRA) rail line, and a system of arterial and local streets. The following definitions from the City's TOP 2050 EIR describes the characteristics of the various roadway classifications:

Freeway: Freeways are limited-access, high-speed travel ways in the state and federal highway systems.

Other Principal Arterials: Other Principal Arterials serve the major centers and corridors of activity, carry the highest volumes of traffic, and serve the longest trips of all city roadways. Other Principal Arterials typically accommodate four to eight lanes of traffic and medians.

Minor Arterials: Minor arterials accommodate less traffic than Other Principal Arterials and are for trips of moderate length. Minor Arterials allow more access to abutting properties than Other Principal Arterials, so speeds are lower. Minor Arterials connect the community but ideally should not penetrate residential neighborhoods. The roadway configuration and right-of-way width vary depending on local conditions, but typically accommodate four to six lanes of traffic and medians.

Collector Streets: Collector streets provide access to abutting properties and traffic circulation within residential neighborhoods and business areas. Collector streets allow access to local and arterial roadways. The roadway configuration and right-of-way width vary depending on local conditions, but typically accommodate two to four lanes of traffic.

Local Street: The primary function of a local street is to provide direct access to abutting properties. Local streets rarely have more than two travel lanes and speed limits are generally low; they are not intended for through traffic. Local streets are not on the Functional Roadway Classifications map because they are not considered part of the backbone circulation system.

Enhanced Intersection: Enhanced Intersections may include additional lanes, reduced median width, increased right-of-way width, removal of on-street bike lanes, or reduction of parkway width to increase capacity, improve operations, and respond to local demands. Detailed engineering studies are necessary to identify the most effective and feasible types of improvements.

The Project vicinity consists of major roadways within the cities of Ontario, Chino, Chino Hills, Eastvale, Jurupa Valley and California Department of Transportation (Caltrans) facilities. A detailed description of the existing roadway network and conditions is provided in Section 3 of the Traffic Analysis (see **Appendix I1**).

The Project area includes roadways that are classified as 8-lane Other Principal Arterials, which are identified as having four lanes of travel in each direction. The following within the Project area are classified as 8-lane Other Principal Arterials:

- Euclid Avenue
- Edison Avenue

The Project area roadways that are classified as 6-lane Other Principal Arterials are identified as having three lanes of travel in each direction and a 14-foot curbed or painted median. The following Project area roadways classified as 6-lane Other Principal Arterials include:

- Archibald Avenue
- Vineyard Avenue
- Hamner Avenue

The Project area roadways that are classified as 4-lane Other Principal Arterials are identified as having two lanes of travel in each direction. The following Project area roadways that are classified as 4-lane Other Principal Arterials include:

- Grove Avenue
- Haven Avenue, south of Riverside Drive

The Project area roadway that is classified as a 6-lane Minor Arterial is identified as having three lanes of travel in each direction. The following Project area roadway that is classified as a 6-lane Minor Arterial includes :

- Riverside Drive

The Project area roadways that are classified as Collector Streets are identified as having two to four lanes of travel in each direction. The following Project area roadways classified as Collector Streets include:

- Walnut Avenue
- Chino Avenue
- Schaefer Avenue
- Eucalyptus Avenue
- Merrill Avenue
- Bon View Avenue
- Walker Avenue
- Hellman Avenue
- Turner Avenue

Bicycle and Pedestrian Paths

There are limited pedestrian facilities in the vicinity of the Project site. Field observations and traffic counts conducted in 2022 indicate light pedestrian and bicycle activity within the Project area (see **Appendix I1**). Trails and bicycle paths provide an additional mode of circulation in and around the Project site. Multipurpose trails would be provided on the east side of Euclid Avenue, on the south side of Schaefer Avenue and on the south side of Edison Avenue (see **Figure 3-11: Bicycle and Pedestrian Plan**). TOP 2050 Mobility Element specifies a Class II bicycle lane on the north side of Schaefer Avenue adjacent to the Project site. Class II bicycle lanes are defined as dedicated (striped) lanes along streets, with no parking allowed in the bicycle lane. This bicycle lane provides linkages to the City's bicycle path system (see **Figure 3-12: City of Ontario Trail and Bicycle Paths Plan**). The trail and bicycle path improvements would be installed along the Project frontages in conjunction with street improvements.

Truck Routes

According to the City's Truck Routes map, the City has designated certain roadways for the purpose of channeling large trucks through and within the City, including Euclid and Edison Avenues which border the Project site.¹ The City also maintains these routes to establish a network that provides for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses. In addition to the City's routes, the State has identified Mission Boulevard and parts of Milliken Avenue and Jurupa Street as extralegal load limit streets.

Rail Lines and Crossings

Two major east-west freight lines traverse the City. A third east-west line runs just north of the northern boundary of the City. The northern route through the City is the UPRR Alhambra Subdivision Line, which begins at the Ports of Los Angeles/Long Beach and runs through Los Angeles, Pomona, Colton, and points farther east. The southern route is the UPRR Los Angeles Subdivision Line, which also begins at the Ports of Los Angeles/Long Beach and runs through Pomona, but travels southeast to Riverside and points farther east.

The UPRR main lines run parallel to each other from the western boundary of the City to Campus Avenue. The Alhambra Subdivision Line continues east along the northern boundary of Ontario International Airport (ONT) north of Airport Drive, and the Los Angeles Subdivision Line turns southeast along the south side of ONT and the north side of Mission Avenue. Metrolink's Riverside County Line runs on the southern tracks, and the Amtrak Sunset Limited runs on the northern tracks. The rail line that traverses north of the City is Metrolink's San Bernardino Line. The Burlington Northern Santa Fe railroad has trackage rights on that line.

Both UPRR tracks are grade separated at Mountain Avenue and Euclid Avenue in the western part of the City. The northern tracks are grade separated at Grove Avenue, Vineyard Avenue, Archibald Avenue,

¹ City of Ontario. 2022. *Figure M-04 Truck Routes*. <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/Mobility/Figure%20M-04%20Truck%20Routes.pdf>. (accessed March 2023).

Haven Avenue, and Milliken Avenue. The southern tracks are grade separated at Grove Avenue, Haven Avenue, and Milliken Avenue.

Bus Transit

Omnitrans Transit Agency provides local transit service throughout the County, including the City. Omnitrans provides Countywide bus service and currently has five bus routes in the City that provide connections between rail stations, ONT, major employment and shopping centers, and residential areas.

- 61 – Fontana – Ontario Mills – Pomona (via Holt Boulevard – Inland Empire Boulevard)
- 63 – Chino – Ontario – Upland (via Chino Avenue – Riverside Drive – Mountain Avenue – Holt Boulevard – Campus Avenue – 4th Street)
- 80 – Montclair – Ontario Convention Center – Rancho Cucamonga (via Mountain Avenue – Holt Boulevard – Vineyard Avenue)
- 81 – Ontario – Ontario Mills – Chaffey College (via Holt Boulevard – Francis Street – Archibald Avenue – Riverside Drive – Haven Avenue)
- 83 – Upland – Euclid Avenue – Chino Avenue (via Euclid Avenue)

There are three transfer centers in the City. The first is at the Civic Center on Sultana Avenue, between Holt Boulevard and D Street; the second is at the Ontario Mills Mall; and the third is at ONT. Omnitrans provides connections to other regional bus services such as Foothill Transit, Los Angeles Metropolitan Transit Agency, and others. The City is coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service to target destinations and along corridors, including Euclid Avenue west of the Project site. The nearest bus stop to the Project site is at the intersection of Euclid Avenue and Eucalyptus Avenue approximately 0.6 mile to the west.

Metrolink

Commuter train service in the City is provided by Metrolink, which operates six commuter rail lines throughout southern California. The Riverside County Line runs between Los Angeles Union Station and downtown Riverside on Mondays through Fridays between 4:30 AM and 8:00 PM, passing through the City. There is no Metrolink service on this line on Saturdays or Sundays. There is one Metrolink station in the City, off of Haven Avenue on Francis Street. This station is served by Omnitrans Bus Route 81. The Metrolink San Bernardino line is less than a mile north of the northern City limit.

Amtrak

Amtrak has one route (Sunset Limited route) that regularly stops in the City, which travels between Los Angeles and New Orleans, Louisiana. The Amtrak stops in the City and is located near the transfer center, on Emporia Street and Lemon Avenue (about one block from Holt Boulevard and Sultana Avenue). This service arrives and departs on Sunday, Wednesday, and Friday.

4.15.3 Regulatory Setting

Federal

Americans With Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination toward people with disabilities and guarantees that they have equal opportunities as the rest of society to become employed, purchase goods and services, and participate in government programs and services. The ADA includes requirements pertaining to transportation infrastructure. The Department of Justice’s revised regulations for Titles II and III of the ADA, known as the 2010 ADA Standards for Accessible Designs, set minimum requirements for newly designed and constructed or altered State and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. These standards apply to accessible walking routes, curb ramps, and other facilities.

Surface Transportation Assistance Act Routes

The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks, referred to as STAA trucks that comply with maximum length and wide requirements, to operate on routes that are part of the National Network. The National Network includes the Interstate System and other designated highways that were a part of the Federal-Aid Primary System on June 1, 1991; states are encouraged, however, to allow access for STAA trucks on all highways.

State

Assembly Bill 1358, Complete Streets Act

The California Complete Streets Act of 2008, Assembly Bill (AB) 1358, was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 required circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users...in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit.

The Complete Streets Act also requires general plan circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasked the Governor’s Office of Planning and Research (OPR) to release guidelines for compliance with this legislation by January 1, 2014.

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law. The Legislature found that with adoption of the SB 375, the State had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by Assembly Bill (AB) 32 (California Global Warming Solutions Act of 2006); see **Section 4.8: Greenhouse Gas** for further discussion. Additionally, AB 1358, described above, requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users.

SB 743 started a process that could fundamentally change transportation impact analysis as part of the California Environmental Quality Act (CEQA) compliance. Changes implemented include the elimination

of auto delay, level of service (LOS), and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts under CEQA. As part of the new State CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” Governor’s Office of Planning and Research (OPR) developed alternative metrics and thresholds based on VMT. The guidelines were certified by the Secretary of the Natural Resources Agency in December 2018, and automobile delay, as described solely by LOS of similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment. There was an opt-in period until July 1, 2020, for agencies to adopt new VMT-based criteria. As such, the City developed its own VMT impact thresholds, which were adopted by City Council on June 16, 2020, using both the OPR Technical Advisory on Evaluating Transportation Impacts in CEQA and San Bernardino County Transportation Authority (SBCTA) Guidelines.

Senate Bill 375 Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act of 2008 or SB 375 was signed into law on September 30, 2008. The SB 375 regulation provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal behind SB 375 is to reduce automobile commuting trips and length of automobile trips, thus helping to meet the statewide targets for reducing GHG emissions set by AB 32. SB 375 requires each metropolitan planning organization (MPO) to add a broader vision for growth, called a “Sustainable Communities Strategy” (SCS), to its transportation plan. The SCS must lay out a plan to meet the region’s transportation, housing, economic, and environmental needs in a way that enables the area to lower GHG emissions. The SCS should integrate transportation, land-use, and housing policies to plan for the achievement of the emissions target for their region.

Caltrans

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway System (SHS) facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing LOS should be maintained. In general, the regionwide goal for an acceptable LOS on all freeways and intersections is LOS D. Consistent with the City’s LOS threshold of LOS D and in excess of the City’s stated LOS threshold of LOS E, LOS D would be used as the target LOS for freeway ramps, freeway segments, and freeway merge/diverge ramp junctions.

Regional

Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS (Connect SoCal), which places a greater emphasis than ever on sustainability and integrated planning. The 2020-2045 RTP/SCS vision encompasses a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards. This long-range plan, required by the State of California and the

federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change. The 2020-2045 RTP/SCS is a living, evolving blueprint for the region's future.

San Bernardino County Congestion Management Program

The SBCTA is San Bernardino's Congestion Management Agency (CMA). SBCTA prepares, monitors, and periodically updates the County Congestion Management Program to meet federal Congestion Management Process requirement and the County's Measure I Program. The County Congestion Management Program defines a network of State highways and arterials, LOS standards and related procedures, the process for mitigation of impacts of new development on the transportation system, and technical justification for the approach.

Measure I Strategic Plan

Measure I authorizes a half-cent sales tax in the County until March 2040 for use exclusively on transportation improvement and traffic management programs. San Bernardino County voters first approved the measure in 1989 and in 2004 overwhelmingly approved the extension through 2040. Measure I includes language mandating development to pay its fair share for transportation improvements in San Bernardino County. The Measure I Strategic Plan is the official guide for the allocation and administration of the combination of local transportation sales tax, State and Federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund the Measure I 2010–2040 transportation programs. The Strategic Plan identifies funding categories and allocations and planned transportation improvement projects in the County for freeways, major and local arterials, bus and rail transit, and traffic management systems. The City has adopted a development impact fee (DIF) program that is consistent with Measure I requirements.

Local

City of Ontario General Plan – The Ontario Plan 2050

The TOP 2050 Mobility Element establishes a guideline that is intended to provide a balanced transportation/ circulation system that would support the anticipated growth in local and regional land uses. The Mobility Element is based on the following principles:

- Access to convenient local and regional mobility options is essential to the City's growth and prosperity.
- A comprehensive multimodal mobility system is vital to providing equitable access to jobs, schools, shopping, services, parks, and other key destination points for people of all abilities and incomes.
- Transportation systems should reflect the context and desired character of the surrounding land uses.
- Well designed and maintained roadways, sidewalks, and bikeways are essential for the safe and efficient movement of goods and people.
- Transportation routes and their rights-of-way should be planned and preserved based upon projected travel demands.

The Mobility Element stipulates that roadways within the City comply with federal, State, and local design and safety standards. Furthermore, the Mobility Element requires City roads maintain a peak hour LOS or better at all intersections. The Mobility Element further provides goals and policies for bicycle, pedestrian, and public transit facilities.

The following Mobility Element goals and policies would apply to the proposed Project:

*Mobility Element*²

Goal M-1 **A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.**

Policy M-1.2 **Mitigation of Impacts.** We require development to mitigate its traffic impacts.

Policy M-1.5 **Level of Service.** Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F are considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure).

Policy M-1.6 **Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.

Goal M-2 **A system of trails and corridors that facilitate and encourage active modes of transportation.**

Policy M-2.1 **Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.

Policy M-2.2 **Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

Policy M-2.3 **Pedestrian Walkways.** We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

² City of Ontario. 2022. *TOP 2050, Mobility Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/mobility>. (accessed April 2023).

Policy M-2.4 Network Opportunities. We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed-use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.

Goal M-3 A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit-dependent.

Policy M-3.2 Alternative Transit Facilities at New Development. We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.

Policy M-3.3 Transit-Oriented Development. We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

Development Impact Fees

The City of Ontario has a list of development impact fees (DIF) charged by the Building Department or collected by the Building Department on behalf of other departments or governmental agencies at the time permits are issued. DIF provide the means to finance adequate infrastructure and other public improvements and facilities made necessary by the impacts created by new residential (i.e., beyond just demand created by subdivisions) and nonresidential development. The City's current fees took effect on January 1, 2020, for the General City and on October 17, 2020, for Ontario Ranch. The City maintains development impact fees for projects in the Original Model Colony (OMC) and Ontario Ranch areas of the City. The fees are updated periodically. They include fees assessed per dwelling unit, per hotel room, or per square foot and include fees for regional and local street improvements.

4.15.4 Impact Thresholds and Significance Criteria

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

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- Conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

Methodology

The Project is evaluated against the aforementioned significance criteria/thresholds as the basis for determining the impact's level of significance concerning transportation resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended to avoid or reduce the Project's potentially significant environmental impacts.

4.15.5 Plans, Programs, and Policies

PPP TR-1 The proposed Project would be required to comply with the City of Ontario's DIF program, which helps fund transportation improvements. The City's DIF includes regional improvements to comply with Measure I. If roadway improvements are not included in the DIF program, the proposed Project would be required to provide funding on a fair share basis where appropriate, as determined by the City. These fees shall be collected by the City of Ontario, with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases. Chapter 8 of the Traffic Analysis (contained in **Appendix I1**) provides more information on the DIF program, fair share contributions, and the proposed Project's expected contributions.

PPP TR-2 The proposed Project would be required to comply with City Municipal Code Section 7-3.07, which requires that prior to any activity that would encroach into a right-of-way, the area be safeguarded through the installation of safety devices that would be specified by the City's Engineering Department during the construction permitting process to ensure that construction activities would not increase hazards.

4.15.6 Impacts and Mitigation Measures

Impact 4.15-1: *Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Level of Significance: Less Than Significant

In compliance with the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, a Traffic Analysis was conducted for the Project which includes an LOS analysis. Please note that this additional information is provided for information purposes only, as vehicle delay is no longer considered a significant impact under CEQA pursuant to SB 743. Specifically, Public Resources Code (PRC) Section 21099(b)(2) states that: "Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." (emphasis added). As summarized below under the "Traffic Impact Analysis" discussion, with respect to consistency with TOP 2050 level of service policies, with recommended improvements the Project's effects on operational level of service would be consistent with applicable local agency policies. Refer to **Appendix I1** for a complete discussion of analysis methodology and findings.

Specific Plan – Phase I and Phase II Future Development Areas

TOP 2050 Mobility Element

The City's TOP 2050 Mobility Element guides mobility and transportation in the City, including transit, bicycle, and pedestrian facilities. The Project would adhere to the TOP 2050 goals and policies outlined in *Section 4.15.3: Regulatory Setting*, above, including **PPP TR-1** and **PPP TR-2**. This includes enhancing transportation networks and for vehicles and bicycle facilities, safely accommodating pedestrian walkways and providing easy access to the Project site via public transportation. More specifically, the Project's circulation network would be designed consistently with the existing transportation system by adhering to the transportation guidelines set in the TOP 2050. The Project would comply with the City's DIF program which would require a payment of fees to ensure that the Project's impact would not significantly impact the regional circulation and/or arterial expansions planned by the City and County (i.e., Congestion Management Program). The payment of fees pursuant to the DIF program would also help the City keep pace with improvements associated with the projected population increases or other identified roadway deficiencies. Refer to the following bicycle, pedestrian, and transit facilities discussion below for more information.

Bicycle and Pedestrian Facilities

The City proposes a Class II bicycle lane on the north side of Schaefer Avenue adjacent to the Project. A bikeway on Schaefer Avenue would connect to the City's existing bike path system, see **Figure 3-12: City of Ontario Trail and Bicycle Paths Plan**. As discussed in **Section 3.0: Project Description**, the Project would improve all trails and bikeways along the Project frontages in conjunction with street improvements. Multipurpose trails would be provided on the east side of Euclid Avenue, on the south side of Schaefer Avenue, and on the south side of Edison Avenue. Trails and bicycle paths would provide an additional mode of circulation in and around the Project area. Additionally, to improve safety and the pedestrian experience, connect the various parts of the Project area, and expand access to nearby land uses, sidewalks would be provided along all streets abutting the Project area. As such, the Project supports the City's goal of encouraging bicycling and walking by increasing the connectivity of the City's bicycle and pedestrian system. The sidewalks and trails would be designed to ensure pedestrian and bicyclist safety consistent with the City's Mobility Element. Therefore, a less than significant impact would occur.

Transit Facilities

Transit options provide an alternative mode of transportation for motorists and a primary mode for the transit dependent. The City is coordinating with regional transit agencies to implement BRT service to target destinations and along corridors, including Euclid Avenue on the western boundary of the Project site. The Project is located near Omnitrans Route 81. Omnitrans Route 81 operates on Riverside Drive north of the site. However, there are no existing bus routes near the vicinity of the Project. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. The City strives to provide a transit system that serves as a viable alternative to automobile travel. The Project would support transit use by improving existing pedestrian and bicycle facilities in the Project area. The Project would also increase the number of employees in the

area that may access the site by public transit. The Project would not introduce new features to any public road that would affect transit in the Project area. As such, a less than significant impact would occur.

Conclusion

The Project would not conflict with the relevant goals, policies, and ordinances, addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, impacts would be less than significant.

No mitigation is required (refer to discussion below for recommended measures for operational LOS to meet applicable local agency transportation policies; while not a significant impact under CEQA per SB743, this information is provided here, would be considered by decision-makers, and recommended improvements likely incorporated into the Project's conditions of approval for construction or payment of fair share contributions).

Traffic Impact Analysis

To ensure that the Traffic Analysis satisfies the City's traffic study requirements, Urban Crossroads, Inc. prepared a Project traffic study scoping package for review by City staff prior to the preparation of the report. The Agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology.

Project Forecast Trip Generation

In order to develop the traffic characteristics of the Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) was used to estimate the trip generation. For purposes of this analysis, the following ITE land use codes were utilized:

- Industrial Park (ITE Land Use Code 130)
- Warehousing (ITE Land Use Code 150)
- Multifamily (Low-Rise) Housing (ITE Land Use Code 220)
- Strip Retail (<40,000 square feet) (ITE Land Use Code 822)

The ITE Trip Generation Manual does not currently have any trip generation rates for a truck/trailer parking lot, as such, trip generation estimates for the Project have been developed using data collected at other facilities with operations similar to those proposed. Phase I of the Project, not including the Phase II Future Development uses, is anticipated to generate 2,228 two-way trip-ends per day in actual vehicles, with 212 actual AM peak hour trips and 218 actual PM peak hour trips. The Phase II future development area is consistent with the City's TOP 2050, and as such is reflected in TOP 2050 traffic forecasts and associated environmental analysis. No site-specific development plans are proposed at this time for the Phase II future development area.

Traffic Study Scenarios and Assumptions

The Traffic Analysis includes documentation of existing conditions, future conditions, and identification of Project-related deficiencies at 42 study intersections (refer to Table 1-1 of **Appendix I1**).

Analyses of these intersections/segments were conducted for the following scenarios in the morning and evening peak hours:

- Existing (2022) Conditions
- Existing plus Project (E+P)
- Opening Year Cumulative (2027) Without Project
- Opening Year Cumulative (2027) With Project
- Horizon Year (2050) Without Project
- Horizon Year (2050) With Project

In summary, the Traffic Analysis noted various operational deficiencies at off-site locations under these six scenarios. As noted above, operational delay is no longer a significant impact under CEQA and the discussion below and in the Traffic Analysis is provided for informational purposes only. With implementation of recommended improvements, the Project would be consistent with applicable local agency operational LOS standards, as listed in *Section 4.15.3: Regulatory Setting*, above. Also note that improvements noted below have already been conditioned as part of other project approvals in the City or represent regional improvements where the Project would be required to pay a fair share through the required payment of regional traffic impact fees in accordance with the City's DIF Program. Refer to the Traffic Analysis (**Appendix I1**; Section 8: Local and Regional Funding Mechanisms) for detailed discussion.

Existing (2022) Conditions

The following Project area intersection is currently operating at an unacceptable LOS (below LOS D/LOS E) during the peak hours:

- Grove Avenue & Edison Avenue (#33) – LOS F PM peak hour only

Existing Plus Project (E+P) Conditions

The following additional Project area intersections are anticipated to operate at an unacceptable LOS during the peak hours under E+P traffic conditions, in addition to the intersections identified under Existing (2022) traffic conditions:

- Driveway 9 & Edison Avenue (#19) – LOS F AM peak hour only
- Bon View Avenue & Edison Avenue (#31) – LOS F AM and PM peak hours
- Grove Avenue & Edison Avenue (#33) – LOS F AM and PM peak hours
- Walker Avenue & Edison Avenue (#34) – LOS F AM and PM peak hours

Opening Year Cumulative (2027) Without Project Conditions

The following Project area intersections are anticipated to operate at an unacceptable LOS during the peak hours under Opening Year Cumulative (2027) Without Project traffic conditions:

- Euclid Avenue (SR-83) & SR-60 Westbound Ramps (#1) – LOS F PM peak hour only
- Euclid Avenue (SR-83) & SR-60 Eastbound Ramps (#2) – LOS F AM and PM peak hours

- Euclid Avenue (SR-83) & Riverside Drive (#4) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Chino Avenue (#5) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Schaefer Avenue (#6) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Edison Avenue (#11) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Eucalyptus Avenue (#12) – LOS F AM peak hour only
- Euclid Avenue (SR-83) & Merrill Avenue (#13) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Kimball Avenue (#14) – LOS F PM peak hour only
- Bon View Avenue & Edison Avenue (#31) – LOS F AM and PM peak hour
- Grove Avenue & Schaefer Avenue (#32) – LOS F AM and PM peak hour
- Grove Avenue & Edison Avenue (#33) – LOS F AM and PM peak hour
- Walker Avenue & Edison Avenue (#34) – LOS F AM and PM peak hour
- Archibald Avenue & Edison Avenue (#37) – LOS F AM and PM peak hour

Opening Year Cumulative (2027) With Project Conditions

The following additional Project area intersection is anticipated to operate at an unacceptable LOS during the peak hours with the addition of Project traffic under Opening Year Cumulative (2027) With Project traffic conditions:

- Euclid Avenue (SR-83) & SR-60 Westbound Ramps (#1) – LOS E AM peak hour

Horizon Year 2050 Conditions Without Project

The following Project area intersections are anticipated to operate at an unacceptable LOS during the peak hours under Horizon Year (2050) Without Project traffic conditions:

- Euclid Avenue (SR-83) & SR-60 Westbound Ramps (#1) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & SR-60 Eastbound Ramps (#2) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Riverside Drive (#4) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Chino Avenue (#5) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Schaefer Avenue (#6) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Edison Avenue (#11) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Eucalyptus Avenue (#12) – LOS F AM peak hour only
- Euclid Avenue (SR-83) & Merrill Avenue (#13) – LOS F AM and PM peak hour
- Euclid Avenue (SR-83) & Kimball Avenue (#14) – LOS F AM and PM peak hour
- Bon View Avenue & Edison Avenue (#31) – LOS F AM and PM peak hour
- Grove Avenue & Schaefer Avenue (#32) – LOS F AM and PM peak hour
- Grove Avenue & Edison Avenue (#33) – LOS F AM and PM peak hour

- Walker Avenue & Edison Avenue (#34) – LOS F AM and PM peak hour
- Vineyard Avenue & Edison Avenue (#35) – LOS F AM and PM peak hour
- Hellman Avenue & Edison Avenue (#36) – LOS F AM and PM peak hour
- Archibald Avenue & Edison Avenue (#37) – LOS F AM and PM peak hour
- Haven Avenue & Ontario Ranch Road (#39) – LOS F AM and PM peak hour
- Hamner Avenue & Ontario Ranch Road (#40) – LOS F AM and PM peak hour

Horizon Year (2050) With Project

The following additional Project area intersections anticipated to operate at an unacceptable LOS during the peak hours with the addition of Project traffic under Horizon Year (2050) With Project traffic conditions:

- Driveway 9 & Edison Avenue (#19) – LOS F AM and PM peak hours

Site Access and Site Adjacent Roadway Recommendations

The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the Project. Exhibit 1-4 of the Traffic Analysis shows the site adjacent recommendations. The City will be installing continuous two-way left turn lanes on Sultana Avenue and Schaefer Avenue along the Project's frontages and are shown on Exhibit 1-4 of the Traffic Analysis. Refer to **Appendix I1** for a detailed discussion.

Recommendation 1 – Euclid Avenue (SR-83) & Driveway 1 (#7) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the westbound approach and a right turn lane (Project driveway).

Recommendation 2 – Euclid Avenue (SR-83) & Driveway 2 (#8) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the westbound approach and a right turn lane (Project driveway).

Recommendation 3 – Euclid Avenue (SR-83) & Driveway 3 (#9) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the westbound approach and a right turn lane (Project driveway).

Recommendation 4 – Driveway 5 & Schaefer Avenue (#15) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the northbound approach and a right turn lane (Project driveway).

- It should be noted, the City intends to install a two-way left-turn lane along Schaefer Avenue along the Project's frontage.

Recommendation 5 – Driveway 6 & Schaefer Avenue (#16) – The following improvements are necessary to accommodate site access:

- Project to construct a stop control on the northbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a westbound left turn lane with a minimum of 100 feet of storage.
- It should be noted, the City intends to install a two-way left-turn lane along Schaefer Avenue along the Project's frontage.

Recommendation 6 – Driveway 7 & Schaefer Avenue (#17) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the northbound approach and a right turn lane (Project driveway).
- It should be noted, the City intends to install a two-way left-turn lane along Schaefer Avenue along the Project's frontage.

Recommendation 7 – Sultana Avenue & Schaefer Avenue (#21) – The following improvements are necessary to accommodate site access:

- Project to construct a stop control on the northbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a westbound left turn lane within a two-way left-turn lane.
- It should be noted, the City intends to install a two-way left-turn lane along Schaefer Avenue along the Project's frontage.

Recommendation 8 – Sultana Avenue & Driveway 11 (#22) – The following improvements are necessary to accommodate site access:

- Project to construct a stop control on the eastbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a northbound left turn lane within a two-way left-turn lane.
- It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project's frontage.

Recommendation 9 – Sultana Avenue & Driveway 12 (#23) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the eastbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a northbound left turn lane with a two-way left-turn lane.

- It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project's frontage.

Recommendation 10 – Sultana Avenue & Driveway 13 (#24) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the eastbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a northbound left turn lane with a two-way left-turn lane.
- It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project's frontage.

Recommendation 11 – Sultana Avenue & Driveway 14 (#25) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the eastbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a northbound left turn lane with a two-way left-turn lane.
- It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project's frontage.

Recommendation 12 – Sultana Avenue & Driveway 15 (#26) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the eastbound approach and a shared left-right turn lane (Project driveway).
- Project to construct a northbound left turn lane with a two-way left-turn lane.
- It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project's frontage.

Recommendation 13 – Sultana Avenue & Euclid Avenue (#29) – The following improvement is necessary to accommodate site access:

- Project to construct a stop control on the southbound approach, a left turn lane with a minimum of 325 feet of storage, and a right turn lane.
- Project to construct an eastbound left turn lane with a minimum of 100 feet of storage.
- It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project's frontage.

Recommendation 14 – Schaefer Avenue– Schaefer Avenue is an east-west oriented roadway located along the Project's northern boundary. Project to construct Schaefer Avenue from Euclid Avenue to Sultana Avenue at its ultimate half-width as a 4-lane collector (108-foot ultimate right-of-way) in compliance with the circulation recommendations found in TOP 2050. It should be noted, the City intends to install a two-way left-turn lane along Schaefer Avenue along the Project's frontage.

Recommendation 15 – Sultana Avenue – Sultana Avenue is a north-south oriented roadway located on the Project’s eastern boundary. Project to construct Sultana Avenue from Schaefer Avenue to the northern boundary of Planning Area 2A at its ultimate half-width plus 12-feet of pavement on the east side (northbound direction) to facilitate site access, in compliance with the circulation recommendations found in TOP 2050. It should be noted, the City intends to install a two-way left-turn lane along Sultana Avenue along the Project’s frontage.

Recommendation 16 – Euclid Avenue – Euclid Avenue is a north-south oriented roadway located on the Project’s western boundary. Project to construct Euclid Avenue from Schaefer Avenue to Driveway 4 at its ultimate half-width as a Principal Arterial (8-lanes, 124-foot right-of-way) in compliance with the circulation recommendations found in TOP 2050.

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

On-site traffic signing and striping should be implemented agreeable with the provisions of the Caltrans CA MUTCD and in conjunction with detailed construction plans for the Project site. Sight distance at each Project access point should be reviewed with respect to standard Caltrans and the City sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

Off-site Recommendations

The recommended improvements needed to address the cumulative deficiencies identified under Existing (2022), E+P, Opening Year Cumulative (2027) With and Without Project, and Horizon Year (2050) With and Without Project traffic conditions are summarized in Table 1-3 of the Traffic Analysis. For those improvements listed in Table 1-3 of the Traffic Analysis and not constructed as part of the Project, the Project Applicant’s responsibility for the Project’s contributions towards deficient intersections is fulfilled through payment of fees (e.g., DIF) or fair share that would be assigned to construction of the identified recommended improvements. Please refer to the Traffic Analysis (**Appendix 11**; Section 8: Local and Regional Funding Mechanisms) for detailed information.

Traffic Analysis Table 1-3 also summarizes the applicable cost associated with each of the recommended improvements based on the preliminary construction cost estimates found in Appendix G of the San Bernardino County Congestion Management Program in conjunction with a cost escalation factor of 1.819 to reflect current costs per City direction except Traffic Signals. A rough order of magnitude cost has been prepared to determine the appropriate contribution value based upon the Project’s fair share of traffic as part of the Project approval process. Based on the Project fair share percentages, the Project’s fair share cost is estimated at \$252,921 to the City. These estimates are a rough order of magnitude as they are intended only for disclosure purposes and do not imply any legal responsibility or formula for contributions or mitigation. Prior to the issuance of building permits, the Project Applicant shall pay the Project’s fair share amount of \$252,921 for the improvements identified in Traffic Analysis Table 1-3 at intersections located within the City, or as agreed to by the City and Project Applicant. If any analyzed intersections and roadway improvements fall outside the jurisdiction of the City, the City does not have

the authority to construct or demand the construction of such improvements. For this reason, the payment of fair-share fees for the improvements identified in this section are considered infeasible and therefore results in a significant and unavoidable impact.

Mitigation Measures

No mitigation is required.

Impact 4.15-2: *Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?*

Level of Significance: *Less Than Significant*

Specific Plan – Phase I and Phase II Future Development Areas

Background

Changes to State CEQA Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based LOS as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor’s OPR released a *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December of 2018) (Technical Advisory). To comply with SB 743, the City developed their own VMT methodologies and thresholds (Resolution No. 2020-071), which were adopted by City Council in June 2020 (City Guidelines). The VMT analysis has been prepared based on the adopted City Guidelines.

Project Level Screening

City Guidelines state that a project may be determined to have a less than significant VMT impact and screened out of requiring a project level VMT analysis if it meets at least one of the City’s VMT screening criteria. To aid in the VMT screening process and consistent with screening thresholds identified in the City Guidelines, the SBCTA VMT Screening Tool (Screening Tool) was used. The City’s adopted VMT screening criteria are described in Table 1 of **Appendix 12** along with a determination of each screening criteria’s applicability to the Project. Consistent with the screening criteria recommended in OPR’s Technical Advisory, the City utilizes the following project screening thresholds³:

- Transit Priority Area (TPA) Screening
- Low VMT Screening
- Low Trip Generating Uses Screening
- Project Type Screening

A land use project need only meet one of the above screening thresholds to be presumed to result in a less than significant impact under CEQA, pursuant to SB 743.

³ City of Ontario. 2020. *Vehicle Miles Travelled Analysis Thresholds for CEQA (SB 743)*. https://files.ceqanet.opr.ca.gov/250356-3/attachment/DJHTFbnM6ojs9ffzDmoKkg50hBDLi_bHx9JBp5n0_NC2VsLGmits_fmVevGhDmsCcUZAp4KRZIGaC07m0. (accessed April 2023).

The retail component within Phase I of the Project meets the Project Type screening criteria for the Local-Serving Retail as the uses in Planning Area 3A were consistent with the City Guidelines and no single structure was over 50,000 square feet. The truck/trailer component of the Project is anticipated to provide overflow or excess trailer parking for nearby warehouses and distribution centers. It is reasonable to assume that the future tenant would select a location, at least in part, as to how it affects their transportation costs. Businesses who have shipping as a significant part of their operations are sensitive to transportation costs and by extension their relative proximity to customers and suppliers. Therefore, the proposed truck storage lot is anticipated to serve nearby warehouses and distribution facilities that would be seeking to locate overflow truck/trailer storage as close as possible to the primary warehouse or distribution facility. As a result, the trips are expected to be local serving.

The remaining components of the Project did not meet the screening criteria and therefore a VMT analysis was conducted for the business park, warehouse, and residential uses.

VMT Analysis

VMT Metric and Significance Threshold

City Guidelines identify the efficiency based metric VMT per service population (i.e., population and employees) as the measure of potential impact within the City. VMT per service population is an efficiency metric that allows a project’s VMT to be compared to the remainder of the City. Projects found to increase the average VMT per service population within the City may be deemed to have a significant impact. More specifically, City Guidelines identify the following impact threshold for project level VMT analyses:

- A significant impact would occur if the project VMT per service population exceeds the Citywide average VMT per service population under TOP 2050 Buildout Conditions.

The City’s average VMT per service population under TOP 2050 Buildout conditions has been calculated using the TOP General Plan Buildout (2050) model. **Table 4.15-1: Citywide VMT Per Service Population**, provides the City’s Citywide average VMT per service population for General Plan Buildout (2050) conditions.

Table 4.15-1: Citywide VMT Per Service Population

Ontario	TOP 2050
Service Population	706,494
VMT	21,689,573
VMT per service population	30.70
Source: Appendix I2, Table 2.	

As shown in **Table 4.15-1**, the City’s VMT per service population for General Plan Buildout (2050) conditions has been calculated as **30.70 VMT per service population**.

Project Land Use Conversion

In order to estimate Project generated VMT, standard land use information such as dwelling units and building square footage must first be converted into a TOP Model compatible dataset. The TOP Model utilizes socio-economic data (SED) (e.g., population, households and employment) instead of land use information to estimate vehicle trips. The Project’s land use information has been converted to SED and

input into the Project’s traffic analysis zone (TAZ) 53652601 to generate the Project’s VMT. **Table 4.15-2: Project Population and Employment Estimates**, summarizes the SED inputs used to reflect the Project and shows the estimated Project-generated households, population, and employees.

Table 4.15-2: Project Population and Employment Estimates

	Project
Households	466
Population	1,631
Employees	1,333

Source: Appendix I2, Table 3.

VMT Calculation

Origin/Destination VMT Method

The Origin/Destination (OD) method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area (i.e., TAZ or group of TAZ’s). The OD method accounts for all trips (i.e., both passenger car and truck) and trip purposes (i.e., total VMT) and therefore provides a more complete estimate of VMT. Total VMT is divided by the Project’s service population to derive the efficiency based metric VMT per service population, which is then compared to the Citywide buildout VMT per service population for purposes of identifying a potential impact.

Table 4.15-3: Project Generated Total OD VMT Per Service Population, presents Project generated total OD VMT and the resulting total OD VMT per service population for both Baseline (2022) and General Plan Buildout (2050) conditions. As shown in **Table 4.15-3**, the Project would generate total OD VMT per service population below the City’s adopted impact threshold for both Baseline (2022) and General Plan Buildout Year (2050) conditions. The Project’s VMT analysis found the Project to be below the City’s VMT per service population threshold by 1.56 percent for baseline (2022) conditions and 6.58 percent for buildout (2050) conditions.

Table 4.15-3: Project Generated Total OD VMT Per Service Population

	Baseline (2022)	General Plan Buildout Year (2050)
Population	1,631	1,631
Employment	1,333	1,333
Service Population	2,964	2,964
Total OD VMT	90,055	84,988
OD VMT per Service Population	30.22	28.68
City Threshold	30.70	30.70
Percent Below Threshold	-1.56%	-6.58%
Potentially Significant?	No	No

Source: Appendix I2, Table 4.

Boundary VMT Method

City Guidelines also acknowledge that a VMT analysis should contain an evaluation of a project’s cumulative effect on VMT, which can be performed using the boundary method of calculating VMT. The boundary method is the sum of all weekday VMT on the roadway network within a designated boundary (i.e., City boundary). The boundary method estimates VMT by multiplying vehicle trips on each roadway

segment within the boundary by that segment’s length. This approach consists of all trips, including those trips that do not begin or end in the designated boundary. Consistent with City Guidelines, the City was used as the boundary for this assessment. In addition, as the Project is located near the southeastern edge of the City, an additional assessment of a 10-mile boundary area surrounding the Project site has also been conducted to ensure trips associated with the Project are not omitted.

Table 4.15-4: General Plan Buildout (2050) Boundary VMT Results, presents total VMT calculated using the boundary method for No Project and With Project General Plan Buildout (2050) conditions. Boundary VMT per service population is found to remain unchanged under the No Project scenario as compared to the With Project scenario for City boundary and the With Project scenario is found to decrease as compared to the No Project scenario using the 10-mile boundary.

Table 4.15-4: General Plan Buildout (2050) Boundary VMT Results

Scenario	City Boundary		10-Mile Boundary	
	No Project	With Project	No Project	With Project
Service Population	706,494	706,931	1,985,501	1,985,938
Boundary VMT	9,602,250	9,605,588	34,082,666	33,767,387
VMT per SP	13.59	13.59	17.17	17.00
Change in VMT	0.00		-0.16	
Potentially Significant?	No		No	

Source: Appendix 12, Table 5.

Summary

Based on the results of this analysis the following findings are made:

- The Project, both Phase I and II, were evaluated against screening criteria as outlined in the City Guidelines. The Project’s retail and truck/trailer lot was found to meet the Project Type screening criteria.
- However, the remaining components of the Project was not found to meet any available screening criteria, and a VMT analysis was performed.
- The Project’s VMT analysis found the Project to be below the City’s VMT per service population threshold by 1.56 percent for baseline (2022) conditions and 6.58 percent for buildout (2050) conditions.
- In addition, the Project’s cumulative effect on VMT was found to not increase the City’s VMT per service population with the inclusion of the Project using the City’s boundary and 10-mile boundary.
- The Project is found to have a less than significant impact.

Therefore, the Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and less than significant impact would occur.

Conclusion

The Project would not conflict or be inconsistent with CEQA Guidelines § Section 15064.3, subdivision (b), and less than significant impact would occur.

Mitigation Measures

No mitigation is required.

Impact 4.15-3: *Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Level of Significance: *Less Than Significant*

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operations

The roadway improvements and installation of driveways that would be implemented during construction of the Project could require the temporary closure of travel lanes, but full roadway closure and traffic detours are not expected to be necessary. However, construction activities may temporarily restrict vehicular traffic that could increase hazards. Therefore, in order to ensure the safe passage of persons and vehicles through construction zones, the Project would be required to comply with City Municipal Code Section 7-3.07, which requires that prior to any activity that would encroach into a right-of-way, the area be safeguarded through the installation of safety devices that would be specified by the City's Engineering Department during the construction permitting process to ensure that construction activities would not increase hazards. Implementation of the Specific Plan through the City's permitting process would reduce potential construction related increases in hazards to a less than significant level. Furthermore, the Project includes driveway and intersection improvements that would be implemented as part of the Project. In addition, the Project includes improvements to allow for heavy truck access to the Project site. Conflicts have the potential to occur if: 1) there is inadequate site access or 2) there is inadequate turning radii in and out of the site. Implementation of the Specific Plan and its circulation plans would ensure avoidance of these inadequacies.

Site Access

The Project includes the construction and/or improvement of 17 driveways to and from the Project site from adjacent roadways. Exhibit 1-4 in the Traffic Analysis (**Appendix I1**) illustrates and describes access to the Project site. As previously noted in Impact 4.15-1 above, the Project's proposed circulation and off-site improvements would be constructed accordingly with Recommendations 1 through 16 listed in the Project Traffic Analysis to accommodate on-site access. Additionally, all roadway improvements would be designed consistently with the City's TOP 2050 Mobility Element programs, plans, goals and policies, and City Traffic and Transportation Guidelines, and **PPP TR-1** and **PPP TR-2**. Therefore, direct access to the Project site would not substantially increase hazards due to geometric design features or dangerous intersections and a less than significant impact would occur.

Conclusion

Buildout of the Project would result in changes to the circulation network but would not increase hazards due to design features. As noted above, no specific development is proposed at this time for the Phase II future development areas. Once development is proposed, it would conform to existing roadways design standards, preventing impacts of hazards. Impacts and potential impacts would remain less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.15-4: Would the Project result in inadequate emergency access?

Level of Significance: Less Than Significant

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operations

The Project is not anticipated to result in any significant emergency access impacts during construction. During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would be maintained along public streets that abut the Project site. The City, as part of its discretionary review process, reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to-and-from the Project site and that circulation on the Project site was adequate for emergency vehicles.

Access to the site is currently provided via multiple private driveway entrances located on Euclid Avenue, Edison Avenue, and Schaefer Avenue. The site shall be provided with an adequate number of driveways to facilitate circulation and also reduce the traffic impact along the surrounding arterials. Pedestrian crossing distances shall be minimized at driveways. All driveways and sidewalks shall be constructed per City Standards and to the satisfaction of the City Engineer. Project access is proposed via seven full access driveways and eleven potential secondary access points along Euclid, Schaefer, Edison, and Sultana Avenues. Pedestrian sidewalks would be constructed along Euclid, Schaefer, Edison, and Sultana Avenues bordering the Project site. Additionally, upon Project operations, pedestrian walkways constructed shall provide for emergency access with a minimum clearance of 26 feet wide and 14 feet of vertical clearance. Off-site connections shall be provided from the neighborhood center to the Project's residential development.

In case of an emergency, the construction manager would have assigned staff to flag emergency response vehicles and direct them to the emergency location. Unimpeded access throughout the Project site would be maintained by ensuring that vehicles would not be parked or placed in a manner that would impede access for emergency response vehicles. Project site conditions, during and after the workday, would be either maintained or left in a condition that adheres to Division of Occupational Safety and Health (OSHA) safety standards to prevent any hazardous condition that may affect construction staff and emergency responders.

Access roads to the site would be constructed throughout the Project site for construction staff/inspectors, construction equipment and materials delivery/removal, and emergency response vehicles. The access roads would be kept or maintained in such condition to allow for the safe passage for emergency response vehicles. The Project would implement both on- and off-site improvements, consistent with Recommendations 1 through 16, to ensure the safe and efficient access to the Project Site (refer to Impact 4.15-1 above). Therefore, the Project would not result in inadequate emergency access and a less than significant impact would occur.

Conclusion

As stated above, the Project would implement both on- and off-site improvements, consistent with Recommendations 1 through 16, to ensure the safe and efficient access to the Project Site (refer to Impact 4.15-1 above). As noted above, no specific development is proposed at this time for the Phase II future development areas. Once development is proposed, it would conform to existing roadways design standards, preventing impacts of hazards. Impacts and potential impacts would remain less than significant.

Mitigation Measures

No mitigation is required.

4.15.7 Cumulative Impacts

Cumulative traffic impacts are addressed in the Project Traffic Analysis (**Appendix I1**) and summarized above. The Project's contribution to operational LOS deficiencies would be fully addressed through implementing the recommended measures and providing construction or funding for the identified improvements (note that operational LOS is no longer a significant impact under CEQA per SB 743). There were no other LOS cumulative effects identified or cumulatively considerable contributions to significant cumulative impacts for the Project. The Project's VMT analysis (**Appendix I2**, summarized above) provides an analysis of the Project's cumulative impacts on VMT. Cumulative analysis is based on the Project's effect on VMT using total VMT within the City (boundary method). The Project's cumulative effect on VMT was found to not increase the City's VMT per service population with the inclusion of the Project using the City's boundary and 10-mile boundary.

Pursuant to TOP 2050, implementation of the Specific Plan would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario, specifically the Ontario Ranch area. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the Specific Plan is implementing TOP 2050.⁴

4.15.8 Significant Unavoidable Impacts

No significant unavoidable transportation impacts have been identified.

⁴ City of Ontario. (2022). TOP 2050 Final Supplemental EIR. Section 5.17, Transportation. Retrieved from: https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf (accessed April 2023)

4.15.9 References

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- City of Ontario. 2022. *Vehicle Miles Travelled Analysis Thresholds for CEQA (SB 743)*. https://files.ceqanet.opr.ca.gov/250356-3/attachment/DJHTFbnM6oJs9ffzDmoKkg50hBDLi_bHx9JBp5n0_NC2VsLGmits_fmVeyGhDmsCc_UZAp4KRZIGaC07m0.
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- Public Resources Code, Section 21064.3 (“Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”). Retrieved from:
https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21064.3.&lawCode=PRC.
- Public Resources Code, Section 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”). Retrieved from:
https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC§ionNum=21155.&highlight=true&keyword=Transit%20Priority%20Project.
- San Bernardino Associated Governments. *Congestion Management Program for County of San Bernardino*. County of San Bernardino: s.n., Updated June 2016
- Urban Crossroads, Inc. January 2023. *Euclid Mixed Use Specific Plan Traffic Analysis*. (**Appendix I1**)

Urban Crossroads, Inc. December 2022. Euclid Mixed Use Specific Plan Traffic Analysis. (**Appendix I2**)

WRCOG SB 743 Implementation Pathway. 2019. <https://www.fehrandpeers.com/wp-content/uploads/2019/12/WRCOG-SB743-Document-Package.pdf>.

4.16 TRIBAL CULTURAL RESOURCES

4.16.1 Introduction

This section of the Draft Environmental Impact Report (EIR) evaluates the potential for implementation of the Euclid Mixed Use Specific Plan Project (Project) to impact tribal cultural resources (TCRs) in the City of Ontario (City), within San Bernardino County (County). TCRs include sites, features, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe. Other potential impacts to prehistoric, historic, and disturbance of human remains are evaluated in **Section 4.5: Cultural Resources**, and impacts to paleontological resources are addressed in **Section 4.7: Geology and Soils**, of this Draft EIR.

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

Additionally, the following analysis is based in part on information obtained from:

- BCR Consulting LLC (BCR). April 2023. Cultural Resources Assessment Euclid Mixed Use Specific Plan Project, City of Ontario, San Bernardino County, California. (**Appendix D1**)

4.16.2 Environmental Setting

Existing Conditions

The 84.1-acre Project area is bounded by Schaefer Avenue on the north, Sultana Avenue on the east, Edison Avenue on the south, and Euclid Avenue on the west, in the City of Ontario, San Bernardino County (County), California. The Project area consists of 18 parcels, identified as Assessor's Parcel Numbers (APNs) 1053-071-01, -02, -03, -04; 1053-211-01, -02, -05; 1053-281-01, -02, -03, -04, -05, -07, -08; 1053-081-01, -02, -03, -04. Existing uses surrounding the Project area are similar to those on the site. Ongoing crop farming is located to the north of the Project area and a vacant property that was a former dairy farm is located to the east of the site. The property to the south is currently utilized for residential, farming, or trucking related uses. North across Schaefer Avenue is an existing dairy farm; south across Edison Avenue is an existing trucking facility; east across Sultana Avenue is vacant land and an existing trucking facility; west across Euclid Avenue is the City of Chino with existing commercial and residential uses and a truck/trailer storage.

Ethnography¹

The earliest inhabitants of the Ontario region lived in the region on a seasonal basis approximately 10,000 years ago. Later, permanent settlements formed along streams and creeks as populations used newer

¹ City of Ontario. 2022. *TOP 2050 Final Supplemental EIR, Section 5.18, Tribal Cultural Resources*. <https://files.ceqanet.opr.ca.gov/271618-2/attachment/eWuGwlyBRUCdOW7ZaCm4H1mV0w8mPGsss0XHvAPaJ8sKEtqYcqQkAGVxgSCOnxC8eoq7OIGLj0AWg4X0>. (accessed May 2023).

technologies and food resources. By 2,000 years ago, the Tongva (or Gabrielino), a group of Uto-Aztecan, Takic-speaking people, used both the coastal and inland areas on a seasonal basis. The Tongva Native Americans were intensive hunter-gatherers, gathering a variety of wild plants in the desert, mountains, and coastal areas. The Tongva are believed to have been one of the most populous and wealthy Native American tribes in southern California prior to European contact. They lived in villages that ranged from 50 to 200 inhabitants, each village owning in common the area surrounding the village. Kinship was organized by groups, with each group composed of several related families.

By the 1700s, local Native Americans in southern California had contact with Europeans. One of the earliest known records of this contact is based on Father Garcés' trip from the Mojave Desert to the coast of California through the Cajon Pass. In 1771, the Spanish established Mission San Gabriel Arcangel about 40 miles west of the area later known as the City of Ontario. Following the Spanish custom of naming local Native American tribes after nearby missions, the Tongva were called Gabrielino. At its peak, Mission San Gabriel furnished food and supplies to settlements and other missions throughout California. By the end of the century, the Gabrielino population significantly declined due to diseases introduced by Europeans. The Gabrielino people fragmented as individuals succumbed to Spanish control, fled the region, or died. However, in late 20th century there was a revival of Gabrielino culture.

4.16.3 Regulatory Setting

Federal

Archaeological Resources Protection Act

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

Native American Graves Protection and Repatriation Act of 1990

The Native American Graves Protection and Repatriation Act of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains, associated funerary objects, and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation.

State

California Environmental Quality Act (CEQA)

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

“Historical resource” is a term with a defined statutory meaning. Under California Code of Regulations (CCR), Title 14, Chapter 3 (CEQA Guidelines, Section 15064.5(a)) “historical resource” includes the following:

- A resource listed in or determined to be eligible by the State Historical Resources Commission (SHRC), for listing in the California Register of Historical Resource (CRHR), (PRC Section 5024.1 and Title 14 CCR, Section 4850 et seq.).
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC, or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the CRHR (PRC Section 5024.1 and Title 14 CCR Section 4852) including the following:
 - Criterion 1 - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - Criterion 2 - Is associated with the lives of persons important in our past;
 - Criterion 3 - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - Criterion 4 - Has yielded, or may be likely to yield, information important in prehistory or history.
- The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

CEQA addresses significant impacts to historical resources. “A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.” (State CEQA Guidelines Section 15064.5(b)(1)).

CEQA also requires agencies to consider whether projects will affect “unique archaeological resources.” PRC Section 21083.2, subdivision (g), states that “‘unique archaeological resources’ means an

archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

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

Senate Bill 18

Senate Bill (SB) 18, effective September 2004, requires a local government to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general plan or a specific plan. SB 18 provides California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning, for the purpose of protecting or mitigating impacts to cultural places. Prior to adoption or amendment of a general plan or a specific plan, a local government must refer the proposed action to those tribes that are on the Native American Heritage Commission (NAHC) contact list and have traditional lands located within the city’s or county’s jurisdiction. The referral must allow a 45-day comment period pursuant to Government Code Section 65352(b).

SB 18 (Chapter 905 of the 2004 statutes) says, in pertinent parts:

Section 1(b): In recognition of California Native American tribal sovereignty and the unique relationship between California local governments and California tribal governments, it is the intent of the Legislature, in enacting this act, to accomplish all of the following:

1. *Recognize that California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places are essential elements in tribal cultural traditions, heritages, and identities.*
2. *Establish meaningful consultations between California Native American tribal governments and California local governments at the earliest possible point in the local government land use planning process so that these places can be identified and considered.*
3. *Establish government-to-government consultations regarding potential means to preserve those places, determine the level of necessary confidentiality of their specific location, and develop proper treatment and management plans.*
4. *Ensure that local and tribal governments have information available early in the land use planning process to avoid potential conflicts over the preservation of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places.*
5. *Enable California Native American tribes to manage and act as caretakers of California Native prehistoric, archaeological, cultural, spiritual, and ceremonial places.*

6. *Encourage local governments to consider preservation of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places in their land use planning processes by placing them in open space.*
7. *Encourage local governments to consider the cultural aspects of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places early in land use planning processes.”*

And:

Section 65352.3 of the Government Code is as follows:

- a) *(1) Prior to the adoption or any amendment of a city or county’s general plan, proposed on or after March 1, 2005, the city or county shall conduct consultations with California Native American tribes that are on the contact list maintained by the Native American Heritage Commission (NAHC) for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.995 of the PRC that are located within the city or county’s jurisdiction. (2) From the date on which a California Native American tribe is contacted by a city or county pursuant to this subdivision, the tribe has 90 days in which to request a consultation, unless a shorter timeframe has been agreed to by that tribe.*
- b) *Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Section 65040.2, the city or county shall protect the confidentiality of information concerning the specific identity, location, character, and use of those places, features, and objects.”*

Assembly Bill 52

The Native American Historic Resource Protection Act (Assembly Bill [AB] 52) took effect July 1, 2015, and incorporates tribal consultation and analysis of impacts to TCRs into the CEQA process. It requires TCRs to be analyzed like any other CEQA topic and establishes a consultation process for lead agencies and California tribes. Projects that require a Notice of Preparation of an EIR or Notice of Intent to adopt a ND or MND are subject to AB 52. A significant impact on a TCR is considered a significant environmental impact, requiring feasible mitigation measures.

TCRs must have certain characteristics:

1. Sites, features, places, cultural landscapes (must be geographically defined), sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. (PRC Section 21074(a)(1))
2. The lead agency, supported by substantial evidence, chooses to treat the resource as a TCR. (PRC Section 21074(a)(2))

The first category requires that the TCR qualify as a historical resource according to PRC Section 5024.1. The second category gives the lead agency discretion to qualify that resource—under the conditions that

it supports its determination with substantial evidence and considers the resource's significance to a California tribe. The following is a brief outline of the process (PRC Section 21080.3.1–3.3).

1. A California Native American tribe asks agencies in the geographic area with which it is traditionally and culturally affiliated to be notified about projects. Tribes must ask in writing.
2. Within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it.
3. A tribe must respond within 30 days of receiving the notification if it wishes to engage in consultation.
4. The lead agency must initiate consultation within 30 days of receiving the request from the tribe.
5. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a TCR, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached.
6. Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on TCRs and discuss feasible alternatives or mitigation that avoid or lessen the impact.

California Health and Safety Code

California Health and Safety Code Section 7050.5, states that every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in Section 5097.99 of the Public Resources Code. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Local

City of Ontario General Plan – The Ontario Plan 2050

The Ontario Plan (TOP) 2050 Community Design Element articulates design qualities that will create locally and regionally significant places and utilizes community design to help achieve the Vision in the areas of economic development, land use, housing, community health, infrastructure, and transportation. Included in TOP 2050 is the Policy Plan, which is a framework that would guide the City's future growth through the application of policies and goals. The following goals of TOP 2050 relate to tribal cultural resources.

The following policies contained in the Community Design Element are relevant to the Project:

*Community Design Element*²

- Goal CD-4** **Historic buildings, streets, landscapes, and neighborhoods, as well as the story of Ontario's people, businesses, and social and community organizations, have been preserved and serve as a focal point for civic pride and identity.**
- Policy CD4-1** **Cultural Resource Management.** We update and maintain an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps, and other archives.
- Policy CD-4.2** **Collaboration with Property Owners and Developers.** We educate and collaborate with property owners and developers to implement strategies and best practices that preserve the character of our historic buildings, streetscapes, and unique neighborhoods.
- Policy CD-4.3** **Collaboration with Outside Agencies.** We pursue opportunities to team with other agencies, local organizations, and nonprofits in order to preserve and promote Ontario's heritage.
- Policy CD-4.6** **Promotion of Public Involvement in Preservation.** We engage in programs to publicize and promote the City's and the public's involvement in preservation efforts.
- Policy CD-4.7** **Public Outreach.** We provide opportunities for our residents to research and learn about the history of Ontario through the Planning Department, the Ontario Museum of History and Art, and the Robert E. Ellingwood Model Colony History Room.

4.16.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning tribal cultural resources. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

² City of Ontario. (2022). *TOP 2050, Community Design Element*. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/community-design>. (accessed January 2023).

- Cause a substantial adverse change in the significance of a TCR, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
 - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Methodology

The Project is evaluated against the significance criteria/thresholds as the basis for determining the impact's level of significance concerning TCRs. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impacts. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the potentially significant environmental impacts.

Native American Outreach and Background Research

BCR requested a search of the Sacred Lands File (SLF) from the NAHC in November 2022. The NAHC responded on November 15, 2022, stating that there are no known sacred lands within a one-mile radius of the Project area. The NAHC requested that 21 individuals from 8 Native American tribes be contacted for further information regarding the general vicinity.

Formal Consultation – Native American Outreach and Background Research

As part of the current CEQA process for the Project site, the City initiated formal tribal consultation under AB 52 and SB 18. City staff requested an updated SB 18 tribal consultation list from the NAHC on August 24, 2022. Tribal consultation letters were sent to the Native American Tribes in March 2023. It should be noted that the approved Native American lists for SB 18 and AB 52 consultations are not the same as the tribes and individuals identified on NAHC's SLF list. The following Tribes were notified:

SB 18 Consultation

- Gabrieliño Band of Mission Indians
- Gabrieliño/Tongva San Gabriel Band of Mission Indians
- Gabrieliño Tongva Indians of California Tribal Council
- Gabrieliño/Tongva Nation
- Gabrieliño-Tongva Tribe
- Morongo Band of Mission Indians

- San Fernando Band of Mission Indians
- San Manuel Band of Mission Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseño Indians

AB 52 Consultation

- Gabrieliño Band of Mission Indians
- Gabrieliño/Tongva San Gabriel Band of Mission Indians
- San Manuel Band of Mission Indians
- Soboba Band of Luiseño Indians

Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) responded March 15, 2023, indicating the Project is outside of the Tribes ancestral territory and, as such, the tribe did not elect to consult. Additionally, Gabrieleno Band of Mission Indians – Kizh Nation responded March 29, 2023, stating that the Tribe agrees with the Specific and requests consultation for all future projects within this location. No other responses have been received.

4.16.5 Plans, Programs, and Policies

PPP TCR-1 The Project is required to comply with State CEQA Guidelines Section 15064.5, PRC Sections 21083.2 and 5097.9, and Health and Safety Code (HSC) Section 7050.5, to properly recover and evaluate any TCRs, if encountered.

4.16.6 Impacts and Mitigation Measures

Impact 4.16-1 *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code 5020.1(k), or*
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Level of Significance: Less Than Significant with Mitigation Incorporated

Specific Plan – Phase I and Phase II Future Development Areas

Construction and Operations

As previously stated, TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that is either eligible or listed in the CRHR or local register of historical resources, or determined by the lead agency to be significant to a California Native American tribe pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1 (PRC Section 21074). Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to TCRs, and reduce the potential for delay in the environmental review process. The intent of consultation is to provide an opportunity for interested, affiliated Native American tribes to collaborate with the City during the project approval process to identify and protect TCRs.

Sacred Lands File Search

As stated, a SLF search was conducted through the NAHC to determine if any sacred lands or traditional cultural properties on file with the NAHC were within or near the Project site. The NAHC's SLF record search found no record of sacred lands on or within one mile of the Project site (see **Appendix D**).

Tribal Consultation

In accordance with SB 18 and AB 52, the City sent Tribal consultation letters to the Native American Tribes in March 2023. Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) responded, indicating the Project is outside of the Tribes ancestral territory and, as such, the Tribe did not elect to consult. Additionally, Gabrieleno Band of Mission Indians – Kizh Nation responded, stating that the Tribe agrees with the Specific and requests consultation for all future projects within this location. No other responses have been received.

Conclusion

As stated above, no TCRs were identified within the Project area. However, impacts to cultural resources, including TRCs, are considered potentially significant and mitigation measures are required to ensure the proper treatment of undiscovered cultural resources that may be encountered during grading. As discussed in **Section 4.5: Cultural Resources**, the application of mitigation measures **MM CUL-6** and **MM CUL-7** below requiring Cultural Awareness training for all construction and field personnel and ensure the proper treatment of undiscovered resources that may be encountered during grading would reduce the impacts to less than significant levels.

Mitigation Measures

Refer to **Section 4.5: Cultural Resources** for **MM CUL-6** and **MM CUL-7**.

4.16.7 Cumulative Impacts

Cumulative impacts to TCRs would occur when the impacts of the Project, in conjunction with other projects and development in the region, result in multiple and/or cumulative impacts to TCRs in the

Ontario Ranch area. The cultural records search and pedestrian survey did not identify any resources that could potentially be TCRs, and no sacred lands are on file with the NAHC within or adjacent to the Project site. Through tribal consultation, no TCRs or concerns about potential TCRs were identified. Each future Project considered for approval by the City would be required to do its own consultation and include mitigation measures to protect resources if they are uncovered during grading activities. The Project would not combine with other projects in the region to create a cumulative impact to TCRs. Therefore, cumulative impacts to TCRs would be less than significant.

4.16.8 Significant Unavoidable Impacts

No significant unavoidable impacts have been identified.

4.16.9 References

BCR Consulting LLC. April 2023. *Cultural Resources Assessment Euclid Mixed Use Specific Plan Project*, City of Ontario, San Bernardino County, California.

City of Ontario. 2022. *TOP 2050 Final Supplemental EIR, Section 5.18, Tribal Cultural Resources*.

<https://files.ceqanet.opr.ca.gov/271618-2/attachment/eWuGwlyBRUCdOW7ZaCm4H1mV0w8mPGsss0XHvAPaJ8sKEtqYcqDQkAGVxgSCOnxC8eog7OIGLj0AWg4X0>.

4.17 UTILITIES AND SERVICE SYSTEMS

4.17.1 Introduction

This section of the Draft Environmental Impact Report (EIR) discusses the current conditions for utility providers, including water, wastewater, stormwater, solid waste, electricity, and natural gas services, and the Euclid Mixed Use Specific Plan Project (Project) effects on these providers, for the City of Ontario (City).

This Section and environmental discussion use information from the following City documents:

- The Ontario Plan 2050
- City of Ontario Municipal Code
- City of Ontario TOP 2050 Final Supplemental EIR

The following analysis in this section is based, in part, on service provider questionnaire responses and the following technical study information obtained from:

- JLC Engineering & Consulting Inc. March 2023. *Hydrology & Hydraulic Report for Euclid Mixed Use Specific Plan. (Appendix G1)*
- JLC Engineering & Consulting Inc. March 2023. *Preliminary Water Quality Plan for the Euclid Mixed Use Specific Plan. (Appendix G2)*
- Ontario Municipal Utilities Company. May 2023. *Water Supply Assessment and Written Verification of Sufficient Water Supply for the Euclid Mixed Use Specific Plan (File No. PSP22-001). (Appendix J)*

4.17.2 Environmental Setting

Existing Conditions

The Project site is located within the City of Ontario Master Drainage Plan (MDP) Area XIV and proposes to construct several MDP storm drain facilities. The MDP Area XIV is approximately bounded by Riverside Drive to the north, between Bon View Avenue and Grove Avenue to the east, Merrill Avenue to the south, and Euclid Avenue to the west. The Project site is bounded by Schaefer Avenue to the north, Euclid Avenue to the west, Edison Avenue to the south, and Sultana Avenue to the east (refer to **Figure 3-2: Local Vicinity Map**).

Water Supply¹

The Ontario Municipal Utilities Company (OMUC) provides water service to residents, businesses, and other users in the City, including the Project site. Two small areas in the north central and northeastern sections of the City are served by the Cucamonga Valley Water District (CVWD). As of 2020, OMUC

¹ City of Ontario. 2021. *Final 2020 Urban Water Management Plan*. <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/FINAL%20City%20of%20Ontario%202020%20UWMP.pdf>. (accessed May 2023).

provided water to a population of approximately 178,409 people.² The primary source of water is groundwater from Chino Groundwater Basin (Chino Basin). Other water supplies include treated groundwater from the Chino Basin Desalter Authority (CDA), recycled water from Inland Empire Utilities Agency (IEUA), imported water from the Water Facilities Authority (WFA), and purchased water from the San Antonio Water Company (SAWCo).

The City has already inactivated several wells (Well 3, 4, 9, 15, 31, 35, and 50) due to high nitrate and perchlorate concentrations detected above the maximum contaminant levels (MCL). Well 34 was removed from service due to Trichloropropane (TCP) water quality issues. The operations of Wells 44 and 52 are limited due to the migration of the bacterial groundwater plume when these wells are used too frequently. Well 25 was taken out of service due to a Perfluorooctanoic acid (PFOA) detection, which was below the PFOA interim notification level. The impact on supply due to the closure of these wells is minimized by constructing replacement wells at other locations where contaminant levels are low and constructing wellhead treatment facilities.³

Total potable and recycled water demand within the OMUC service area averaged 39,374 acre-feet per year (AFY) between 2015 and 2020.⁴ Actual water supplies provided to the City for the year 2020 are summarized in **Table 4.17-1: Water Supplies Summary**. Potable water demands averaged 32,109 AFY and recycled water demands averaged 7,812 AFY. Over the past ten years, the City’s total water demands (including potable and recycled water demands) have ranged from 36,036 AFY to 45,196 AFY, with an average of 40,831 AFY. In addition, the City recently experienced a five-consecutive-year-drought within its service area from fiscal year (FY) 2011-12 to FY 2015-16. Throughout this consecutive dry year period, the City’s annual water production ranged from 42,603 AFY (2012) to 36,036 AFY (2016), with an average of approximately 41,558 AFY. In the City’s Single-Dry year, annual water production was 43,346 AFY. In 2020, the City’s total demand was 39,921 AFY. The total water supply (potable and non-potable) demands in the year 2045 are projected to be 73,668 AFY. Potable water demands are projected to be 57,609 AFY and recycled water demands are projected to be 16,059 AFY.

Table 4.17-1: Water Supplies Summary

Water Supplier	Water Source	Amount (AFY)
City of Ontario	Groundwater	18,395
Chino Basin Desalter Authority (CDA)	Purchased/ Imported Water	6,636
Water Facilities Authority (WFA)	Purchased/ Imported Water	6,513
San Antonio Water Company (SAWC)	Purchased/ Imported Water	565
Potable Water Subtotal		32,109
Inland Empire Utilities Agency (IEUA) – Agriculture Deliveries	Recycled Water	7,812
Total		39,921
Source: City of Ontario, 2021. 2020 Urban Water Management Plan. Figure 2 – Historical Water Use by Source, page 6-3. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/FINAL%20City%20of%20Ontario%202020%20UWMP.pdf (accessed April 2023). AFY = Acre-feet per year		

² Ibid. Page 3-1.

³ Ibid, page 7-5.

⁴ Ibid, page 8-22.

Refer to the Water Supply Assessment (WSA) for the Project (see **Appendix J: Water Supply Assessment**) for a more detailed description of water supplies in the City.

The passage of Senate Bill (SB) X7-7 (also known as the Water Conservation Act of 2009) resulted in increased efforts to reduce potable water usage by requiring all California urban water suppliers to achieve a 20 percent reduction in demands (from a historical baseline) by 2020. Using a 10-year base period of 1995 to 2004, the City's baseline water usage is 245 gallons per capita per day (GPCD). The City's actual water use rate during FY 2019-20 was 161 GPCD which is a decrease of up to 103 GPCD from the recent historical water use. The 2020 target was 196 GPCD.⁵

It is required that every urban water supplier assess the reliability to provide water service to its customers under normal, single dry, and multiple dry years. As discussed in the City's 2020 Urban Water Management Plan (UWMP), the City is capable of meeting the water demands of its customers in normal, single dry, and multiple dry years between 2020 and 2045.

The Project site is currently used for agricultural land use, including dairy operations and field crops. The site is not connected to the City's water supply and utilizes groundwater for irrigation of crops and other agricultural related uses.

Site Hydrology

The Project site slopes gently from the northeast to the southwest and south. Drainage appears to flow south and southwest. Site elevations range from approximately 730 feet above mean sea level in the northeast portion of the site to approximately 690 feet above msl in the southwest portion of the site.

Storm drain systems to serve the Project site would be installed according to the City of Ontario Storm Drain (see **Section 3.0: Project Description, Figure 3-17: City of Ontario Ultimate Sewer System**). Currently, there are no City domestic storm drain trunk lines in the Project vicinity. The extension of City master planned storm drain infrastructure is being developed within the western portion of Ontario Ranch. The Project is responsible to provide storm drains to serve future development and would construct a 90-inch line in Euclid Avenue along the western perimeter of the Project site, a 48-inch to 90-inch line in Schaefer Avenue along the northern perimeter of the Project site, and a 78-inch to 96-inch line in Edison Avenue along the southern perimeter of the Project site. Additionally, the Project would construct a 102-inch trunk line in Euclid Avenue south to connect to the existing 108-inch line at Euclid Avenue and Eucalyptus Avenue.

Catch basins located throughout the site would collect runoff. On-site storm drain systems serving the Project site would connect to the master planned system in Euclid Avenue to serve the Project site development. The Project site storm drain improvements are shown in **Section 3.0: Project Description, Figure 3-20: Storm Drain Plan** and **Figure 3-21: City of Ontario Ultimate Storm Drain System**.

According to the Geotechnical Investigation conducted for the Project (**Appendix E: Geotechnical Reports**), groundwater was not encountered during the investigation. Based on the available data and the

⁵ Ibid, page 4-11.

findings of the investigation, the historical high groundwater level and the current groundwater level is estimated to be deeper than 137 feet below ground surface. Groundwater is not expected to be encountered during Project construction. It should be noted that the groundwater level could vary depending upon the seasonal precipitation and possible groundwater pumping activity in each site vicinity. Perched water layers at depth may be present locally, particularly following high precipitation and irrigation events.

Potable and Recycled Water

The City's existing domestic water system consists of the following:

- 5 primary pressure zones (Zone 925, 1010, 1074, 1212, and 1348)
- Over 2.8 million feet (546 miles) of transmission and distribution pipe, 2-inches through 42-inches in diameter
- 6,811 fire hydrants
- 12 reservoirs with a total volume of 75 million gallons
- 4 active booster pump stations, 1 inactive booster pump station
- 16 pressure reducing stations
- 5 inter-agency connections
- 2 Connections to WFA
- 2 Connections to CDA

The existing water service area includes only a very small portion of Ontario Ranch (OR); Edenglen by Brookfield Homes (located south of Riverside Drive, east of Mill Creek Avenue), and Colony High School (located south of Riverside Drive and west of Mill Creek Avenue). The majority of the existing residents and businesses of OR use private groundwater wells for their water supply.

OMUC will provide potable and recycled water service to the Project. City Ordinance No. 2689 requires all new development to connect to, and use recycled water for all approved uses, including but not limited to landscape irrigation (codified in City Municipal Code Sections 6-8.7 to 6-8.279). OMUC serves at least 41,539 potable water connections and 521 non-potable connections and the total potable water demand in CY 2022 in the OMUC service area was approximately 31,130 acre-feet (AF) and the recycled water demand was 10,066.4 AF. OMUC purchases recycled water supplies from IEUA. IEUA treats the City's wastewater at its four regional wastewater reclamation plants. IEUA provides wastewater treatment services to seven Contracting Agencies, including the City of Ontario. OMUC has been using recycled water produced by IEUA since 1972. Currently, recycled water is used in the City for agricultural irrigation, landscape irrigation, golf course irrigation, and industrial purposes.

Wastewater Conveyance

The City is divided into two distinct areas, Old Model Colony (OMC) and New Model Colony, now known as Ontario Ranch (OR). The two areas are generally divided by Riverside Drive. OMC consists of existing residential, commercial, and industrial developments. It comprises approximately 36 square miles. OR is

an agricultural area that was annexed to the City in 1999. It is approximately 13 square miles and currently consists of primarily agricultural land.

The existing OMC sewer collection system is made up of a network of gravity sewers, pump stations, and force mains. The gravity system consists of approximately 365.7 miles of pipe and 7,582 manholes and cleanouts. The system also includes three pump stations and 11,588 feet of associated force mains. The total existing average sewer load for OMC is estimated at 18.75 million gallons per day (mgd). With an existing population of 174,536 persons, this is equivalent to approximately 107 gallons per day (gpd) per person.

The ultimate sewer collection system would include service to OR. The Project is in the OR and no sewer lines currently run in the vicinity of the Project site. Approximately 140,000 feet of additional trunk sewer would be added to the City's system in OR, ranging in size from 12-inches to 36-inches. It would be financially infeasible for residential development to bear the cost of infrastructure improvements required to support a residential development.

Wastewater Treatment

Regional wastewater services are provided to the City and its neighboring agencies by the IEUA. Several regional trunk sewers collect sewage generated in the City and transport it to IEUA's Regional Plant No. 1 (RP-1) and Regional Plant No. 5 (RP-5) for treatment. RP-1, located south of the Pomona Freeway (SR-60) and west of Cucamonga Creek, has been in operation since 1948 and has a current capacity of 44 mgd. RP-1 also serves the cities of Rancho Cucamonga, Upland, Montclair, Fontana, and portions of unincorporated San Bernardino County (County). The RP-1 plant treats an average influent wastewater flow of approximately 28 mgd. The City's sewer service area is divided into eight sewer sheds, primarily based on the outlet points where the City's system ties into the IEUA downstream facility. Ontario Ranch is located in Sewer shed 8. See **Figure 3-16: Recycled Water Plan** for further detail.

IEUA began operation of RP-5 in March 2004. RP-5 is located in the City of Chino at the southeast corner of Kimball Avenue and El Prado Road. Sewage generated in the OR, as well as the wastewater flows diverted from the OMC sewer pump station tributary areas are treated at RP-5. The plant has a wastewater treatment capacity of 15 mgd and treats an average influent wastewater flow of approximately nine mgd.

IEUA had originally planned to bypass an average flow of up to 20 mgd from RP-1 to RP-5 via the OR sewer system and Kimball Interceptor Sewer located on Kimball Avenue west of Baker Street. The first OR sewer constructed (Eastern Trunk Sewer) was designed to carry nine mgd of bypass flow from RP-1. Currently, IEUA does not expect to pursue the remaining 11 mgd bypass capacity in the OR sewer system.

Groundwater from the Chino Basin is directly pumped by the City into its distribution system or is treated through an ion-exchange facility located at John Galvin Park before pumping it into the distribution system. The CDA desalters, Chino I and Chino II Desalters, consist of groundwater extraction wells connected to pumps and pipelines that direct water to advanced treatment facilities. The final product is a high-quality drinking water.

The City requires all new development in Ontario Ranch to connect to and use recycled water for all approved uses, including but not limited to landscape irrigation. Currently there are no City owned recycled water mains or City recycled water infrastructure in the Project vicinity. However, there is an existing 30-inch IEUA recycled water main in Eucalyptus Avenue south of the Project site. The Project applicant is responsible to provide recycled water service to serve future development and would construct a 12-inch line along the perimeter of the Project site. The Project would extend the 12-inch line in Euclid Avenue south to connect to the existing line in Eucalyptus Avenue. See **Section 3.0: Project Description, Figure 3-16: Recycled Water Plan** for further detail.

The 12-inch line in Sultana Avenue may be reduced to an 8-inch line if the development to the east is required to provide individual meters to serve future development.

Local Drainage

The City presently owns and maintains over 136 miles of storm drains, mostly serving the OMC area of the City. In addition to the City-owned storm drains there are the State-owned storm drains along Caltrans' Interstate 10 (I-10) and State Route 60 (SR 60) corridors. All the City-owned and State-owned facilities drain to a number of regional backbone facilities owned and operated by San Bernardino County Flood Control District (SBCFCD) that are tributary to the U.S. Army Corps of Engineers' (USACE) Prado Flood Control Basin.

The City lies in the western portion of the Santa Ana River's watershed, upstream of the Prado Flood Control Basin. It is in a 277-square-mile area referred to as Zone 1 by SBCFCD. Zone 1 generally slopes towards the south. Four major regional channel systems traverse Zone 1 in a north-south direction; they include San Antonio Channel, Cucamonga Channel, Day Creek Channel and San Sevaine Channel.

Solid Waste Collection

The City collects solid waste from residential, commercial, and industrial facilities. Customers are provided with a refuse container, a commingled recycling container, and a green waste container. City waste trucks collect recycling, green waste, and trash. Each truck contains one type of material, which is then recycled/disposed of appropriately. Computers, televisions, and other electronic waste are recycled free of charge at Ontario's Household Hazardous Waste Facility located at 1430 S. Cucamonga Avenue.

Currently, the Project site is served primarily by the Badlands Sanitary and El Sobrante Landfills but may also be served by the Mid-Valley Sanitary Landfill, Olinda Alpha Landfill, and Simi Valley Landfill and Recycling Center. Badlands Landfill is owned and operated by the Riverside County Department of Waste Resources, and the El Sobrante Landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc.

According to 2019 data (most recent data available) from the California Department of Resources Recycling and Recovery (CalRecycle), 97 percent of solid waste collected from the City was taken to the Badlands and El Sobrante Landfills described in **Table 4.17-2: Landfills Serving Ontario**.

Table 4.17-2: Landfills Serving Ontario

Landfill	Remaining Capacity (million cubic yards)	Maximum Permitted Capacity (million cubic yards)	Maximum Permitted Throughput (tons per day)	Average Daily Disposal (2019) ¹ (tons)	Estimated Closing Date
Badlands Sanitary Landfill 31125 Ironwood Avenue Moreno Valley, CA 92555	7,800,000	82,300,000	5,000	2,139	1/1/2059
El Sobrante Landfill 10910 Dawson Canyon Rd Corona, CA 91719	143,977,170	209,910,000	16,054	10,855	1/1/2051
Total	159.7	244.3	20,854	12,994	-

Source: CalRecycle. 2023. SWIS Facility/Site Activity Details- El Sobrante Landfill. <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402>. (accessed April 2023).
CalRecycle. 2023. SWIS Facility/Site Activity Details – Badlands Sanitary Landfill. <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367>. (accessed April 2023).¹Average daily disposal is estimated based on 300 operating days per year. Each facility is open six days per week, Monday through Saturday, except certain holidays.

Collectively, all three landfills have a remaining disposal capacity of approximately 160 million cubic yards. The El Sobrante Landfill has a disposal capacity beyond the 15-year horizon, as required by Assembly Bill (AB) 939.

Compliance with AB 939 is measured in part by actual disposal rates compared to target rates for residents and employees, respectively; actual disposal rates at or below target rates are consistent with AB 939. Target disposal rates for Ontario are 9.9 pounds per day (ppd) per resident and 16.4 ppd per employee. Actual disposal rates in 2021 were 10.2 ppd per resident and 14.9 ppd per employee.⁶ Thus, solid waste diversion in the City is consistent with AB 939.

Electricity

The Project site is in Southern California Edison’s (SCE) service area, which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north. Total electricity consumption in SCE’s service area was 103,045 GWh in 2021.⁷ Sources of electricity sold by SCE in 2021, the latest year for which data are available, were:

- 32 percent renewable, consisting mostly of solar and wind
- 2 percent large hydroelectric
- 22 percent natural gas
- 9 percent nuclear
- 35 percent unspecified sources – that is, not traceable to specific sources⁸

⁶ CalRecycle. 2019. Disposal Rate Calculator. <https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DisposalRateCalculator> (accessed May 2023).

⁷ California Energy Commission. 2016. Electricity Consumption by Planning Area. <http://www.ecdms.energy.ca.gov/elecbyplan.aspx>.

⁸ Southern California Edison. 2022. 2021 Power Content Label, Southern California Edison. <https://www.sce.com/sites/default/files/custom-files/Web%20files/2021%20Power%20Content%20Label.pdf>. (accessed April 2023).

The Project site generates electricity demand for the day-to-day operations of the agricultural and residential uses on-site. Existing use of electricity on-site includes lighting, heating and cooling, ventilation, and milking equipment, such as pumps and cooling systems.

Natural Gas

Southern California Gas Company (SoCalGas) provides gas service in the City and has facilities throughout the City, including the Project site. The service area of SoCalGas spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest to part of Fresno County on the north to Riverside County and most of San Bernardino County on the east. Total natural gas consumption in SoCalGas's service area was 6,755 million therms in 2021.⁹

The Project site generates natural gas demand for the day-to-day operations of the dairy farm and residences on-site. Estimated annual natural gas demand for the existing on-site operations is 387,510 kilo-BTU per year (kBTU/year) or 3,876 therms.³ Natural gas demands on-site mainly stem from the use of space and water heaters, cooking appliances, and laundry and water appliances.

4.17.3 Regulatory Setting

Federal

Clean Water Act and National Pollutant Elimination Discharge System

The Clean Water Act (CWA) establishes regulations to control the discharge of pollutants into the waters of the United States and regulates water quality standards for surface waters (U.S. Code, Title 33, Section 1251 et seq.). Under the CWA, the U.S. Environment Protection Agency (U.S. EPA) is authorized to set wastewater standards and runs the National Pollutant Discharge Elimination System (NPDES) permit program. Under the NPDES program, permits are required for all new developments that discharge directly into waters of the United States. The federal CWA requires wastewater treatment of all effluent before it is discharged into surface waters. NPDES permits for such discharges in the Project region are issued by the Santa Ana Regional Water Quality Control Board (RWQCB).

Federal Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), the principal federal law intended to ensure safe drinking water to the public, was enacted in 1974 and has been amended several times since it came into law. The Act authorizes the U.S. EPA to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally-occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the State Water Resources Control Board (SWRCB) conducts most enforcement activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

⁹ California Energy Commission. 2016. *Gas Consumption by Planning Area*. <http://www.ecdms.energy.ca.gov/gasbyplan.aspx>. (accessed April 2023).

Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

State

California Energy Commission

The California Energy Commission (CEC) was created in 1974 as the State's principal energy planning organization in order to meet the energy challenges facing the state in response to the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing State energy policy:

- Forecast statewide electricity needs.
- License power plants to meet those needs.
- Promote energy conservation and efficiency measures.
- Develop renewable energy resources and alternative energy technologies.
- Promote research, development, and demonstration.
- Plan for and direct the state's response to energy emergencies.

California Energy Benchmarking and Disclosure

AB 1103 (2007) requires that electric and gas utilities maintain records of the energy consumption data of all nonresidential buildings to which they provide service and that by January 1, 2009, upon authorization of a nonresidential building owner or operator, an electric or gas utility shall upload all of the energy consumption data for the specified building to the California Environmental Protection Agency (CalEPA) Energy Star Portfolio Manager in a manner that preserves the confidentiality of the customer. This statute further requires a nonresidential building owner or operator disclose Energy Star Portfolio Manager benchmarking data and ratings, for the most recent 12-month period, to a prospective buyer, lessee, or lender. Enforcement of the latter requirement began on January 1, 2014.

On October 8, 2015, AB 802 was signed into law. AB 802 would revise and recast the above provisions. AB 802 directs the CEC to establish a Statewide energy benchmarking and disclosure program and enhances the CEC's existing authority to collect data from utilities and other entities for the purposes of energy forecasting, planning, and program design. Among the specific provisions, AB 802 would require utilities to maintain records of the energy usage data of all buildings to which they provide service for at least the most recent 12 complete months. By January 1, 2017, AB 802 required each utility, upon the request and the written authorization or secure electronic authorization of the owner, owner's agent, or operator of a covered building, as defined, to deliver or provide aggregated energy usage data for a covered building to the owner, owner's agent, operator, or to the owner's account in the Energy Star Portfolio Manager, subject to specified requirements. AB 802 also authorized the commission to specify additional information to be delivered by utilities for certain purposes.

Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act (Water Code Sections 13000 et seq.), which was passed in California in 1969 and amended in 2013, the SWRCB has authority over State water rights and water quality policy. The Porter-Cologne Water Quality Control Act divided the state into nine regional basins, each under the jurisdiction of a RWQCB to oversee water quality on a day-to-day basis at the local and regional level. RWQCBs engage in a number of water quality functions in their respective regions. RWQCBs regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. The City is overseen by the Santa Ana Area RWQCB.

California Senate Bill 610 and 221

SB 610 and SB 221 were amended in 2001 to assure coordination between the local water and land use decisions to confirm that California cities and communities are provided with adequate water supply. Specific projects are required to prepare a WSA. The WSA is composed of information regarding existing and forecasted water demands, as well as information pertaining to available water supplies for the new development.

The following projects are required to prepare a WSA:

- Residential developments consisting of more than 500 homes;
- A business employing more than 1,000 people or having more than 500,000 square feet (sf);
- A commercial office building employing more than 1,000 people or having more than 250,000 sf of floor space;
- A hotel having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area; and
- A mixed-use project that requires the same or greater amount of water as a 500 dwelling-unit project.

SB 221 requires written verification that there is sufficient water supply available for new residential subdivisions that include over 500 dwelling units or meet the other requirements listed above. The verification must be provided before commencement of construction for the project.

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1983 (Water Code Section 10610 et seq.) requires water suppliers to:

- Plan for water supply and assess reliability of each source of water over a 20-year period in five-year increments.
- Identify and quantify adequate water supplies, including recycled water, for existing and future demands in normal, single-dry, and multiple-dry years.

- Implement conservation and the efficient use of urban water supplies.

Significant new requirements for quantified demand reductions have been added by the Water Conservation Act of 2009 (SB X7-7), which amends the Urban Water Management Planning Act and adds new water conservation provisions to the Water Code.

Mandatory Water Conservation

Following Governor Brown's declaration of a state of emergency on July 15, 2014, the SWRCB adopted Resolution No. 2014-0038. The emergency regulation was partially repealed by Resolution No. 2017-0024. The remaining regulation prohibits several activities, including (1) the application of potable water to outdoor landscapes in a manner that causes excess runoff; (2) the use of a hose to wash a motor vehicle except where the hose is equipped with a shut-off nozzle; (3) the application of potable water to driveways and sidewalks; (4) the use of potable water in nonrecirculating ornamental fountains; and (5) the application of potable water to outdoor landscapes during and within 48 hours after measurable rainfall. The SWRCB resolution also directed urban water suppliers to submit monthly water monitoring reports to the SWRCB.

The Water Conservation Act of 2009 (SB X7-7)

The Water Conservation Act of 2009, SB X7-7, requires all water suppliers to increase water use efficiency. The legislation sets an overall goal of reducing per capita water use by 20 percent by 2020, with an interim goal of a 10 percent reduction in per capita water use by 2015. Effective in 2016, urban retail water suppliers who do not meet the water conservation requirements established by this bill are not eligible for state water grants or loans. The SB X7-7 requires that urban water retail suppliers determine baseline water use and set reduction targets according to specified standards, it also requires that agricultural water suppliers prepare plans and implement efficient water management practices.

Water Conservation in Landscaping Act of 2006 (AB 1881)

The Water Conservation in Landscaping Act of 2006 (AB 1881) required the Department of Water Resources (DWR) to update the State Model Water Efficient Landscape Ordinance (MWELO) by 2009. The State's model ordinance was issued on October 8, 2009. Under AB 1881, cities and counties were required to adopt a State updated model landscape water conservation ordinance by January 31, 2010, or to adopt a different ordinance that is at least as effective in conserving water as the updated Model Ordinance. It also required reporting on the implementation and enforcement of local ordinances, with required reports due by December 31, 2015.

2015 Update of the State Model Water Efficient Landscape Ordinance (Per Governor's Executive Order B-29-15)

To improve water savings in the landscaping sector, the DWR updated the Model Ordinance in accordance with Executive Order B-29-15. The Model Ordinance promotes efficient landscapes in new developments and retrofitted landscapes. The Executive Order calls for revising the Model Ordinance to increase water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, and on-site stormwater capture, and by limiting the portion of landscapes that can be covered in turf.

New development projects that include landscape areas of 500 sf or more are subject to the Ordinance. This applies to residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review. The previous landscape size threshold for new development projects ranged from 2,500 sf to 5,000 sf.

State Water Resources Control Board: Statewide General Waste Discharge Requirements

The General Waste Discharge Requirements specify that all federal and State agencies, municipalities, counties, districts, and other public entities that own or operate sanitary sewer systems greater than one mile in length that collect and/or convey untreated or partially treated wastewater to a publicly owned treatment facility in the State need to develop a Sewer Master Plan. The Sewer Master Plan evaluates existing sewer collection systems and provides a framework for undertaking the construction of new and replacement facilities in order to maintain proper levels of service. The Sewer Master Plan includes inflow and infiltration studies to analyze flow monitoring and water use data, a capacity assurance plan to analyze the existing system with existing land use and unit flow factors, a condition assessment and sewer system rehabilitation plan, and a financial plan with recommended capital improvements and financial models.

General Pretreatment Regulations for Existing and New Sources of Pollution

The General Pretreatment Regulations establish responsibilities of federal, State, and local government, industry, and the public to implement National Pretreatment Standards to control pollutants which pass through or interfere with treatment processes in Publicly Owned Treatment Works (POTW) or which may contaminate sewage sludge. Pretreatment standards are pollutant discharge limits which apply to industrial users.

California Building Code: Building Energy Efficiency Standards

The California Code of Regulations (CCR) Title 24, also known as the California Building Standards Code (CBSC), includes regulations for how buildings are designed and constructed, and are intended to ensure the maximum structural integrity and safety of private and public buildings. The CBSC, which applies to all applications for building permits, consists of 12 parts that contain CBSC administrative regulations for all State agencies that implement or enforce building standards. Local agencies must ensure the development complies with the CBSC standards. Cities and counties can adopt additional standards beyond the CBSC including CBSC Part 2, named the California Building Code (CBC).

The California Energy Commission (CEC) updates the Energy Code every three years. On August 11, 2021, the CEC adopted the 2022 Energy Code. In December, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

California Building Code: Green Building Standards Code (CALGreen Code)

The CALGreen Code was adopted as part of the California Building Standards Code and established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), as well as water conservation and material conservation, both of which contribute to energy conservation. This code features regulations for energy efficiency, water efficiency and conservation, material conservation and resource efficiency, as well as environmental quality. Also included as part of the CALGreen code are mandatory provisions for commercial, residential, and public school buildings, appendices with voluntary provisions for all of these occupancies, and residential and nonresidential provisions.

Appliance Efficiency Regulations

The Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1609) include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as “business as usual,” they exceed the standards imposed by all other states, and they reduce reducing energy demand as well as greenhouse gas (GHG) emissions.

State Greenhouse Gas Regulations

Current State guidance and goals for reductions in GHG emissions from stationary sources are generally embodied in Executive Orders S-03-05 and B-30-15; AB 32 and AB 197; and SB 32. While these regulations are inherently aimed at reducing GHG emissions, they have a direct relationship to energy conservation. A detailed discussion of these regulations is provided in *Section 4.7, Greenhouse Gas Emissions*, of this Draft EIR.

Assembly Bill 341

AB 341 (Chapter 476) increased the statewide solid waste diversion goal to 75 percent by 2020. The law, passed in 2011, mandates recycling for businesses producing four or more cubic yards of solid waste per week. This commercial recycling law took effect July 1, 2012. Under the law, Ontario businesses must separate recyclables from trash and then either subscribe to City recycling services, self-haul their recyclables, or contract with a permitted private recycler.

The City is required to provide a number of programs to meet the requirements of AB 341. They include a public outreach program to inform Ontario businesses about the mandate, monitoring the progress of each business, notifying them if they are not in compliance, and reporting to the State.

Assembly Bill 939

AB 939 (California Integrated Solid Waste Management Act of 1989; Public Resources Code [PRC] Section 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties

to show 15 years of disposal capacity for all jurisdictions in the county or show a plan to transform or divert its waste.

Assembly Bill 1327

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

Assembly Bill 1826

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

Senate Bill 1383

In September of 2016, Governor Brown signed into law SB 1383, establishing methane emissions reduction targets in a Statewide effort to reduce emissions of short-lived climate pollutants (SLCP). SB 1383 requires counties to take the lead collaborating with the jurisdictions located within the county in planning for the necessary organic waste recycling and food recovery capacity needed to divert organic waste from landfills into recycling activities and food recovery organizations.

Local

San Bernardino County Integrated Waste Management Plan

The preparation of the Countywide Integrated Waste Management Plan (CIWMP) is one of the requirements of the Integrated Waste Management Act. The CIWMP consists of four elements and a Summary Plan. Each jurisdiction (cities and the County) prepared the first three elements:

- Source Reduction and Recycling Element: which analyzed the local waste stream to determine where to focus diversion efforts, and developed diversion programs and funding;
- Household Hazardous Waste Element: which provides a framework for recycling, treatment, and disposal practices; and
- Non-disposal Facility Element: which lists planned and existing facilities such as material recovery facilities and composting facilities that recover waste from the waste stream.

The County prepared the Countywide Siting Element which demonstrates that there is at least 15 years of remaining disposal capacity to serve all the jurisdictions within the County. The Countywide Summary Plan, the final element of the CIWMP, contains goals and policies as well as a summary of integrated waste

management issues faced by the County. It summarizes waste management programs and the steps needed to cooperatively implement programs among the County's jurisdictions to continue to meet the statewide diversion mandates. The Countywide Summary Plan is to be updated every five years along with any other affected elements of the CIWMP.

City of Ontario Urban Water Management Plan

Ontario is required to prepare an Urban Water Management Plan (UWMP) pursuant to Water Code Sections 10610 through 10656 of the Urban Water Management Planning Act, effective January 1, 1984. The Urban Water Management Planning Act requires all urban water suppliers to prepare, adopt, and file a UWMP with the California Department of Water Resources every five years. The City's 2020 UWMP outlines current water demands, sources, and supply reliability to the City by forecasting water use based on climate, demographics, and land use changes in the City. The 2020 UWMP also provides demand management measures to increase water use efficiency for various land use types and details a water supply contingency plan in case of shortage emergencies.

City of Ontario Landscape Development Guidelines

The City's Landscape Development Guidelines ensure that the State's current Model Water Efficient Landscape Ordinance is being implemented in the City. The guidelines include water conservation measures that need to be incorporated into landscape designs, the different elements that need to be incorporated into preliminary landscape plans, and the required landscape construction documents. Construction documents need to include a water efficient landscape worksheet, grading design, erosion control measures, and a maintenance schedule.

City of Ontario Refuse and Recycling Planning Manual

The Integrated Waste Department's Refuse & Recycling Planning Manual assists developers in meeting the City of Ontario's requirements on refuse and recycling storage and access for service, as well as addressing the City's recycling goals.

Inland Empire Utilities Agency Water Quality Control Plants NPDES Permit

Wastewater discharge requirements for IEUA RP-1 and RP-5 are detailed in Order No. RS-2015-0036 NPDES No. CA8000409. The permit includes the conditions needed to meet minimum applicable technology-based requirements. The permit includes limitations that are more stringent than applicable federal technology-based requirements where necessary to achieve the required water quality standards.

Inland Empire Utilities Agency Regional Wastewater Ordinance No. 97

The IEUA's Regional Wastewater Ordinance No. 97 sets forth uniform requirements for industrial users of the IEUA's regional sewage system to comply with all applicable state and federal laws, including the CWA, the General Pretreatment Regulations, and the California Water Code. The objective of the ordinance is to prevent the introduction of pollutants into the POTWs that will interfere with their operation or that will pass through the POTWs, inadequately treated, into receiving waters.

City of Ontario Water and Sewer Design Development Guidelines

The City Water and Sewer Design Development Guidelines ensures that water and sewer facilities constructed in the City are complete, correctly operating, and in compliance with government codes and good water and wastewater industry practice. The guidelines also provide interested parties with the City's procedures, policies, and requirements for the design and construction of new water and wastewater infrastructure.

City of Ontario Municipal Code

Chapter 3, Integrated Waste Management, of the Ontario Municipal Code (OMC) sets forth uniform requirements and regulations for the direct and indirect users of the refuse and recycling collection services of the City. It also allows for the City to comply with all applicable State and federal laws, including, but not limited to, The Integrated Waste Management Act of 1989, California Code Title 14 Division 7, and any subsequent amendments to each.

Under Title 6, Chapter 7, the Public Sewer System, of the OMC sets forth uniform requirements for direct and indirect contributors into the City sewerage system and IEUA treatment system, and enables the City to comply with all applicable State and federal laws, including the CWA and the General Pretreatment Regulations, and subsequent amendments to each.

The purpose of the Water Conservation Plan, in the OMC under Title 6, Chapter 8A, is to minimize the potential for a water shortage through the practice of water conservation, and to minimize the effect of a shortage of water supplies on the water customers of the City. The chapter adopts provisions that will significantly reduce the inefficient consumption of water, thereby extending the available water resources necessary for domestic, sanitation, and fire protection of the community to the greatest extent possible.

The purpose of Water Services, under Title 8B, is to describe rules and regulations regarding service connections, payments and fees, and conditions for pressure, as well as emergency response for repairs and regulations.

The purpose of Title 6, Chapter 8C (Ordinance 2689), Recycled Water Use, is to establish procedures, specifications, and limitations for the safe and orderly development and operation of recycled water facilities and systems within the City's service area, and adopt rules and regulations controlling such use.

City of Ontario Capital Improvements Program

The Capital Improvements Program updates its CIP to prepare and budget for upcoming infrastructure improvements across a five-year planning horizon. The Engineering Departments also prepares a budget for upcoming infrastructure improvements over a five-year planning period.

City of Ontario General Plan – The Ontario Plan 2050

The Land Use Element and Environmental Resources Element of the Ontario Plan (TOP) 2050 establishes goals for environmental infrastructure and policies that support system integration, resource conservation and regeneration, and energy independence. The City's TOP 2050 contains the following goals and policies relevant to utilities and infrastructure.

The following policies contained in the Land Use Element are relevant to the Project:

*Land Use Element*¹⁰

- Goal LU-1** **A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.**
- Policy LU-1.3** **Adequate Capacity.** We require adequate infrastructure and services for all development.
- Goal LU-4** **Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.**
- Policy LU-4.3** **Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.
- Policy LU-4.4** **Shared Infrastructure.** We encourage and facilitate the use of shared infrastructure (including shared or managed parking) in urban, mixed use, and transit-oriented Place Types.

The following policies contained in the Environmental Resources Element are relevant to the Project:

*Environmental Resources Element*¹¹

- Goal ER-1** **A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.**
- Policy ER-1.1** **Local Water Supply.** We increase local water supplies to reduce our dependence on imported water. New and redevelopment projects are aligned with our available water supply and/or to enhance our available water supply.
- Policy ER-1.2** **Matching Supply to Use.** We match water supply and quality to the appropriate use.
- Policy ER-1.3** **Conservation and Sustainable Water Supply.** We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability.
- Policy ER-1.4** **Supply-Demand Balance.** We require that available water supply and demands be balanced.
- Policy ER-1.8** **Wastewater Management.** We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

¹⁰ City of Ontario. 2022. TOP 2050, Land Use Element. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/land-use>. (accessed April 2023).

¹¹ City of Ontario. 2022. TOP 2050, Environmental Resources Element. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/environmental-resources>. (accessed April 2023)

4.17.4 Impact Thresholds and Significance Criteria

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

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

4.17.5 Plans, Programs, and Policies

PPP W-1 The Project's water infrastructure improvements will be designed, constructed, and operated in accordance with the City of Ontario's Water and Sewer Design Development Guidelines.

PPP W-2 Water conservation measures for the Project will abide by the requirements of the City of Ontario's Municipal Code Title 6, Chapter 8A, Water Conservation Plan, Title 6, Chapter 8B, Water Services, and Title 6, Chapter 8C, Recycled Water Use.

PPP W-3 The Project will follow the City of Ontario's Landscape Development Guidelines to assure compliance with the State's current Model Water Efficient Landscape Ordinance.

PPP WW-1 The Project will be designed, constructed, and operated in accordance with the IEUA Regional Wastewater Ordinance No. 97. All industrial wastewater discharges into IEUA facilities shall be required to comply with the discharge standards set forth to protect the POTWs.

PPP WW-2 The Project's sewer infrastructure improvements will be designed, constructed, and operated in accordance with the City of Ontario Water and Sewer Design Development Guidelines.

PPP WW-3 The Project will be designed, constructed, and operated in accordance with the requirements of the City's MC Chapter 7, Public Sewer System, to protect the City of Ontario sewerage system and IEUA treatment system.

PPP HYD-1 The Project will be constructed and operated in accordance with the City's MC Chapter 6, Stormwater Drainage System to ensure the health, safety and general welfare of the residents of the City of Ontario by prescribing regulations to effectively prohibit non-stormwater discharges into the City's stormwater drainage system.

PPP HYD-2 Any construction shall be regulated by the SWRCB in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, SWRCB Order

Number 2009-0009-DWQ. The City may notify the State Board of any person performing construction work that has a non-compliant construction site per the General Permit.

PPP HYD-3 The Project will be constructed and operated in accordance with the San Bernardino County MS4 Permit (Order No. R8-2010-0036, NPDES No. CAS618036 as renewed by the ROWD submitted on August 1, 2014). The MS4 Permit requires new development and redevelopment projects to adopt a water quality management plan (WQMP) to:

- Control contaminants into storm drain systems
- Educate the public about stormwater impacts
- Detect and eliminate illicit discharges
- Control runoff from construction sites
- Implement BMPs and site-specific runoff controls and treatments

PPP SW-1 The Project shall comply with Section 4.408 of the 2019 CALGreen Code, which requires new development projects to submit and implement a construction waste management plan in order to reduce the amount of construction waste transported to landfills. Prior to the issuance of building permits, the City of Ontario shall confirm that a sufficient plan has been submitted, and prior to final building inspections, the City of Ontario shall review and verify the contractor's documentation that confirms the volumes and types of wastes that were diverted from landfill disposal, in accordance with the approved construction waste management plan.

PPP SW-2 The Project will store and collect recyclable materials in compliance with AB 341.

PPP SW-3 The Project will abide by the requirements of San Bernardino County Integrated Waste Management Plan and Chapter 3, Integrated Waste Management, of the MC.

PPP SW-4 The Project will abide by the requirements of the City of Ontario's Refuse and Recycling Planning Manual.

PPP OU-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and CALGreen Code (Title 24, Part 11).

PPP OU-2 All new appliances would comply with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1609).

4.17.6 Impacts and Mitigation Measures

Impact 4.17-1 *Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Level of Significance: Less than Significant

Specific Plan - Phase I and Phase II Future Development Areas

The Project applicant proposes new on-and off-site public sewer, potable water, and storm drain infrastructure, and would receive SCE electrical service. There are power poles and overhead facilities located opposite the site along Eucalyptus Avenue and Sultana Avenue. On-site improvements would include storm drains, water quality systems, a sewer main and sewer lines, water lines, and dry utility connections.

Water

The Project site is currently occupied by agricultural uses, including the raising of livestock, dairy farming activities, and a commercial nursery. The City's ultimate domestic water system will consist of five pressure zones. Most of Ontario Ranch (including the Project site area) is in the 925 Pressure Zone. In addition to extending the 925 Pressure Zone (PZ) Phase 2 West Backbone, the Project site requires a connection between the 925 PZ Phase 2 West Backbone and the 1010 PZ. This would supply a second source of potable water to the Project site. The connection to the 1010 PZ would require extending the Phase 2 West Backbone at Eucalyptus Avenue and Grove Avenue by installing a 30-inch potable water main north on Grove Avenue to Chino Avenue. The connection to the 1010 PZ would require installing an 18-inch potable water main in Chino Avenue easterly to the existing 18-inch potable water main located on the west side of the Cucamonga Creek channel and installing a Pressure Reducing Station between the 1010 PZ and 925 PZ near the intersection of Grove Avenue and Chino Avenue.

Potable water distribution to the Project would be provided by the City of Ontario. There are no existing water mains in the vicinity of the Project that are within the City's jurisdiction; the extension of City master planned domestic water infrastructure is being developed within the western portion of Ontario Ranch. The Project applicant proposes the extension of the 16-inch line in Schaefer Avenue to connect to the future line at Grove Avenue and the 16-inch line in Euclid Avenue south to connect to the future line in Eucalyptus Avenue. Within the Project site, a private network of 2-to-4-inch water lines for domestic water service and 10-to-12-inch water lines for fire service water would be installed and would include connections to the water main in Edison Avenue, Euclid Avenue, Schaefer Avenue, and Sultana Avenue (see **Figure 3-14: Domestic Water Plan** for further detail).

Recycled water is provided to the City of Ontario by the Inland Empire Utility Agency (IEUA) from its four wastewater reclamation plants. The entire Project site is within the City's master planned 930 Pressure Zone. Recycled water infrastructure improvements requiring the planning, design, and construction of new 930 Pressure Zone (PZ) Recycled Water Master Plan main lines area would be required (see **Figure 3-15: City of Ontario Future Recycled Water System**).

The City requires all new development in Ontario Ranch to connect to and use recycled water for all approved uses, including but not limited to landscape irrigation. Currently there are no City owned recycled water mains or City recycled water infrastructure in the vicinity of the Project site. There is an existing 30-inch IEUA recycled water main in Eucalyptus Avenue south of the Project site. The Project is responsible to provide recycled water service to serve future development and would construct a 12-inch line along the perimeter of the Project site. The Project would extend the 12-inch line in Euclid Avenue south to connect to the existing line in Eucalyptus Avenue. See **Figure 3-16: Recycled Water Plan** for

further detail. The 12-inch line in Sultana Avenue may be reduced to an 8-inch line if the development to the east is required to provide individual meters to serve future development.

Based on the existing downstream MDP systems, the Project would mitigate on-site runoff to 80 percent of pre-project levels. Therefore, the Project proposes MDP facilities along Euclid Avenue between Schaefer Avenue and Edison Avenue, along Edison Avenue east of Euclid Avenue, and along Schaefer Avenue east of Euclid Avenue. The Project also proposes On-site Drainage Facilities that include a series of catch basins, inlets, storm drain systems, and subsurface systems. Until the ultimate pipeline network for OR has been completed, there may be instances where construction of improvements to serve a project may not meet the required fire flow demands. Therefore, projects within the Project area may be required to construct additional pipelines not indicated in the City's Water Master Plan or upsize master planned pipelines to meet Fire Department fire flow requirements and/or Water Master Plan criteria. All lines are per the City Water Master Plan, located in road rights-of-way that are already improved, according to the TOP 2050 Final Supplemental EIR. The developer would submit a hydraulic analysis to the City for review and approval to demonstrate adequate fire flow and adherence to the City's Water Master Plan criteria.

Although water line construction would be necessary for Project operation, these facilities have been planned by the City in its Water Master Plan, and no extensions or capacity expansions beyond the planned system would be required. Furthermore, any off-site construction of potable water infrastructure would be implemented in accordance with the City's Water and Sewer Design Development Guidelines and the standards and specifications of the MC. Off-site water mains required to serve the Project would need to be constructed prior to or concurrent with on-site water improvements. As previously mentioned, a private network of 2-to-4-inch water lines for domestic water service and 10-to-12-inch water lines for fire service water would be installed within the Project site, and the on-site water system would include connections to the water main in Edison Avenue, Euclid Avenue, Schaefer Avenue and Sultana Avenue. On-site construction of the proposed infrastructure would be constructed in compliance with City's Water and Sewer Design Development Guidelines and the MC. The necessary installation of on-site water lines is included as part of the Project and would not result in any physical environmental effects beyond those identified in other sections of this Draft EIR.

Therefore, the Project would not require or result in the relocation or construction of new or expanded water facilities outside of already improved road rights-of-way or existing City Water Master Plan, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater Treatment

There are no sewer mains located in Euclid Avenue or the other streets adjacent to the Project area. The extension of City master planned sewer infrastructure is being developed within the western portion of Ontario Ranch. The City's master planned sewer system has been constructed in Euclid Avenue at Eucalyptus Avenue and along Eucalyptus Avenue between Euclid and Sultana Avenues.

The City of Ontario's 2012 Sewer Master Plan shows the existing infrastructure serving the Project area as well as the ultimate sewer system. The ultimate sewer collection system would include approximately 140,000 feet of additional trunk sewer to serve the OR. The sewer master plan includes a Capital Improvement Program (CIP) to ensure adequate long-range planning for implementing the City's sewer infrastructure improvements in line with the City's 2010 Policy Plan buildout scenario.

The Project includes a network of public sewer mains, consistent with the City's 2012 Sewer Master Plan. The Project applicant is responsible to provide sewer service to serve future development and would construct a 15-inch line approximately 1,320 feet in length along the Project frontage of Euclid Avenue and extend an 18-inch main line along the Euclid Avenue to the south to connect to the Kimball Interceptor Sewer. The Project would construct an 8-inch line along approximately 1,320 feet in length along the eastern boundary of the Project site to Edison Avenue and extend the 12-inch line in Sultana Avenue to connect to the existing line in Merrill Avenue. A sewer line may be extended along a portion of Edison Avenue, if necessary to serve the adjacent parcels to the north (see **Figure 3-18: Sewer Plan**). A Sewer Sub-Area Master Plan (SSAMP) shall be prepared for each Tract Map and development within the Project Specific Plan.

As shown in the WSA (**Appendix J**) for the Project, the indoor water demand for the Project is less than the water demand anticipated in the TOP 2050 buildout scenario for the Project site. Therefore, wastewater generation from the Project would be less than wastewater generation rates assumed for the Project site in the TOP 2050. Since the Sewer Master Plan is based on the TOP 2050 buildout scenario, the Project would not require expansion of the wastewater infrastructure specified for the Project site in the sewer plan. Therefore, no additional off-site extensions or expansions to the planned sewer system serving the region would be required. On-site construction of the proposed sewer infrastructure would provide for connections throughout the site. Sewer laterals would connect buildings to sewer mains. Sizing and alignment of sewers would be within constructed in compliance with the City's Water and Sewer Design Development Guidelines and the Municipal Code. The necessary installation of on-site sewer lines and connections to the existing line is included as part of the Project and would not result in any physical environmental effects beyond those identified in other sections of this Draft EIR.

Therefore, the Project would not require or result in the relocation or construction of new or expanded wastewater facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Electricity

SCE would provide electricity to the Project site from existing facilities in the vicinity. All new lines within the Project site would be installed according to City requirements.

Undergrounding of existing overhead power lines would be subject to Section 7-7 of the OMC. Existing power poles along Edison Avenue would need to be relocated. The existing location is within the ultimate roadway. Project operation is expected to use approximately 12.9 million kilowatt hours (kWh) annually (see **Section 4.6, Energy** for further details). While the Project would increase energy demand at the Project site compared to existing conditions, it would be required to comply with the applicable Building

Energy Efficiency Standards and the CALGreen Code. Because the Project would be consistent with the requirements of these energy-related regulations, it would not result in wasteful or unnecessary electricity demands. In addition, it is projected that 100 percent of the total outdoor water demand would be served by recycled water, which would contribute to minimizing the energy associated with the distribution and treatment of water. SCE forecasts that it will have sufficient electricity supplies to meet demands in its service area; and the electricity demand due to the Project is within the forecast increase in SCE's electricity demands. Project development would not require or result in the relocation or construction of new or expanded electric power, of which could cause significant environmental effects, and impacts would be less than significant.

Natural Gas

Project operation is estimated to use about 31.2 million kilo British Thermal Units (kBTU) per year (see **Section 4.6: Energy** for further details). SoCalGas' residual supplies were forecast to remain constant at 3,775 MMCF/day from 2020 through 2035. Total natural gas consumption in SoCalGas' service area is forecast to decline slightly from 2,591 MMCF/day in 2019 to 2,313 MMCF/day in 2035. SoCalGas forecasts that it will have sufficient natural gas supplies to meet Project gas demands, and Project development would not require SoCalGas to obtain new or expanded gas supplies. Therefore, Project development would not require or result in the relocation or construction of new or expanded natural gas supplies, of which could cause significant environmental effects, and impacts would be less than significant.

Furthermore, the Project would comply with the requirements of the current California Building Energy and Efficiency Standards (Title 24, Part 6) and the CALGreen Code (Title 24, Part 11). All new appliances would comply with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1609).

Telecommunications

Like the other dry utilities, telecommunication services would be extended to serve the Project site. This may involve the extension of services for existing providers and the petition for additional services from additional providers not currently present on the Project site. However, the construction of substantial new telecommunication infrastructures would not be required.

Conclusion

As noted above, the Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The Project applicant proposes the same land uses as contained in the City's TOP 2050. No mitigation is required other than compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.¹²

Mitigation Measures

No mitigation is necessary.

¹² City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Section 5.19, Utilities and Service Systems*. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed April 2023).

Impact 4.17-2 *Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?*

Level of Significance: Less than Significant

Specific Plan - Phase I and Phase II Future Development Areas

Water Demand

The City’s 2020 Water Master Plan and 2020 UWMP used the current (current as of May 2017) TOP land use plan to calculate projected water demands. Using the City’s unit water demand factors, the estimated potable and recycled water demands for the parcels within the Project limits that was accounted for in the 2020 UWMP is shown in **Table 4.17-3: Water Demand of the Project Site Land Uses Assumed in the UWMP**.

Table 4.17-3: Water Demand of the Project Site Land Uses Assumed in the UWMP

Land Use Designation	Acres	Potable Water Demand (AFY)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
Office Commercial (0.75 FAR)	40	112	67	179
Medium Density Residential (11.1 – 25 du/ac)	32	240	27	267
Open Space – Non-Recreational	12.01	13	0	13
Total	84.01	365	94	459

Source: **Appendix J**, page 21.
Notes: AFY = acre feet per year; FAR = floor to area ratio; du/ac = dwelling unit per acre.

As shown in **Table 4.17-3**, under the land uses assumed for within the UWMP, the potable water demand for the Project is estimated to be **365 AFY (325,851 gpd)**. The total recycled water demand for the Project is estimated to be **94 AFY (83,918 gpd)**. The total water demand would be **459 AFY (409,769 gpd)**.

The potable and recycled water demands of the Project using the City’s current unit water demand factors for potable and recycled water is summarized in **Table 4.17-4: Water Demand Estimate for the Project**.

Table 4.17-4: Water Demand Estimate for the Project

Land Use	Acres	Potable Water Demand (AFY)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
Business Park (PA 1 and PA 2)	53.06	107	71	178
Mixed-Use (PA 3)	19.03	85	32	117
Open Space/Non-Recreational	12.01	13	32	45
Total	84.1	205	135	340

Source: **Appendix J**, page 22.
Notes: PA = Planning Area; AFY = acre feet per year. Calculations conservatively assume potable and recycled water use in the OS-NR areas.

As shown in **Table 4.17-4**, the potable water demand for the Project is estimated to be **205 AFY (183,012 gpd)**. The total recycled water demand for the Project is estimated to be **135 AFY (120,520 gpd)**. The total water demand would be **340 AFY (303,532 gpd)**.

The 2020 UWMP indicates that the City is capable of meeting the water demands of its customers in normal, single dry, and multiple dry years between 2020 and 2045. The 2020 UWMP projected water

demands are based on the City's measurement of its water use through meter data and billing records. Total potable and recycled water demand within the OMUC service area averaged 39,374 AFY between 2015 and 2020. Potable water demands averaged 32,109 AFY and recycled water demands averaged 7,812 AFY. Over the past ten years, the City's total water demands (including potable and recycled water demands) have ranged from 36,036 AFY to 45,196 AFY, with an average of 40,831 AFY. In addition, the City recently experienced a five-consecutive-year-drought within its service area from fiscal year (FY) 2011-12 to FY 2015-16. Throughout this consecutive dry year period, the City's annual water production ranged from 42,603 AFY (2012) to 36,036 AFY (2016), with an average of approximately 41,558 AFY. In the City's Single-Dry year, annual water production was 43,346 AFY. In 2020, the City's total demand was 39,921 AFY. The total water supply (potable and non-potable) demands in the year 2045 are projected to be 73,668 AFY. Potable water demands are projected to be 57,609 AFY and recycled water demands are projected to be 16,059 AFY. Projected water demand for the Project site is included in the 2020 UWMP projections but is based on the TOP 2050 and the City's 2020 Water Master Plan. The estimated total water demand for the Project site that was assumed in the 2020 UWMP is approximately **459 AFY (Table 4.17-3)** and the proposed Project's total water demand is approximately **340 AFY (Table 4.17-4)**. Because the City's water demand projections in the 2020 UWMP were based on a land use scenario with a greater water demand than that which is proposed by the Project, it can be deduced that the water demand for the Project was accounted for in the most recently adopted 2020 UWMP. Therefore, implementation of the Project would not obstruct the City's ability to meet water demands of its customers in normal, single dry, and multiple dry years.

Proposed Water Conservation Strategies

Landscaping within the Project area would be implemented in line with the City's Landscape Development Guidelines. The guidelines include water conservation measures that need to be incorporated into landscape designs, the different elements that need to be incorporated into preliminary landscape plans, and the required landscape construction documents. Construction documents need to include a water efficient landscape worksheet, grading design, erosion control measures, and a maintenance schedule. Furthermore, the Project includes key provisions for landscaping plans within the Project area which include:

- Selecting drought-tolerant plants such as colorful shrubs and groundcovers, ornamental grasses and succulents, evergreen and deciduous trees, and species native to southern California or naturalized to the arid southern California climate.
- Incorporating water conservation features in landscape and irrigation plans.

In addition to the City having adequate water supply to service the Project, these water conservation measures would decrease water demand and impacts would be less than significant.

Therefore, the Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years, and a less than significant impact will occur.

Conclusion

As noted above, the Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years, and a less than significant impact will occur. The Project proposes the same land uses as contained in the City's TOP 2050. No mitigation is required other than compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.¹³

Mitigation Measures

No mitigation is necessary.

Impact 4.17-3 *Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Level of Significance: Less than Significant

Specific Plan - Phase I and Phase II Future Development Areas

The Project site is located in Ontario Ranch and is within IEUA's wastewater service area boundary. The Project would be served by the RP-5 wastewater treatment plant.

Buildout of the Project would generate approximately 303,532 gpd, which is equivalent to 0.304 mgd, as shown in **Table 4.17-3**. As stated above, the current liquid treatment capacity of RP-5 is 15 mgd, and the plant treats an average of 9 mgd. Thus, RP-5 has a remaining wastewater treatment capacity of 6 mgd. The Project's generated wastewater would represent five percent of the RP-5's remaining treatment capacity. Therefore, wastewater generated by the Project would be adequately treated at the RP-5.

RP-5 is required by federal and State law to meet applicable standards of treatment plant discharge requirements subject to Order No. RS-2015-0036 NPDES No. CA8000409. The permit includes the conditions needed to meet minimum applicable technology-based requirements. The NPDES permit regulates the amount and type of pollutants that the system can discharge into receiving waters. RP-5 is operating in compliance with and would continue to operate subject to State waste discharge requirements and federal NPDES permit requirements, as set forth in the NPDES permit and order. Furthermore, the Project would comply with IEUA's Ordinance No. 97 ensuring that wastewater discharge into the sewer system is compliant with the NPDES permit conditions, bio-solid use, and disposal requirements, and any other federal or State laws.

The additional wastewater (quantity and type) that would be generated by the Project and treated by the RP-5 would not impede the treatment plant's ability to continue to meet its wastewater treatment requirements. Therefore, impacts would be less than significant as the wastewater treatment provider, will have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.

¹³ Ibid.

Conclusion

As noted above, the additional wastewater that would be generated by the Project and treated would not impede the treatment plant’s ability to continue to meet its wastewater treatment requirements. The proposed Project Specific Plan proposes the same land uses as contained in the City’s TOP 2050. Impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.¹⁴

Mitigation Measures

No mitigation is necessary.

Impact 4.17-4 *Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Impact 4.17-5 *Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Level of Significance: Less than Significant

Specific Plan - Phase I and Phase II Future Development Areas

Construction and Operations

Prior to construction of the Project, on-site structures would need to be demolished and its debris moved off-site to appropriate landfills. The site contains numerous single-family residential structures, as well as agricultural related buildings and open structures. Two SCE easements extend across the Project site, however no structures are located within these easements, although they have been used for various agricultural uses historically. The demolition of the existing structures may cause a strain on existing landfill capacities if waste exceeds the daily permitted capacity for the landfills serving the City. Collectively, the two primary landfills, Badlands Sanitary Landfill, and El Sobrante Landfill, have a daily maximum permitted capacity of 20,854 tons per day (tpd), and average daily disposal of 12,994 tpd, as reported in 2019. Therefore, the two landfills have a residual capacity of 7,860 tpd. The 3,041 tons of demolition waste that would be disposed of in landfills would occur over a period of approximately two and a half months and would not exceed the daily residual capacity of the landfills. Buildout of the Project is estimated to generate 14,745 ppd of solid waste, as shown in **Table 4.17-5: Estimated Solid Waste Generation**.

Table 4.17-5: Estimated Solid Waste Generation

Land Use	Buildout	Solid Waste Generation Rate (ppd)	Solid Waste Generation (ppd)
Commercial Retail/Office	290,110 square feet	2.5 per 1,000 sf	725
Business Park	1,386,777 square feet	6 per 1,000 sf	8,321
Mixed-Use	466 dwelling units	12.23 per household	5,699
Total			14,745
Source: CalRecycle 2019e. Notes: sf = square feet; ppd = pounds per day			

¹⁴ Ibid.

As detailed in **Table 4.17-5**, the two landfills serving the City have residual capacity of 7,860 tpd. The estimated 14,745 ppd or 7.4 tpd generated by the Project would be adequately served by the Badlands Sanitary Landfill or El Sobrante Landfill.

Overall, sufficient landfill capacity is available in the region for the estimated solid waste generated by the Project during operations, and Project development would not require an expansion of landfill capacity. Impacts would be less than significant for the operational phase.

Regulatory Compliance

Additionally, AB 341 requires all businesses in California that generate four cubic yards or more of waste per week to implement one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler in the service area.
- Provide recycling service to their tenants (if commercial or multifamily complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14.

Furthermore, the Project would implement the requirements of the City's Integrated Waste Department's Refuse & Recycling Planning Manual on refuse and recycling storage and access for service, as well as addressing the City's recycling goals. The requirements of Chapter 3, Integrated Waste Management, of the MC would also be implemented to ensure that the Project complies with all applicable State and federal laws, including, but not limited to, the Integrated Waste Management Act of 1989. A construction waste management plan would be submitted and implemented in compliance with Section 4.408 of the CALGreen Code. Therefore, a less than significant impact will occur as the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

Conclusion

As noted above, the Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Furthermore the Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The proposed Project Specific Plan proposes the same land uses as contained in the City's TOP 2050. Impacts would be less than significant. No mitigation is required other than compliance with applicable plans, policies, and programs, including the proposed Project Specific Plan and TOP 2050.¹⁵

Mitigation Measures

No mitigation is necessary.

¹⁵ Ibid.

4.17.7 Cumulative Impacts

The area considered for cumulative water supply impacts is the City. Other projects in the service area would increase water demands. The City forecasts that it will have sufficient water supplies in its service area over the 2020 to 2040 period (see “Water Demand” under Impact 4.17-2). Other projects of certain sizes and types that would meet the requirements of SB 610 would be required to have a WSA prepared to show reliability of water supplies for the project, considering normal, single dry, and multiple dry years over a 20-year horizon. Cumulative impacts would be less than significant, and Project impacts would not be cumulatively considerable. Additionally, future projects would be served by existing and planned future water infrastructure and facilities, as planned within the City’s Water Master Plan and no extensions or capacity expansions beyond the planned system would be required. Any future water infrastructure or facility would be constructed in compliance with City’s Water and Sewer Design Development Guidelines and the OMC. Cumulative impacts would be less than significant, and Project impacts would not be cumulatively considerable.

The area considered for cumulative impacts to wastewater treatment is IEUA’s RP-5 service area. The area considered for cumulative impacts to wastewater conveyance systems is the OR area. Future growth in the OR, in accordance with TOP, would result in increases in wastewater flow. These include increases in residential, office space, and mixed-use effluent. Expansion and/or capacity upgrades to the existing sewer collection lines would be required due to the change in land use in the OR. The Sewer Master Plan projects daily wastewater generation in line with land use changes associated with TOP. The sewer master plan presents preliminary sizes, alignments and construction cost estimates needed to mitigate existing drainage deficiencies and support future build-out conditions. Sewer collection system expansions would be based on the Sewer Master Plan and would be constructed with development in the OR. Through the use of connection fees and agreements, the IEUA is able to maintain and expand its wastewater collection system as necessary and is able to ensure that new developments pay their fair-share costs associated with increased demand. Therefore, there would be no significant cumulative impacts on wastewater collection.

The City wastewater effluent in the OR is directed mainly to RP-5. The 2035 projected quantities of wastewater that need to be treated at RP-5 is 18.4 mgd, an increase of 9.4 mgd from current production rates. The 20-year IEUA’s CIP includes expanding the capacity of RP-5 to 22.5 mgd. The CIP also developed a capacity fee charged to new development to fund the needed capacity. Furthermore, IEUA annually prepares a wastewater treatment master plan and flow projections for all its contracting agencies, including the City. The IEUA improvement plan is sequenced considering the rate of development to ensure adequate treatment capacity exists at time of building permits but is phased to eliminate premature construction of unneeded capacity. Assuming the proposed plant expansions would be completed prior to increased urban development and the treatment of water at these plants would continue to meet the water quality standards of the Santa Ana RWQCB, there would be no significant cumulative impacts on wastewater treatment.

The area considered for cumulative impacts to electricity supplies and facilities is SCE’s service area, and the area considered for natural gas is SoCalGas’ service area. Forecast total electricity and natural gas

supplies for the respective service areas are identified above. Other projects would increase electricity and natural gas demands.

Electricity demand forecasts are based on climate zones; economic and demographic growth forecasts, and the California Department of Finance; forecast electricity rates; effects of reasonably foreseeable energy efficiency and energy conservation efforts; anticipated partial electrification of portions of the transportation sector, including increasing adoption of light-duty plug-in electric vehicles; demand response measures, such as electricity rates that increase during high-demand times of day; and effects of climate change.

Natural gas demand forecasts are based on economic outlook; California Public Utilities Commission–mandated energy efficiency standards and programs; renewable electricity goals; and conservation savings linked to Advanced Metering Infrastructure.

It is anticipated that electricity and natural gas demands by most other projects would be accounted for in the above-referenced demand forecasts. Other projects would be subject to independent CEQA review, including analysis of impacts to electricity and natural gas supplies. Implementation of all feasible mitigation measures would be required for any significant impacts identified. Cumulative impacts would be less than significant, and Project impacts would not be cumulatively considerable.

The area considered for cumulative impacts is the area serviced by the Badlands and the El Sobrante Landfills. Collectively, Badlands and El Sobrante Landfills have a remaining disposal capacity of approximately 160 million cubic yards and El Sobrante Landfill has a disposal capacity beyond the 15-year horizon, as required by AB 939. Thus, there is sufficient landfill capacity in the region for the cumulative increase in solid waste disposal. Cumulative impacts would be less than significant, and Project impacts would not be cumulatively considerable.

4.17.8 Significant Unavoidable Impacts

No significant unavoidable impacts have been identified.

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5.0 OTHER CEQA CONSIDERATIONS

This section of the Draft Environmental Impact Report (EIR) provides a discussion of additional California Environmental Quality Act (CEQA) impact considerations, including Significant Irreversible Environmental Changes and Growth-inducing Impacts.

5.1 Significant and Irreversible Environmental Changes

Section 15126.2(c) of the State CEQA Guidelines requires that an EIR describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the State CEQA Guidelines state:

“Uses of nonrenewable resources during the initial and continued phases of the project may be Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources are not justified (e.g., the project involves the wasteful use of energy).

In the case of the proposed Euclid Mixed Use Specific Plan Project (Project), its implementation would involve a land use, development, and implementation framework to support up to a maximum build-out of 1,676,887 square feet (sf) of business park and mixed-use land uses, in addition to up to 466 residential units and associated onsite and off-site infrastructure improvements within the City of Ontario (City). Significant irreversible changes that would be caused by implementation of the Project would be:

- Construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels.
- Operation that would require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the operation of the Project would limit the availability of such resources for future generations or for other uses during the life of the Project.
 - Increased traffic on area roadways (see **Section 4.15: Transportation and Traffic**);
 - Emissions of air pollutants associated with operations (see **Section 4.3: Air Quality**); and

- Consumption of non-renewable energy associated with operation of the Project due to the use of automobiles, lighting, heating and cooling systems, and appliances (see **Section 4.6: Energy**, and **Section 4.8: Greenhouse Gas Emissions**).
- An increased commitment of social services and public maintenance services (e.g., police, fire, sewer, and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.
- Employment growth related to Project implementation would increase vehicle trips over the long term. Emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's (SCAB) nonattainment designations for ozone, particulate matter (PM₁₀ and PM_{2.5}), under the California and National Ambient Air Quality Standards (CAAQS and NAAQS, respectively), and nonattainment for nitrogen dioxide (NO₂) under the CAAQS.

Given the low likelihood that the land would revert to lower intensity uses or to its current form, the Project would generally commit future generations to these environmental changes. However, as discussed in **Section 3.0: Project Description**, the Project is committed to sustainable design strategies that integrate principles of environmental stewardship into the design and construction process. Appropriate strategies would be determined for each phase of the Project. Strategies include, but are not limited to:

Sustainable Construction & Technology Concepts

- Design and construct energy-efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
- Employ passive design including skylights, building orientation, landscaping, and strategic colors to improve building energy performance.
- Reduce the heat island effect by providing shade structures and trees that produce large canopies. In addition, choose roof and paving materials that possess a high level of solar reflectivity.
- Use recycled and other environmentally-friendly building materials wherever possible.
- Incorporate skylights into at least two percent of warehouse/distribution building roof area to provide natural light and reduce electric lighting demand.
- Use energy-efficient light-emitting diode (LED) (or similar) products.
- Provide interior or exterior bicycle storage consistent with the California Green Building Standards Code.
- Use drought-tolerant landscaping with drip irrigation and include plantings such as trees, shrubs, groundcovers and/or vines. Optional amenities include benches, trellises, thematic fencing, and decorative walkways.
- Employ high-performance dual-pane window glazing in office storefronts.

Water Quality

- Utilize landscape areas including retention/infiltration swales and basins, or employ bio-treatment when infiltration is infeasible, as required by the San Bernardino County Municipal Separate Storm Sewer System Permit and Water Quality Management Plan.
- Select native and drought-tolerant plants to reduce water demand.
- Integrate permeable pavement and perforated curbs throughout the Project area as feasible to allow stormwater to enter planter areas, assist with filtration, and control runoff.
- Use captured runoff to augment irrigation systems whenever possible.
- Employ irrigation systems that respond to changing weather conditions, irrigate by hydro zone, and use micro-irrigation techniques.
- Use recycled water to irrigate landscape areas and for other appropriate uses. The use of recycled water for certain purposes is required by the City Recycled Water Master Plan.

The commitment of resources to the Project is not unusual or inconsistent with projects of this type and scope. However, once these commitments are made, it is improbable that the Project area would revert back to its current condition. Thus, the Project would result in significant irreversible changes to the environment throughout the lifespan of the structures.

5.2 Growth Inducing Impacts

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this Project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this Draft EIR.

1. *Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?*

The removal of a physical obstacle to growth, such as the construction or extension of major infrastructure facilities that are not presently in the area, would be considered a potentially growth inducing impact. As discussed in **Section 3.0: Project Description**, **Section 4.15: Transportation**, and **Section 4.17: Utilities and Service Systems**, the Project would include various new infrastructure improvements onsite and off-site, including water, wastewater, storm drain facilities, roadway improvements, and dry utilities (natural gas, electricity, telecommunications).

Implementation of the Project would require the construction and improvement of roadways and extension of major infrastructure into areas off-site that would facilitate additional planned growth pursuant to The Ontario Plan (TOP) 2050. Although the infrastructure improvements are planned for in the City's master plans, the improvements would allow further development to occur within the Ontario Ranch area. The Project is consistent with TOP 2050 and its associated Final Supplemental EIR, which evaluated long-term implications associated with the site's land use designations. Therefore, the Project would remove obstacles to growth to accommodate the demands of this Project at full buildout, which could allow for future development in the area once adequate infrastructure is in place and would be considered growth inducing.

2. *Would this project result in the need to expand one or more public services to maintain desired levels of service?*

As the City continues to develop, it requires the further commitment of public services in the form of fire protection, police services, and other public facilities. As discussed in **Section 4.14: Public Services**, none of the public service agencies consulted during the preparation of this Draft EIR indicated that the proposed Project would necessitate the immediate expansion of their existing resources in order to maintain desired levels of service. The Project is consistent with TOP 2050 and its associated Final Supplemental EIR, which evaluated long-term implications associated with the site's land use designations. The Project would not, therefore, have significant growth-inducing consequences with respect to public services.

3. *Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?*

During Project construction, a number of design, engineering, and construction-related jobs would be created. However, construction related jobs would not result in a significant population increase because they would be filled by workers in the region and the construction phase would be temporary.

As discussed in **Section 4.13: Population and Housing**, the Project would result in the creation of approximately 1,655 new long-term jobs (**Table 4.13-6: Project Generated Employment**). As the number of employees in the Project area grows, these employees would seek shopping, entertainment, auto maintenance, and other economic opportunities in the surrounding area. This would facilitate economic

goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses to address these economic needs.

However, the increase in opportunities for employees would not create substantial growth inducement because it would improve the jobs-housing ratio, growth could be accommodated within regional and local projections, and jobs would be filled by the local workforce. As stated in **Section 4.13: Population and Housing**, the proposed Project would result in an improvement in the jobs-household balance, which is currently in a housing-rich area. The majority of new jobs that would be created by implementation of the Project would be positions that do not require a specialized workforce, and this type of workforce exists in the City and surrounding areas. Thus, due to the availability of a workforce within the City, it is anticipated that new jobs would be filled by people within the City and the immediately surrounding communities and would not induce an unanticipated influx of new labor into the City. Although, the proposed Project would result in new permanent employment opportunities and stimulate economic activity, it would meet future employment demands anticipated in SCAG's regional growth projections. Lastly, the Project is consistent with TOP 2050 and its associated Final Supplemental EIR, which evaluated long-term implications associated with the site's land use designations. Overall, the Project would not result in increased levels of growth that would otherwise not occur. Therefore, the Project would not encourage or facilitate economic effects that could significantly affect the environment.

4. *Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?*

The Project consists of a Specific Plan to allow for business park and mixed-use development on 18 parcels covering 84.1 acres in the City. The development would include up to 290,110 square feet of commercial retail/office uses, up to 466 residential units, and 1,386,777 square feet of business park. Pressures to develop other land in the surrounding area would derive from regional economic conditions and market demands for housing, commercial, and mixed-use land uses that are not directly or indirectly influenced by zoning actions on a particular property. Lastly, the Project is consistent with TOP 2050 and its associated Final Supplemental EIR, which evaluated long-term implications associated with the site's land use designations. Approval of the proposed Project would not, therefore, involve a precedent-setting action that could be applied to other properties and thereby encourage or facilitate growth that would not otherwise occur.

Environmental Impacts of Induced Growth

As described above, implementation of the proposed Project would provide development to accommodate City forecasted employment demands. All physical environmental effects from construction of development have been analyzed in all technical sections of this Draft EIR. For example, activities such as excavation, grading, and construction as required for the proposed business park and mixed-use uses were analyzed in the **Sections 4.3: Air Quality; 4.8: Greenhouse Gas Emissions; 4.12: Noise; and 4.15: Transportation and Traffic**. Therefore, construction of the Project has been analyzed in this Draft EIR and would be adequately mitigated either through implementation of Plans, Programs, and Policies (PPPs) and/or mitigation measures contained in **Section 4.1: Aesthetics**, through **Section 4.17: Utilities and Service Systems**, of this Draft EIR.

6.0 T ME ALTERNATIVES

6.1 Introduction

Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant effects of the project and evaluate the comparative merits of the alternatives” (State CEQA Guidelines Section 15126.6[a]). As required by CEQA, this section identifies and evaluates potential alternatives to the Project.

Section 15126.6 of the State CEQA Guidelines explains the foundation and legal requirements for the alternative’s analysis in an EIR. Key provisions are:

- [T]he discussion of alternatives shall focus on alternatives to the Project or its location which are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more costly.” (Section 15126.6[b])
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact.” (Section 15126.6[e][1])
- “The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” (Section 15126.6[e][2])
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.” (Section 15126.6[f])
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries..., and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (Section 15126.6[f][1]).
- “Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.” (Section 15126.6[f][2][A])
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.” (Section 15126.6[f][3])

For each development alternative, this analysis:

- Describes the alternative.
- Analyzes the impact of the alternative as compared to the Project.
- Identifies the impacts of the Project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic Project objectives.
- Evaluates the comparative merits of the alternative and the Project.

According to Section 15126.6(d) of the State CEQA Guidelines, “[i]f an alternative would cause...significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.”

Project Objectives

As described in **Section 3.0: Project Description**, the following objectives have been established for the Project and would aid decision makers in their review of the Project, the Project alternatives and associated environmental impacts.

- **Objective 1:** Create a professional, well-maintained, and attractive environment for the development of a vibrant Mixed-Use development along Edison Avenue and a multi-purpose business park complex.
- **Objective 2:** Provide the entitlement and framework for office retail development and multiple family residential units.
- **Objective 3:** Provide the entitlements and framework for the development of business park uses.
- **Objective 4:** Provide employment opportunities for the surrounding community.
- **Objective 5:** Facilitate the implementation of roads, utilities, and other infrastructure investments that will be sufficiently sized to serve the Project site.
- **Objective 6:** Expand Ontario’s retail, office and business park uses in proximity to local airports and regional transportation networks.
- **Objective 7:** Create an economic driver for future growth in the western portion of Ontario Ranch that acts as a catalyst for the development of infrastructure improvements in the area and implementation of the City’s long term planning vision.
- **Objective 8:** Provide opportunities for residents to live, work and shop within close proximity.
- **Objective 9:** Provide a logical extension of planned community trails and bikeways.

6.2 Alternatives to the Project

Based on the Project objectives listed above, the following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the Project, but which may avoid or substantially lessen any of the significant effects of the Project. These alternatives are analyzed in detail in the following sections.

- No Project/No Build Alternative
- No Project/Existing General Plan Alternative
- Reduced Intensity Alternative

An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the Project and determined to be environmentally superior, neutral, or inferior. **Section 6.6, *Environmentally Superior Alternative***, identifies the Environmentally Superior Alternative.

6.3 Alternatives Rejected as Infeasible

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this Draft EIR.

Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the Project or its location that are capable of avoiding or substantially lessening any significant effects of the Project. The key question and first step in the analysis is whether any of the significant effects of the Project would be avoided or substantially lessened by putting the Project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR (State CEQA Guidelines Section 15126[5][B][1]). In addition, an alternative site need not be considered when implementation is “remote and speculative,” such as when the alternative site is beyond the control of a project applicant.

There are no suitable alternative sites within the control of the Project Applicant. In the event land could be purchased of suitable size and developmental characteristics, based on the known general conditions in the southern portion of the City, an alternative site would likely have similar impacts as the Project. Given the size and nature of the Project and the Project objectives, it would be impractical and infeasible to propose the Project on an alternate site in the area with fewer environmental impacts.

Additionally, other land in the vicinity of the Project site or within the southern portion of the City are similarly used for agricultural purposes and include agricultural soils. The loss of Prime Farmland would still occur with an alternative site. Given the size and type of the Project, a similarly sized project and use elsewhere in the South Coast Air Basin (SCAB) would result in the same Project-level and cumulative air quality and greenhouse gas (GHG) emission impacts. Vehicle miles traveled (VMT) is not likely to be changed by a different location. Also, an alternative site would have similar traffic impacts in other jurisdictions that would be significant and unavoidable because the City cannot guarantee implementation of improvements outside of its jurisdiction. Therefore, analysis of an alternative site for the proposed 290,110 square feet of commercial retail/office uses, up to 466 residential units, and 1,386,777 square feet of business park uses is neither meaningful nor necessary, because the significant impacts resulting from the Project would not be avoided or substantially lessened by its implementation.

6.4 Analysis of Alternatives to the Proposed Project

No Project/No Build Alternative

Section 15126.6(e) of the State CEQA Guidelines requires analysis of the No Project Alternative. In accordance with the State CEQA Guidelines, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the Project does not proceed as provided by Section 15126.6(e)(3)(B) of the State CEQA Guidelines. Section 15126.6(e)(3)(B) provides that, "In certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." Under the No Project/No Build Alternative, the Project would not be developed, and no new development would occur; however, the existing conditions would remain in operation.

The Project site is occupied by agricultural uses, including the raising of livestock, dairy farming activities, and a commercial nursery. The majority of the site exists as fallow or cultivated fields. There is a private recreational vehicle facility in the southwestern portion of the site and a scrap yard at the intersection of Euclid Avenue and Edison Avenue. Numerous single family residential structures, as well as agricultural related buildings and open structures are located within the Project site. Two Southern California Edison (SCE) easements extend across the Project site. No structures are located within the SCE easements; however, they have been used for various agricultural uses historically. The agricultural uses, SCE easements, structures, and single-family residential uses would remain. Accordingly, the No Project/No Build Alternative provides a comparison between the environmental impacts of the Project as compared to the current environmental conditions, resulting from not approving or denying the Project.

Aesthetics

Under the No Project/No Build Alternative, the visual character and quality of the Project site would be maintained in its existing condition. No new structures, landscaping, or lighting would be introduced on the Project site. The No Project/No Build Alternative would not have the potential to conflict with the character or quality of existing and planned development surrounding the Project site and would not create a new source of substantial light or glare that would impact nighttime views in the area. No impacts related to aesthetics would occur under the No Project/No Build Alternative. Therefore, under this Alternative, impacts regarding aesthetics, light, and glare would be reduced when compared to the Project.

Agriculture and Forestry Resources

The No Project/No Build Alternative would continue the existing agricultural uses on the Project site. Implementation of the No Project/No Build Alternative would avoid the significant and unavoidable impacts to agricultural and forestry resources that would occur from implementation of the proposed Project and impacts would be reduced compared to the proposed Project. No future development areas would be developed under this alternative; therefore, impacts would be reduced compared to the proposed Project.

Air Quality

Under the No Project/No Build Alternative, no new development would occur, and no construction or demolition activities and related emissions would occur. In addition, by maintaining existing dairy, agricultural, and residential uses throughout the Project site, the increase in operational traffic-related air emissions would not occur. Therefore, overall air quality impacts would be reduced, and the significant and unavoidable construction-related and operational-related emission impacts would be eliminated. Further, this alternative would eliminate significant and unavoidable impacts related to inconsistency with the Air Quality Management Plan (AQMP). No impacts related to air quality would occur under the No Project/No Build Alternative. Therefore, impacts under the No Project/No Build Alternative would be reduced compared to the Project.

Biological Resources

The No Project/No Build Alternative would continue the existing agriculture and residential uses on the Project site. No grading or development would occur under this alternative, and there would be no potential impacts to sensitive wildlife species and migratory and nesting birds that may be present on the Project site. Therefore, the No Project/No Build Alternative would avoid all on- and off-site disturbances. Phase I of the Project would have a less than significant impact on biological resources after implementation of mitigation measures. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to biological resources within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation. Therefore, impacts under this alternative would be reduced compared to the proposed Project.

Cultural Resources

The No Project/No Build Alternative would continue the existing agriculture and residential uses on the Project site. No grading or development would occur under this alternative, and there would be no potential impacts to historical resources or subsurface archaeological resources that may exist beneath the ground surface. Additionally, the three historic Milk Parlors would not be removed under the No Project/No Build Alternative. Therefore, the alternative would avoid the Project's significant impact on historic resources and would avoid the Project's less than significant with mitigation incorporated impacts on archaeological resources. Impacts would be reduced compared to the proposed Project.

Energy

Under this alternative, no demolition of existing structures or construction of new buildings would occur. Therefore, energy demand for electricity, natural gas and fuel consumption would remain as is, and no impact would occur under this alternative. The Project would have a less than significant impact on energy. Compared to the proposed Project, impacts on energy would be reduced.

Geology and Soils

No new construction activities, including demolition and grading, would occur under the No Project/No Build Alternative. Therefore, impacts concerning seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would not occur. However, the buildings and structures

that exist on the Project site were built before current seismic safety codes; therefore, by retaining older buildings and structures, this alternative could expose some people to greater hazards from strong seismic ground shaking than the proposed Project. Phase I of the Project would have a less than significant impact on geological hazards after implementation of mitigation measures. Despite the potentially significant and unavoidable geological impacts, development within the Phase II area would remove the hazards posed by the existing buildings and structures. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to geological hazards within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation. Therefore, impacts under the alternative would be greater than the Project for geological hazards.

This alternative would not result in impacts to paleontological resources since no grading would occur. Therefore, the paleontological resources impacts under the No Project/No Build Alternative would be reduced compared to the Project.

Greenhouse Gas Emissions

Under the No Project/No Build Alternative, no new development would occur, and no construction, demolition, or operational activities would generate GHG emissions. Under the No Project/No Build Alternative the existing, minimal emissions would continue. These emissions would be incorporated and accounted for in the City's long-range planning efforts and would therefore act as a baseline for the City's air quality goals. Furthermore, this alternative would not increase GHG emissions by 24,271 MTCO₂e per year, unlike the proposed Project and would avoid the proposed Project's significant and unavoidable impacts. Therefore, impacts under the No Project/No Build Alternative would be reduced compared to the Project.

Hazards and Hazardous Materials

Because no development would occur under the No Project/No Build Alternative, no impacts related to hazards or hazardous materials would occur. Under this alternative, fuels, lubricants, and greases in construction equipment and coatings would not be utilized. The fallow or cultivated fields, private recreational vehicle facility, scrap yard, agricultural related buildings, and residential structures would remain on-site. The agricultural uses and contaminated soils would remain on-site. Although this alternative would avoid the Project's potential effects related to hazards and hazardous materials, no cleanup of contaminated soils would occur as a result of the Project. Phase I of the Project would have a less than significant impact related to hazards and hazardous materials after implementation of mitigation measures. However, because the extent of impacts within the Phase II area cannot be known at this time, Project impacts relating to hazards and hazardous materials within the Phase II area are considered potentially significant and unavoidable even with the implementation of recommended mitigation. While portions of the Project would have a significant and unavoidable impact on hazards and hazardous materials with mitigation incorporated, remediation of on-site contamination is a benefit of the proposed Project that would not be realized under this alternative. Therefore, hazards and hazardous materials impacts would be greater under the alternative than compared to the proposed Project.

Hydrology and Water Quality

Clearing, grading, excavation, and construction activities associated with the Project have the potential to impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Existing water quality conditions, groundwater supplies, drainage patterns, and runoff water amounts would remain “as is” under this alternative because no new development would occur and no new sources of water pollutants from either the construction or operation phases of development to the Project would be introduced. Additionally, this alternative would not require off-site storm drain facility improvements required by the proposed Project. However, this alternative would not include installation of new low-impact development (LID), source control, site design, and treatment control best management practices (BMPs) to minimize runoff and water pollution, which would occur under the proposed Project. Under existing conditions, stormwater leaving the site would not be filtered and would continue to contain sediment and other potential pollutants associated with the dairy, agricultural, and residential uses and the water quality improvements that would occur under the proposed Project would not occur, therefore hydrology and water quality impacts would be greater compared to the proposed Project.

Land Use and Planning

The No Project/No Build Alternative would continue the existing agriculture and residential uses. The proposed Project is consistent with The Ontario Plan (TOP) 2050 land use designations for the site and would result in a less than significant impact. However, under the No Project/No Build Alternative, the existing agriculture and residential uses would be inconsistent with the TOP 2050 land use designations for business park and mixed-use uses. Therefore, impacts under this alternative would be greater compared to the proposed Project.

Noise

The No Project/No Build Alternative would not result in construction; therefore, would not generate any noise or vibration associated with construction. Mobile-source and stationary noise volumes would be lower under this alternative compared to the proposed Project, given the lack of urban development, and associated vehicular traffic noise; noise from business park and mixed-use uses; heating, ventilation, and air conditioning (HVAC) equipment; and other noise sources. Therefore, impacts under this alternative would be reduced compared to the proposed Project.

Population and Housing

The No Project/No Build Alternative would continue the existing agriculture and residential uses. Employment growth would not occur under the No Project/No Build Alternative because no new businesses or other infrastructure would be constructed. Employees on the Project site would remain as is under this alternative, and the alternative would have no impact to population and housing. The employment growth under the proposed Project was determined to be within the growth projections for the area and impacts to population and housing were determined to be less than significant, but would still result in more residential uses and employment opportunities compared to the No Project/No Build Alternative. Therefore, population and housing impacts under this alternative would be reduced compared to the proposed Project.

Public Services

The existing number of residents and workers on the Project site would remain under the No Project/No Build Alternative. There would be no increase in demand for fire or police services, and the alternative would have no impact on public services. Although the proposed Project's impacts related to fire and police services were determined to be less than significant, the public services impacts would be reduced under this alternative compared to the proposed Project.

Transportation and Traffic

The No Project/No Build Alternative would continue the existing agriculture and residential uses on the Project site. Under this alternative, no new employees or structures would be introduced on the Project site, and existing VMT would be maintained. Therefore, there would be no impacts under this alternative, and the less than significant traffic impacts that would occur from the proposed Project would be avoided. Impacts under this alternative would be reduced compared to the proposed Project.

Tribal Cultural Resources

The No Project/No Build Alternative would continue the existing agriculture and residential uses on the Project site. No grading or development would occur under this alternative, and there would be no potential impacts to tribal cultural resources that may exist beneath the ground surface. Therefore, the No Project/No Build Alternative would avoid site disturbances on the Project site and the Project's potential impacts to tribal cultural resources would not occur. Impacts under this alternative would be reduced compared to the proposed Project.

Utilities and Service Systems

The No Project/No Build Alternative would not demand more utilities or services than those currently servicing the Project site. No new development or employee increases would occur under the No Project/No Build Alternative and no new water or wastewater infrastructure would be constructed. No additional demand for regional water supplies would occur, and no additional wastewater would be conveyed to the regional wastewater treatment facilities. The alternative would have no impacts on utilities and service systems. Project operations would create a demand for water, and increase wastewater and solid waste generation, but impacts to utilities and service systems would be less than significant. Therefore, the impacts related to water supplies and wastewater would be reduced compared to the Project.

Similarly, no additional drainage infrastructure would be developed by the No Project/No Build Alternative, and runoff in the Project site would remain in its current condition and would not connect to or require capacity in the regional stormwater system. Solid waste generation would remain the same as existing conditions and increases in solid waste generation would not occur with the No Project/No Build Alternative. Furthermore, the demand on dry utilities would remain the same as existing conditions and increases in dry utilities would not occur with the No Project/No Build Alternative. There would be no impacts under the alternative. Therefore, impacts to utilities and service systems would be reduced compared to the proposed Project.

No Project/Existing General Plan Alternative

Section 15126.6(e) of the State CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the “No-Project” Alternative. When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the no-project alternative is the continuation of the plan, policy, or operation into the future. Therefore, under the No Project/Existing General Plan Alternative, the current General Plan land uses and zoning would remain in effect. Development in accordance with the existing General Plan and zoning would occur. According to Exhibit LU-01: Land Use Plan of TOP¹, the Project site is currently designated for development of Business Park (BP) (0.6 FAR) and Mixed-Use (MU) at 14.0 to 65.0 du/ac; 1.5 FAR office; 1.0 FAR retail. The existing zoning designation is Specific Plan (SP) Zoning District with an Agricultural (SP AG) Overlay.² The SP District designation requires approval of a specific plan by the City for urban development of the Project site. The Specific Plan will be the zoning for the Project site, consistent with TOP 2050.

Additionally, the southern portion of the Project site is within the Great Park Corridor. Sites within the Great Park Corridor are currently zoned Specific Plan (SP) Zoning District with an Agricultural Overlay (SP-AG), but no specific plan has been adopted, and they will be rezoned to SP-AG Affordable Housing (AH) for inclusion in the Affordable Housing Overlay District described within the City’s Housing Element.³ The SP-AG-AH Overlay will establish a minimum density of 20 du/ac, and allow the TOP 2050 designation to govern the maximum densities for each site. The Agriculture Overlay District will remain in place until the parcel is ready for development consistent with the TOP 2050 and Affordable Housing Overlay District. Property owners and developers alike have expressed interest in redeveloping this area, so existing agricultural operations are not expected to limit development potential. Sites in this area would have TOP 2050 designations of Medium Density Residential and Mixed-Use. Medium-Density Residential will allow a range of 20-30 du/ac for projects with at least 25 percent of units affordable to lower incomes, and a range of 20-25 du/ac for all other projects. Two different MU areas are proposed in this opportunity area, Mixed-Use Eucalyptus/Chino Airport (MU-EU) allowing 20-45 du/ac and Mixed-Use Great Park 20-65 du/ac respectively. With the TOP 2050 and zoning changes noted in Program 13, all sites identified support densities necessary to facilitate lower- and moderate-income housing development.⁴

Aesthetics

The No Project/Existing General Plan Alternative would have the same development area as the proposed Project. The existing dairy, agricultural, and residential uses would be removed from the Project site and replaced with buildings, parking lots, and landscaping characteristic of mixed-use and business park uses. However, the Specific Plan will be the zoning for the Project site, consistent with TOP 2050. Therefore, implementation of the No Project/Existing General Plan Alternative would result in less than significant impacts to aesthetics, similar to the proposed Project. Thus, impacts under this alternative would be the same compared to the proposed Project. All future development areas would be consistent with TOP 2050

¹ City of Ontario. 2022. LU-01 TOP Land Use Map. <https://experience.arcgis.com/experience/99e7a1effa0242218701ac06ca387f9b>. (accessed October 2022).

² City of Ontario. (2022). Zoning Map. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Zoning%20Map/Zoning_20220415_Rev1.pdf. (accessed March 2023).

³ City of Ontario. 2022. TOP 2050, Housing Element, page H-282. <https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/housing>. (accessed July 2023).

⁴ Ibid.

under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Agriculture and Forestry Resources

The No Project/Existing General Plan Alternative would have the same development area as the proposed Project. The existing dairy, agricultural, and residential uses would be removed from the Project site. However, the Specific Plan will be the zoning for the Project site, consistent with TOP 2050. Therefore, implementation of the No Project/Existing General Plan Alternative would result in significant impacts to agricultural and forestry resources, similar to the proposed Project. Thus, impacts under this alternative would be the same compared to the proposed Project. All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Air Quality

The No Project/Existing General Plan Alternative would generate a similar amount of employment-generating building square footage and would result in a similar number of employees. This alternative would result in up to 466 dwelling units, 1,517 residents, and 1,655 employees. The No Project/Existing General Plan Alternative would result in similar impacts to the proposed Project. Therefore, construction and operation related air quality emissions would be similar and would remain significant and unavoidable. All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Biological Resources

The No Project/Existing General Plan Alternative would have the same overall impact area as the proposed Project. Impacts to sensitive wildlife species, and migratory and nesting birds would continue to occur, and similar mitigation measures from the Project would be implemented to reduce impacts to such resources to a less than significant level wherever feasible. Therefore, impacts would be similar when compared to the proposed Project.

All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Cultural Resources

The No Project/Existing General Plan Alternative would have the same overall impact area as the proposed Project. The No Project/Existing General Plan Alternative would result in a similar potential to adversely affect any undiscovered archaeological resources on the Project site as the proposed Project and would result in a significant impact to historic resources. Grading or development would occur under this alternative, therefore there would be potential impacts to subsurface archaeological resources that may exist beneath the ground surface. This No Project/Existing General Plan Alternative would be similar to the Project's potential for disturbing human remains. Therefore, impacts under the No Project/Existing

General Plan Alternative would be similar compared to the Project. All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Energy

The No Project/Existing General Plan Alternative would have the same overall impact area as the proposed Project. Therefore, building energy and fuel consumption would be similar to the proposed Project under this alternative and would result in a less than significant impact. All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Geology and Soils

Under the No Project/Existing General Plan Alternative, grading and development of the Project site would still occur and would still result in exposing additional persons and structures in the Project area to risks associated with seismic ground shaking and geologic hazards. Therefore, the No Project/Existing General Plan Alternative would be required to meet the same regulatory requirements as the proposed Project. Impacts to geological hazards under the alternative would be similar to those associated with the proposed Project.

This alternative would result in a similar potential to adversely affect any undiscovered paleontological resources on the Project site on the proposed Project. However, like the proposed Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to paleontological resources from the No Project/Existing General Plan Alternative would be similar to those associated with the proposed Project.

All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Greenhouse Gas Emissions

The No Project/Existing General Plan Alternative would have the same overall impact area as the proposed Project. This alternative would result in up to 466 dwelling units, 1,517 residents, and 1,655 employees. The No Project/Existing General Plan Alternative would result in similar impacts to the proposed Project. Therefore, construction and operation related greenhouse gas emissions would be similar and would remain significant and unavoidable. All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Hazards and Hazardous Materials

The No Project/Existing General Plan Alternative would have the same overall impact area as the proposed Project. The use and storage of hazardous materials would be regulated by the same federal, State, and local laws and permitting requirements as would be done by the proposed Project. In addition, this

alternative would include cleanup of contaminated soils that exist on the Project site during construction activities and would be required to implement the same type of mitigation measures that would be implemented for the proposed Project. No more severe impacts are anticipated under this alternative because the uses of the proposed Project would be similar to the uses identified in TOP 2050. All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Hydrology and Water Quality

Under the No Project/Existing General Plan Alternative, the area of impervious surfaces would be similar compared to the proposed Project. Therefore, this alternative would result in similar runoff and potential for impacts to drainage, erosion, and water quality. This alternative would introduce new sources of water pollutants from construction and operation activities as well. However, this alternative would be required to include storm drain facility improvements, LID, source control, site design, and treatment control BMPs similar to the proposed Project. Overall, hydrology and water quality impacts would be less than significant. Therefore, the No Project/Existing General Plan Alternative would result in impacts to hydrology and water quality that are similar to those that would occur from the proposed Project.

All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Land Use and Planning

The No Project/Existing General Plan Alternative would have the same overall impact area as the proposed Project. TOP 2050 designates the Project site for development of Business Park (0.6 FAR), and Mixed-Use at 14.0 to 65.0 du/ac; 1.5 FAR office; 1.0 FAR retail. This alternative would be consistent with TOP 2050 and zoning designations and would result in a less than significant impact. Therefore, the No Project/Existing General Plan Alternative would result in a less than significant impact, same as the proposed Project.

All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Noise

The No Project/Existing General Plan Alternative would have the same overall impact area as the proposed Project. This alternative would result in up to 466 dwelling units, 1,517 residents, and 1,655 employees. Overall, there would be a similar impact compared to the proposed Project in total building square footage. Additionally, this alternative would result in a similar number of vehicle trips when compared to the proposed Project. The No Project/Existing General Plan Alternative would still implement similar mitigation to that of the proposed Project. Therefore, the alternative would result in a less than significant impact, same as the proposed Project. All future development areas would be consistent with TOP 2050

under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Population and Housing

The No Project/Existing General Plan Alternative would increase employees and residents on the Project site. Under this alternative, the population, housing, and employment at buildout would be consistent with the City's growth projections identified in Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The addition of housing under this alternative would be consistent with TOP 2050. Growth associated with the proposed Project was also within growth projections. The proposed Project would involve the development of up to 466 residential units within Planning Area (PA) 3B consistent with TOP 2050. Impacts under the No Project/Existing General Plan Alternative would be less than significant, the same as the proposed Project. All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Public Services

The No Project/Existing General Plan Alternative would introduce Business Park and Mixed-Use development to the area. This would generate new residents at the Project site which would increase the demand for public services, including fire and police. The proposed Project would have less than significant impacts to fire and police services. Similar to the Project, this alternative would require payment of fees, and compliance with applicable plans and regulations. This alternative would have the same environmental impacts as compared to the proposed Project.

All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Transportation and Traffic

The Project is consistent with TOP 2050 land use designations. Therefore, under the No Project/Existing General Plan Alternative, transportation and traffic impacts would be similar when compared to the proposed Project due to the amount of vehicle trips associated with business park, office spaces, and residential uses. Additionally, the alternative would be required to implement similar roadway improvements as the Project. Therefore, impacts that could occur by the No Project/Existing General Plan Alternative would be similar to those associated with the proposed Project.

All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Tribal Cultural Resources

The No Project/Existing General Plan Alternative would result in a similar potential to adversely affect tribal cultural resources on the Project site as the proposed Project, as this alternative would require the same ground disturbing activities as the Project. However, like the proposed Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts that could occur by the No Project/Existing General Plan Alternative would be similar to those associated with the proposed Project. All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Utilities and Service Systems

The Project is consistent with the land use designations approved in TOP 2050. The No Project/Existing General Plan Alternative would result in similar impacts to utilities and service systems due to the Business Park and Mixed-Use land uses that comply with TOP 2050. This No Project/Existing General Plan Alternative would increase the demand for water and wastewater, solid waste services, and gas and electricity services compared to the Project sites existing conditions. Under the No Project/Existing General Plan Alternative, similar improvements to water or wastewater infrastructure would be constructed to accommodate the mixed-use and business park designations. Similar to the proposed Project, demand for regional water supplies would occur, and additional wastewater would be conveyed to the regional wastewater treatment facilities.

Similarly, additional drainage infrastructure would be developed by the No Project/ Existing General Plan Alternative, and runoff in the Project area site would increase and would connect to or require capacity in the regional stormwater system. Increases in solid waste generation would occur with the No Project/ Existing General Plan Alternative due to the mix of land uses allowed under the TOP 2050. Therefore, impacts to utilities and service systems would be similar compared to the proposed Project.

All future development areas would be consistent with TOP 2050 under this alternative and be zoned for urban uses rather than agricultural uses. Therefore, impacts under this alternative would be the same compared to the proposed Project.

Reduced Intensity Alternative

The Reduced-Intensity Alternative proposes a 25 percent reduction in building area of the proposed mixed-use and business park uses. Under this alternative, a total of 1,040,083 square feet of business park uses, and 217,582 square feet of commercial retail/office uses, and up to and approximately 350 residential units. The development impact area would generally remain the same as the Project. This alternative would generate approximately 1,242 employees. Access to the site would be similar to the Project with a reduction in the number of parking spaces. Given the infrastructure costs, including off-site improvements, a 25 percent reduction was considered aggressive and further reduction is likely not financially feasible.

Aesthetics

The Reduced-Intensity Alternative would develop the Project site for the same type of mixed-use and business park uses and have the same impact area to the proposed Project. The existing dairy, agricultural, and residential uses would be removed from the Project site and replaced with buildings, parking lots, and landscaping characteristic of mixed-use and business park uses. Construction-related impacts would be similar to the Project, as would light and glare impacts, although at slightly reduced intensity. Therefore, implementation of the Reduced-Intensity Alternative would result in less than significant impacts to aesthetics that would occur from implementation of the proposed Project. Thus, impacts under this alternative would be similar to those of the proposed Project.

All future development areas under the Reduced-Intensity Alternative would be developed with the same mixed-use and business park uses as the proposed Project, and therefore Impacts under this alternative would be similar to those of the proposed Project.

Agriculture and Forestry Resources

The Reduced-Intensity Alternative would develop the Project site for the same type of mixed-use and business park uses and have the same impact area to the proposed Project. The existing dairy, agricultural, and residential uses would be removed from the Project site. Therefore, implementation of the Reduced-Intensity Alternative would result in significant impacts to agricultural and forestry resources that would occur from implementation of the proposed Project. Thus, impacts under this alternative would be similar to those of the proposed Project.

All future development areas under the Reduced-Intensity Alternative would be developed with the same mixed-use and business park uses as the proposed Project, and therefore Impacts under this alternative would be similar to those of the proposed Project.

Air Quality

The Reduced-Intensity Alternative would develop the Project site for the same type of mixed-use and business park uses, but with less intensity than the proposed Project. Therefore, with similar mitigation incorporated, a reduced volume of construction activities and the related emissions would occur; however, the alternative would still result in a significant and unavoidable impact for Project operations-related air quality from NO_x as they would remain above the SCAQMD's thresholds. In addition, the reduced amount of square footage that would be developed by this alternative would result in less stationary source emissions from equipment on-site and less transportation-related air emissions than the proposed Project. Therefore, overall air quality impacts would be reduced in comparison to the proposed Project. However, the volume of NO_x emissions from mobile sources generated by the Reduced-Intensity Alternative would remain significant and unavoidable due to the volume of trips that would occur from operation of 1,230,517 square feet of business park and mixed-use uses. With mitigation implemented, the air quality emissions would be reduced to approximately 135 pounds per day of NO_x generated for this alternative. The SCAQMD threshold for NO_x is 55 pounds per day. Therefore, significant and unavoidable impacts due to exceedance of NO_x emissions would continue to occur. Impacts under this alternative would be reduced compared to the proposed Project but would remain significant and

unavoidable. All future development areas under the Reduced-Intensity Alternative would be developed with the same mixed-use and business park uses as the proposed Project, and therefore Impacts under this alternative would be similar to those of the proposed Project.

Biological Resources

The Reduced-Intensity Alternative would continue to cover the same impact area as the Project site. Impacts to sensitive wildlife species and migratory and nesting birds would continue to occur, and similar mitigation measures would be implemented to reduce impacts to such resources to a less than significant level wherever feasible. Therefore, impacts would be similar to those of the proposed Project.

Cultural Resources

The Reduced-Intensity Alternative would result in similar impacts to existing historic resources with a potential to adversely affect any undiscovered historical or archaeological resources on the Project site. Grading or development would occur under this alternative, and there would be potential impacts to subsurface archaeological resources that may exist beneath the ground surface. Similar to the Project, significant and unavoidable impacts would occur to historical resources under the Reduced-Intensity Alternative. This Reduced-Intensity Alternative would be similar to the Project's potential for impacts to archaeological resources and disturbing human remains and would require similar mitigation. Therefore, impacts under the Reduced-Intensity Alternative would be similar compared to the Project.

Energy

Under this alternative, allowable building square footage would be reduced, and the associated energy demand would also be reduced by approximately 25 percent. Additionally, the reduction in vehicle trips associated with this alternative would reduce fuel consumption. Impacts under the alternative would remain less than significant. Construction and operational activities associated with this alternative would have reduced energy demand compared to the proposed Project and impacts under the alternative would be reduced compared to the proposed Project.

Geology and Soils

Grading and development of the Project site would still occur under the Reduced-Intensity Alternative. The new structures under this alternative would still result in additional persons and structures in the Project area that would be subject to risks associated with seismic ground shaking and geologic hazards. The Reduced-Intensity Alternative would be required to meet the same regulatory requirements as the proposed Project. Impacts to geological hazards would be similar to those of the Project.

Regarding paleontological resources, the alternative would have similar potential to adversely affect any undiscovered resources. This alternative would result in a similar potential to impact paleontological resources, and implementation of mitigation measures would reduce potential impacts to less than significant wherever feasible. Therefore, impacts to paleontological resources under the alternative would be similar to those of the proposed Project.

Greenhouse Gas Emissions

The Reduced-Intensity Alternative would develop the Project site for the same type of mixed-use and business park uses, but with less intensity than the proposed Project. Therefore, a reduced volume of construction activities and associated GHG emissions would occur. In addition, the reduced square footage would result in less stationary source emissions from equipment on-site, and less traffic related GHG emissions than the proposed Project. The proposed Project would result in the generation of approximately 24,271 MTCO₂e per year, which would be reduced by approximately 25 percent to 18,204 MTCO₂e per year under the Reduced-Intensity Alternative. This alternative would still result in significant and unavoidable GHG impacts, since it would exceed the threshold of 3,000 MTCO₂e per year, and mitigation measures would not reduce emissions to less than significant levels. Therefore, the alternative would have a significant and unavoidable impact on GHG emissions, but would be reduced compared to the proposed Project.

Hazards and Hazardous Materials

The Reduced-Intensity Alternative would develop the Project site for the same type of mixed-use and business park uses, and therefore the same type of hazardous materials typically used for construction and operation of the proposed Project would be used under the Reduced-Intensity Alternative. Similarly, the use and storage of hazardous materials would be regulated by the same federal, State, and local laws and permitting requirements as would be done by the proposed Project. In addition, this alternative would include cleanup of contaminated soils that exist on the site during construction activities and would be required to implement the same type of mitigation measures proposed for the Project. Therefore, impacts under the alternative would be similar to those of the proposed Project.

All future development areas under the Reduced-Intensity Alternative would be developed with the same mixed-use and business park uses as the proposed Project, and therefore Impacts under this alternative would be similar to those of the proposed Project.

Hydrology and Water Quality

The Reduced-Intensity Alternative would reduce the total building square footage; however, the area of impervious surfaces would be similar compared to the proposed Project as the area would be paved. Therefore, this alternative would result in similar runoff and potential for impacts to drainage, erosion, and water quality. Like the proposed Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, LID, source control, site design, and treatment control BMPs. Overall, hydrology and water quality impacts would be less than significant. Therefore, the Reduced-Intensity Alternative would result in impacts to hydrology and water quality that are similar to those that would occur from the proposed Project.

Land Use and Planning

The Reduced-Intensity Alternative would still be consistent with TOP 2050 and the SCAG RTP/SCS policies. Furthermore, this alternative would comply to the City's Development code and airport plans. Therefore,

like the proposed Project, the Reduced-Intensity Alternative would result in a less than significant impact related to land use.

Noise

The Reduced-Intensity Alternative would develop the Project site for the same type of mixed-use and business park uses, but with less intensity than the proposed Project. Construction and operation noise impacts would be reduced under the Reduced-Intensity Alternative because this alternative would decrease the development area by 25 percent. Although construction of this alternative would still generate the same peak noise volumes and similar type and volume of construction noise as the proposed Project, the duration of construction and the associated noise would be slightly reduced compared to the Project (due to less total building square footage). Operational noise would also be slightly reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the proposed Project. Noise impacts from the Reduced-Intensity Alternative would be less than significant and reduced compared to the proposed Project.

Population and Housing

Under the Reduced-Intensity Alternative, buildout would result in an approximate 25 percent reduction in residential units along with residents and employees on-site. Under this alternative, the population, housing, and employment at buildout would be consistent with the City's growth projections identified in SCAG's RTP/SCS. However, growth associated with the proposed Project was also within growth projections. Furthermore, the Reduced-Intensity Alternative would provide fewer employment opportunities. Overall, impacts to population and housing would remain less than significant with this alternative and reduced to the proposed Project.

Public Services

The Reduced-Intensity Alternative would develop the Project site for the same type of mixed-use and business park uses, but with less intensity than the proposed Project. This alternative would reduce buildout of the Project area by 25 percent compared to the proposed Project. This would reduce the number of residents and employees on the Project site. This alternative would reduce the amount of new residences on the Project site, which could lessen the demand on public services, such as fire and police protection services, schools, or other public facilities. Therefore, impacts would be less than significant with compliance of other applicable plans and regulations, and payment of fees. Overall, the need for public services would be reduced under this alternative compared to the proposed Project.

Transportation and Traffic

Construction and operation-related traffic and truck trips would be reduced under the Reduced-Intensity Alternative because this alternative would decrease the business park and mixed-use development area by 25 percent in comparison to the proposed Project. Transportation impacts are determined to be less than significant for the proposed Project, and therefore these impacts would remain less than significant under the Reduced-Intensity Alternative. Impacts would remain less than significant and overall traffic would be reduced compared to the proposed Project.

Tribal Cultural Resources

The Reduced-Intensity Alternative would result in similar impacts with a potential to adversely affect any undiscovered tribal cultural resources on the Project site. However, like the proposed Project, mitigation measures would be required to reduce the alternative's potential impacts on tribal cultural resources to less than significant. Therefore, impacts under the alternative would be similar to those associated with the proposed Project.

Utilities and Service Systems

The Reduced-Intensity Alternative would develop the Project site for the same type of mixed-use and business park uses, but with less intensity than the proposed Project. The Reduced-Intensity Alternative would reduce buildout of the Project site by 25 percent compared to the proposed Project. This would reduce the number of residents and employees on the Project site in relation to the proposed Project, and would therefore also reduce the demand for utilities and service systems.

The demand for regional water supplies and generation of wastewater and solid waste would be approximately 25 percent less than the proposed Project. Thus, the impacts related to water supplies, wastewater, and solid waste would result in less than significant impacts. Therefore, impacts under the alternative would be reduced compared to those of the proposed Project.

6.5 Comparison of Alternatives

No Project/No Build Alternative Conclusion

Ability to Reduce Impacts

The No Project/No Build Alternative would reduce impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, land use and planning, noise, population and housing, public services, transportation, tribal cultural resources, and utilities and service systems that would occur from implementation of the proposed Project. However, impacts related to hazards and hazardous materials, as well as hydrology and water quality would be greater under this alternative.

Ability to Achieve Project Objectives

Implementation of the No Project/No Build Alternative means that new development would not occur on the Project site, and none of the Project objectives would be achieved under this alternative. The No Project/No Build Alternative would not create a professional, well-maintained and attractive environment for the development of a vibrant Mixed-Use development along Edison Avenue and a multi-purpose business park complex (Objective 1); provide the entitlement and framework for a total of approximately 290,000 square feet of office retail development and a maximum of 466 residential units (Objective 2); provide the entitlements and framework for the development of approximately 1.39 million square feet of business park uses (Objective 3); provide employment opportunities for the surrounding community (Objective 4); facilitate the implementation of roads, utilities, and other infrastructure investments that will be sufficiently sized to serve the Project site (Objective 5); expand Ontario's retail, office and business park uses in proximity to local airports and regional transportation networks (Objective 6); create an

economic driver for future growth in the western portion of Ontario Ranch that acts as a catalyst for the development of infrastructure improvements in the area and implementation of the City's long term planning vision (Objective 7); provide opportunities for residents to live, work and shop within close proximity (Objective 8); and provide a logical extension of planned community trails and bike ways.

No Project/Existing General Plan Alternative Conclusion

Ability to Reduce Impacts

The No Project/Existing General Plan Alternative would result in similar impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation, tribal cultural resources, and utilities and service systems would be similar compared to the proposed Project as the proposed Project is also consistent with TOP 2050.

Ability to Achieve Project Objectives

Implementation of the No Project/Existing General Plan Alternative would meet seven of the nine Project objectives as the proposed Project is consistent with TOP 2050. For example, this alternative would not provide the entitlement and framework for a total of approximately 290,000 sf of office retail development and a maximum of 466 residential units (Objective 2); and provide the entitlements and framework for the development of approximately 1.39 million sf of business park uses (Objective 3). The No Project/Existing General Plan Alternative would create a professional, well-maintained and attractive environment for the development of a vibrant Mixed-Use development along Edison Avenue and a multi-purpose business park complex (Objective 1); and it be an economic driver for future growth in the western portion of Ontario Ranch that acts as a catalyst for the development of infrastructure improvements in the area and implementation of the City's long term planning vision (Objective 7). This alternative would provide employment opportunities for the surrounding community (Objective 4); facilitate the implementation of roads, utilities, and other infrastructure investments that will be sufficiently sized to serve the Project site (Objective 5); expand Ontario's retail, office and business park uses in proximity to local airports and regional transportation networks (Objective 6); provide opportunities for residents to live, work and shop within close proximity (Objective 8); and provide a logical extension of planned community trails and bike ways (Objective 9).

TOP 2050 envisions the Ontario Ranch area will include housing, commercial and Business Park areas, parks, recreational uses, trails and bike links. Specific plans are required to guide development in Ontario Ranch to ensure the City objectives are achieved. The Euclid Mixed-Use Specific Plan, the proposed Project, is a major "next step," creating a specific plan to implement the vision outlined by the City of Ontario for the western portion of the Ontario Ranch area, formerly New Model Colony.

Reduced-Intensity Alternative Conclusion

Ability to Reduce Impacts

The Reduced-Intensity Alternative would result in similar impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, and tribal cultural resources. The Reduced-Intensity Alternative would result in reduced impacts related to noise, population and housing, public services, transportation and traffic, and utilities and service systems due to the reduction in square footage, residents, employees, and associated vehicular trips.

Ability to Achieve Project Objectives

Implementation of the Reduced-Intensity Alternative would achieve the nine Project objectives, but not to the extent as would be achieved by the proposed Project. The Reduced-Intensity Alternative would create a professional, well-maintained and attractive environment for the development of a vibrant Mixed-use development along Edison Avenue and a multi-purpose business park complex (Objective 1); provide employment opportunities for the surrounding community (Objective 4); facilitate the implementation of roads, utilities, and other infrastructure investments that will be sufficiently sized to serve the Project site (Objective 5); expand Ontario's retail, office and business park uses in proximity to local airports and regional transportation networks (Objective 6); create an economic driver for future growth in the western portion of Ontario Ranch that acts as a catalyst for the development of infrastructure improvements in the area and implementation of the City's long term planning vision (Objective 7); provide opportunities for residents to live, work and shop within close proximity (Objective 8); and provide a logical extension of planned community trails and bike ways (Objective 9). However, the 25 percent project reduction would provide less housing and commercial uses. This alternative would not fully meet Objective 2 to provide the entitlement and framework for a total of approximately 290,110 square feet of office retail development and a maximum of 466 residential units. Furthermore, the 25 percent Project reduction would attract fewer or smaller businesses and less employment opportunities to area residents. In addition, the smaller development would provide less flexibility to meet the needs of an ever-changing business market. This alternative would not fully meet Objective 3 to provide the entitlements and framework for the development of approximately 1.39 million square feet of business park uses.

6.6 Environmentally Superior Alternative

CEQA requires a lead agency to identify the "environmentally superior alternative" and, in cases where the "No Project" Alternative is environmentally superior to the proposed Project, the environmentally superior development alternative must be identified. The Reduced Intensity Alternative has been identified as "environmentally superior" to the proposed Project.

Reduced-Intensity Alternative

The Reduced-Intensity Alternative has been identified as the environmentally-superior alternative because it would result in reduced impacts related to noise, population and housing, public services, transportation and traffic, and utilities and service systems and similar impacts related to agriculture and

forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, and tribal cultural resources. However, the Reduced-Intensity Alternative would still result in significant and unavoidable impacts related to agricultural and forestry resources, air quality, cultural resources, GHG emissions, and transportation and traffic. Impacts related to aesthetics, biological resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, and tribal cultural resources would be similar to the proposed Project.

CEQA does not require the lead agency (the City of Ontario) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. “Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts” (State CEQA Guidelines Section 15126.6[c]).

7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

7.1 Introduction

California Public Resources Code (PRC) Section 21003 (f) states: “...it is the policy of the state that...[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment.” This policy is reflected in the California Environmental Quality Act (CEQA) Guidelines Section 15126.2(a), which states that “[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the Project” and Section 15143, which states that “[t]he EIR shall focus on the significant effects on the environment.” State CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the Draft EIR. This section briefly describes effects found to have no impact or a less than significant impact based on the analysis conducted during the Draft EIR preparation process.

7.2 Mineral Resources

Impact 7.2-1 *Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

Impact 7.2-2 *Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

Level of Significance: Less Than Significant

Specific Plan – Phase I and Phase II Future Development Areas

There are no known mineral resources either on the Project site or in the immediate vicinity of the site that would be impacted by the Project. The Ontario Plan (TOP) 2050 does not identify any known or suspected mineral resources in the Project site that could be impacted. The Project is located in Mineral Resource Zone (MRZ) MRZ-3 as identified in the TOP 2050 Final Supplemental EIR Areas of Mineral Resource Significance figure.¹ Areas designated by the State of California Geologist as MRZ-3 include land that the significance of mineral deposits cannot be determined from the available data. Since there are no known mineral resources present that are of value to the State in the Project site, the Project would not impact mineral resources. Therefore, the Project would not result in a loss of availability of any locally important mineral resource and no impact would occur. Furthermore, the Project site has no known mineral resources of value to the region and residents of the City according to the TOP 2050.

¹ City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report, Figure 5.12-1 Areas of Mineral Resource Significant, page 5.12-3.* https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf. (accessed March 2023).

Therefore, the Project would not result in a loss of availability of any locally important mineral resource and no impact would occur.

Conclusion

As noted above, the Project will not result in significant mineral resource impacts, and the Project is consistent with existing City TOP 2050 and zoning designations. Therefore, no significant impacts would occur. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is necessary.

7.3 Recreation

Impact 7.3-1 *Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Impact 7.3-2 *Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Level of Significance: Less Than Significant

Specific Plan – Phase I and Phase II Future Development Areas

The Project proposes 466 residential units along with business park and mixed-use land uses that would create additional demand for park and recreational facilities. The need for recreations amenities would be addressed through the Project’s provision of multi-purpose trails along Euclid and Schaefer Avenues and public accessible sidewalks along Euclid, Schaefer and Sultana Avenues and Edison Avenue. Furthermore, the Project will comply with the City’s Development Code Section 6.08.030: Park Dedication and In-Lieu Fee Regulations, to provide two acres of park per 1,000 residents onsite and pay an in-lieu fee for the equivalent of three acres of park per 1,000 residents for a total of five acres per 1,000 residents to ensure that recreational facilities are within walking distance of future residents within the Project area. With the development of the proposed open space, it is anticipated that the Project would not significantly increase the use of other nearby off-site neighborhood parks, regional parks, or recreational facilities.

Additionally, the Project would pay applicable park impact fees as established by the City, pursuant to the Quimby Act and local City Regulations. Based on the proposed development plans, the Project's estimated 1,570 residents (assumes an average of 3.37 occupants per residence for this type of community and 466 households) would equate to a dedication requirement of 7.8 acres.² The Project will comply Quimby Act and City regulations through the dedication of parkland and/or payment of in-lieu fees for

² California Department of Finance. 2023. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020 -2022*. <https://dof.ca.gov/forecasting/Demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/>, (accessed March 2023).

parcs/recreation purposes, as determined by the City. Therefore, impacts to existing neighborhood and regional parks or other recreational facilities will be less than significant.

Conclusion

As noted above, the Project will not result in significant impacts to existing neighborhood and regional parks or other recreational facilities, and the Project is consistent with existing City TOP 2050 and zoning designations. Therefore, no significant impacts would occur. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is necessary.

7.4 Wildfire

Impact 7.4-1 *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

Level of Significance: No Impact

Specific Plan – Phase I and Phase II Future Development Areas

The Project is not within a State Responsibility Area (SRA).³ According to CAL FIRE'S Fire Hazard Severity Zone (FHSZ) Viewer,⁴ the Project site is not within Very High FHSZ zone and is within a Local Responsibility Areas (LRA) zone. Within the LRA, the Project site is not designated as a VHFHSZ. The nearest VHFHSZ to is approximately 5.0 miles south from the Project site. Therefore, no impact would occur.

Conclusion

As noted above, the Project is not in or near an SRA or Very High FHSZ zone, and the Project is consistent with existing City TOP 2050 and zoning designations. Therefore, no significant impacts would occur. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is necessary.

³ State of California. 2022. *Fire Hazard Severity Zones in State Responsibility Area – San Bernardino County*. https://osfm.fire.ca.gov/media/vcym3avh/fhsz_county_sra_11x17_2022_sanbernardino_ada.pdf. (accessed March 2023).

⁴ State of California. 2021. *California Fire Hazard Severity Zone Viewer*. <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>. (accessed March 2023).

Impact 7.4-2 *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project, due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Level of Significance: Less Than Significant

Specific Plan – Phase I and Phase II Future Development Areas

The Project site is not within Very High FHSZ zone nor is it within an SRA. Additionally, Project development would remove the existing agriculture and vegetation on site, reducing the risk of any potential fire outbreak. Thus, wildfire is not anticipated to occur on-site that would expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Worse-case extreme high winds that could exacerbate wildfire would not expose construction workers to pollutant concentrations since all agriculture uses would be removed. The Project site is also in a well vehicularly circulated area with existing roadways which would be further improved once the Project is completed. The Project site and its surrounding areas do not contain tall trees that would experience a crown fire.

Furthermore, due to the presence of surrounding development, non-contiguous nature of the existing undeveloped areas, presence of area roadways, lack of steep slopes, and fire-resistant materials utilized for construction of the Project, it is not likely to be affected by a wildfire during construction or operations. In addition, the surrounding agricultural areas would be separated from the structures by roads, landscaping, parking, and other accommodating Project features. Lastly, the construction of the Project would be designed in accordance with the latest California Building Code standards, which utilizes fire-resistant materials. Specifically, the site would be built consistent with the California Building Code Chapter 7A requiring new buildings to use ignition-resistant construction methods and materials. It is anticipated that these design elements would reduce exposure of the Project site and structure to wildfire. Furthermore, the City's plan for fire prevention requires that all plans are reviewed and are required for all new buildings and for changes to existing buildings. The Ontario Fire Department reviews these plans to help ensure that the applicable codes, ordinances, and standards are being followed, and to prevent unnecessary hazards. Therefore, a less than significant impact would occur.

Conclusion

As noted above, the Project is not in or near an SRA or Very High FHSZ zone, and the Project is consistent with existing City TOP 2050 and zoning designations. Therefore, no significant impacts would occur. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is necessary.

Impact 7.4-3 *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Level of Significance: Less Than Significant

Specific Plan – Phase I and Phase II Future Development Areas

The Project site is not within Very High FHSZ zone nor is it within an SRA. The Project would include the construction of roadways, landscaping, signage, lighting, and utility improvements. The Project site is consistent with the area's land use and would be consistent with the City's zoning designation. The Project site would include installation of utilities and roads within the Project area. The Project does not include any fuel breaks and does not require a fuel break. In addition, emergency water sources are not required beyond water supply needed to comply with applicable building codes as well as the City's Municipal Code. No elements of the Project would exacerbate the risk of wildfire. Therefore, a less than significant impact would occur.

Conclusion

As noted above, the Project is not in or near an SRA or Very High FHSZ zone, and the Project is consistent with existing City TOP 2050 and zoning designations. Therefore, no significant impacts would occur. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is necessary.

Impact 7.4-4 *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Level of Significance: Less Than Significant

Specific Plan – Phase I and Phase II Future Development Areas

The Project site is not within Very High FHSZ zone nor is it within an SRA. Aerial imagery indicates that the Project is in a semi-rural part of the City and is not adjacent to a wildland-urban interface or in an area subject to landslide after a wildland fire event. Development of the Project would alter existing ground contours of the Project site and would increase the impervious surface area on the site, all of which would result in changes to the existing drainage patterns interior to the site. The overall Project would result in a network of drainage lines on- and off-site to accommodate stormwater runoff flows. The drainage plan for the Project site is designed according to the City of Ontario's Master Plan standards. The new storm drain would increase the efficiency of the drainage infrastructure in that area and provide an updated conveyance system. Additional on-site storm drain improvements would include stormwater

detention/retention/water quality basins, which would capture, treat, and/or gradually release stormwater into the downstream public storm drain system. On-site stormwater treatment would incorporate underground chambers installed within each building's parking area. The installation of the drainage design features would prevent flooding on- and off-site. Therefore, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes and a less than significant impact would occur.

Conclusion

As noted above, the Project is not in or near an SRA or Very High FHSZ zone, and the Project is consistent with existing City TOP 2050 and zoning designations. Therefore, no significant impacts would occur. No mitigation is required other than compliance with applicable plans, policies and programs, including the proposed Specific Plan and TOP 2050.

Mitigation Measures

No mitigation is necessary.

7.5 References

- California Department of Finance. 2023. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020 -2022*. <https://dof.ca.gov/forecasting/Demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/>.
- City of Ontario. 2022. *TOP 2050 Final Supplemental Environmental Impact Report*, Figure 5.12-1 Areas of Mineral Resource Significant, page 5.12-3.
https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/EIR/Final_DraftSEIR_TOP2050.pdf
- State of California. 2021. *California Fire Hazard Severity Zone Viewer*.
<https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>.
- State of California. 2022. *Fire Hazard Severity Zones in State Responsibility Area – San Bernardino County*.
https://osfm.fire.ca.gov/media/vcym3avh/fhsz_county_sra_11x17_2022_sanbernardino_ada.pdf.

8.0 EIR CONSULTATION AND PREPARATION

This section is consistent with the requirements set forth in Public Resources Code (PRC) Section 21153 and Section 15129 of the CEQA Guidelines, which states: “The EIR shall identify all federal, state, or local agencies, other organizations, and private individuals consulted in preparing the draft EIR, and the persons, firm, or agency preparing the draft EIR, by contract or other authorization.” Refer to **Section 2.2, Notice of Preparation**, for a summary of public notification and consultation.

The Notice of Preparation (NOP) and NOP comment letters are provided in **Appendix A: Notice of Preparation & Public Scoping Meeting**, of this Draft EIR. The City of Ontario (City) provided multiple opportunities for public input, both as part of the CEQA process and as part of Project scoping. In addition to required public notifications under CEQA, the City has engaged in extensive consultation with the Native American tribes, pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18, as discussed further in **Section 4.16: Tribal Cultural Resources**, and provided in **Appendix D: Cultural Resources Documentation** of this Draft EIR.

8.1 EIR Consultation

Lead Agency

City of Ontario (CEQA Lead Agency)

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Project Applicant

RCCD, Inc.

Contact: *Jason Lee, Vice President of Land Acquisition*

Public Agencies/Organizations

Ontario Municipal Utilities Company

Contacts: *Dennis Mejia, Utilities Engineering Manager*
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EPD Solutions, Inc. (Specific Plan/Development Advisor)

Contacts: *Jeremy Krout, AICP, President*
 Norah Jaffan, Senior Project Manager

Interested Parties

As noted above, the City engaged in public and agency consultation through the NOP and public scoping process. The following entities provided comments on the NOP, which have been considered as part of this EIR preparation process.

City of Chino	<i>Chris Cortez, Assistant Planner</i>
Council of Carpenters	<i>Mitchell M. Tsai, Attorneys for Southwest Regional</i>
Redlands HQ / Southeast Region	<i>Will Liao, Region Planning Supervisor</i>
Riverside County Airport Land Use Commission	<i>Jackie Vega, Urban Regional Planner I</i>
Native American Heritage Commission	<i>Cameron Vela, Cultural Resource Analyst</i>
Southern California Association of Governments	<i>Frank Wen, Ph.D., Manager, Planning Strategy Dept</i>
South Coast Air Quality Management District	<i>Sam Wang, Program Supervisor, CEQA IGR</i>

8.2 List of Preparers

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(Relocation of Milking Parlors – Feasibility Study)

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Converse Consultants

(Preliminary Geotechnical Investigation and Organic Soil/Manure Evaluation Report)

(Geotechnical Evaluation Report of Soil Stockpile)

(Phase I Environmental Site Assessment Report)

(Limited Phase II Environmental Site Assessment Report)

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(Hydrology and Hydraulic Report)

(Preliminary Water Quality Management Plan)

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