ONTARIO REGIONAL SPORTS COMPLEX

DRAFT ENVIRONMENTAL IMPACT REPORT
VOLUME I

STATE CLEARINGHOUSE NO. 2023110328

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ONTARIO REGIONAL SPORTS COMPLEX

for City of Ontario

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PLACEWORKS

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Abbreviations and Acronyms

ABBREVIATIONS AND ACRONYMS

μg/m^3	micrograms per cubic meter
AAQS	ambient air quality standards
AB	Assembly Bill
ACLUP	airport comprehensive land use plan
af	acre-foot
afy	acre-feet per year
ALUCP	airport land use compatibility plan
APN	Assessor's Parcel Number
AQMD	air quality management district
AQMP	air quality management plan
AR4, AR6	4th or 6th Assessment Report on Climate Change by the IPCC
AST	aboveground storage tank
AWIA	America's Water Infrastructure Act
BMP	best management practices
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAP	community climate action plan
CCR	California Code of Regulations
CDA	Chino Desalter Authority
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEC	California Energy Commission
CEQA	California Environmental Quality Act

Abbreviations and Acronyms

CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERS	CalEPA Regulated Site Portal
CES	CalEnviroScreen (California Communities Environmental Health Screening Tool)
CFC	California Fire Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH_4	methane
CIP	capital improvement program
CIWMP	countywide integrated waste management plan
CIWQS	California Integrated Water Quality System
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
cy	cubic yard(s)
dB	decibel
dBA	A-weighted decibel
DEIR	draft environmental impact report
DIF	development impact fee(s)
DPM	diesel particulate matter
DSFLF	Delhi sands flower-loving fly
DTSC	Department of Toxic Substances Control (CA)
DWR	Department of Water Resources (CA)
EAP	emergency action plan
EHD	Environmental Health Department (CA)
EMI	Exposure Model for Individuals database
ENF	Enforcement Action Listing database
EO	Executive Order
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act

Abbreviations and Acronyms

ESA	environmental site assessment
EV	electric vehicle
FAA	Federal Aviation Administration
fc	foot-candle(s)
FEMA	Federal Emergency Management Agency
FHSZ	fire hazard severity zone
FINDS	Facility Index System database
FIRM	flood insurance rate map
FTA	Federal Transit Administration
GHG	greenhouse gases
Gig	gigabit per second
GPA	general plan amendment
gpcd	gallons per capita per day
gpd	gallons per day
GWh	gigawatt-hour(s)
GWP	global warming potential
HCD	Housing and Community Development Department (CA)
HCOC	hydrologic conditions of concern
HMD	Hazardous Materials Division (County Fire District)
HRA	health risk assessment
HWMP	hazardous waste management plan
HWTS	Hazardous Waste Tracking System database
IEUA	Inland Empire Utilities Agency
IPCC	Intergovernmental Panel on Climate Change
kWh	kilowatt-hour(s)
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
Lmax	maximum noise level
LEPC	local emergency planning committee
LID	low impact development
LOS	level of service
LST	localized significance thresholds
LUST	leaking underground storage tank

Abbreviations and Acronyms

MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MER	maximum exposed receptor
mgd	million gallons per day
MLD	most likely descendant
MPD	master plan of drainage
mpg	miles per gallon
MPO	metropolitan planning organization
MRZ	mineral recovery zone
MT	metric ton
MWELO	Model Water Efficient Landscape Ordinance
MWh	megawatt-hour(s)
NAHC	Native American Heritage Commission
NFPA	National Fire Protection Association
NHPA	National Historic Preservation Act of 1966
NO_X	nitrogen oxides
NOP	Notice of Preparation
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O_3	ozone
OD	origin-destination
OEM	Office of Emergency Management (Ontario)
OES	California Office of Emergency Services
OFD	Ontario Fire Department
OHWM	ordinary high water mark
OMC	Original Model Colony
OMUC	Ontario Municipal Utilities Company
ONT	Ontario International Airport
ONT-IAC	Ontario International Airport–Inter Agency Collaborative
OPD	Ontario Police Department
ORSC	Ontario Regional Sports Complex

Abbreviations and Acronyms

PA	planning area
PM	particulate matter
POTW	publicly owned treatment works
ppb	parts per billion
ppd	pounds per day
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PRD	permit registration documents
PRPA	Paleontological Resources Preservation, Omnibus Public Lands Act
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RHNA	regional housing needs assessment
ROW	right-of-way
RP	regional water reclamation plant
RTP/SCS	regional transportation plan / sustainable communities strategy
RWQCB	Regional Water Quality Control Board
SAA	streambed alteration agreement
SAWCo	San Antonio Water Company
SB	Senate Bill
SBCFCD	San Bernardino County Flood Control District
SBCTA	San Bernardino County Transportation Authority
SBTAM	San Bernardino Traffic Analysis Model
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCS	sustainable communities strategy
SERC	State Emergency Response Commission
SIP	state implementation plan
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SO_X	sulfur oxides
SoCAB	South Coast Air Basin

Abbreviations and Acronyms

SOI	sphere of influence
SP	service population
SQMP	stormwater quality management plan
SRA	source receptor area (air quality)
SRA	state responsibility area (wildfire)
SSC	species of special concern (CDFW)
SSMP	sewer system management plan
SSO	sanitary sewer overflow
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TCR	tribal cultural resource
TDM	transportation demand management
TMDL	total maximum daily load
TMP	traffic management plan
TOP	The Ontario Plan
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
UWMP	urban water management plan
VdB	velocity decibels
VMT	vehicle miles traveled
VOC	volatile organic compound
WFA	Water Facilities Authority (CA)
WMP	water master plan
WOTUS	waters of the United States
WQMP	water quality management plan
WRCA	waterfowl and raptor conservation area
WSA	water supply assessment
WUI	wildland-urban interface
WWTP	wastewater treatment plant
ZE	zero emissions
ZEV	zero emissions vehicle

Abbreviations and Acronyms

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1. Executive Summary

1.1 INTRODUCTION

The Ontario Regional Sports Complex (ORSC) would allow for development on an approximately 199-gross-acre site (ORSC site) of a variety of recreational opportunities—from a semi-professional Minor League Baseball stadium, retail, and hospitality area to a new City recreation center and aquatics center surrounded by a variety of baseball/softball, soccer, and multiuse fields. Development on the ORSC site would require installation of a sewer line in the Vineyard Avenue right-of-way (Offsite Improvement Area). The ORSC also requires a concurrent General Plan Amendment and Rezoning (GPA and Rezone) to offset the potential loss in residential capacity in The Ontario Plan (TOP) of 1,471 units from the ORSC site when it is redesignated and rezoned to accommodate the uses of the ORSC. To offset this loss, 94 acres along the Vineyard Corridor south of the ORSC site would be assigned a more intense land use designation, changing from Low Density Residential (LDR) to Medium Density Residential (MDR) to comply with Senate Bill (SB) 330 and SB 166. The development on the ORSC site and Offsite Improvement Area and concurrent GPA and Rezone are referred to as the Proposed Project.

The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers. This document focuses on impacts determined to be potentially significant during the Notice of Preparations (NOPs)/scoping meeting processes for this Proposed Project (see Appendix A1, *NOP EIR*, Appendix A2, *NOP SEIR*, and Appendix B1*, NOP EIR Comments*, and Appendix B2, *NOP SEIR Comments*).

This DEIR has been prepared pursuant to the requirements of CEQA and the City of Ontario's CEQA procedures. The City of Ontario, 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.

Data for this DEIR derive from onsite field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (aesthetics, air quality, biological resources, cultural resources, energy, geological resources, paleontological resources, hazards and hazardous materials, hydrology and water quality, greenhouse gas emissions, noise, and transportation).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR 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 and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the 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.

1.2.1 EIR Format

Chapter 1. Executive Summary: Summarizes the background and description of the Proposed Project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the Proposed Project.

Chapter 2. Introduction: Describes the purpose of this EIR, background on the Proposed Project, the notice of preparation, the use of incorporation by reference, and Final EIR certification.

Chapter 3. Project Description: A detailed description of the Proposed Project, including its objectives, its area and location, approvals anticipated to be required as part of the Proposed Project, necessary environmental clearances, and the intended uses of this EIR.

Chapter 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the ORSC site as they existed at the time the notice of preparation was published, from local and regional

perspectives. These provide the baseline physical conditions from which the lead agency determines the significance of the Proposed Project's environmental impacts.

Chapter 5. Environmental Analysis: Each environmental topic is analyzed in a separate section that discusses: the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the Proposed Project; the existing environmental setting; the potential adverse and beneficial effects of the Proposed Project; the level of impact significance before mitigation; the mitigation measures for the Proposed Project; the level of significance after mitigation is incorporated; and the potential cumulative impacts of the Proposed Project and other existing, approved, and proposed development in the area.

Chapter 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the Proposed Project.

Chapter 7. Alternatives to the Proposed Project: Describes the alternatives and compares their impacts to the impacts of the Proposed Project. Alternatives include the No Project Alternative and a Reduced Intensity Alternative.

Chapter 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the Proposed Project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Chapter 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Chapter 10. Growth-Inducing Impacts of the Project: Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Chapter 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this EIR.

Chapter 12. Qualifications of Persons Preparing EIR: Lists the people who prepared this EIR for the proposed project.

Chapter 13. Bibliography: The technical reports and other sources used to prepare this EIR.

Appendices: The appendices for this document (in PDF format on a CD attached to the front cover) comprise these supporting documents:

- Appendix A1: NOP EIR
- Appendix A2: NOP SEIR
- Appendix B1: NOP EIR Comments
- Appendix B2: NOP SEIR Comments
- Appendix C: Musco Lighting Plans
- Appendix D1: Air Quality and GHG Modeling

- Appendix D2: Construction HRA
- Appendix D3: Energy
- Appendix E1: Biological Resources Report
- Appendix E2: Aquatic Resources Delineation
- Appendix F1: Cultural Resources Update
- Appendix F2: 2016 Cultural Resources Report
- Appendix F3: Tribal Consultation
- Appendix G1: 2016 Geotechnical Report
- Appendix G2: Stadium Geotechnical Report
- Appendix G3: Paleontological Resources Memorandum
- Appendix H: Environmental Site Assessments
- Appendix I: 2016 Hydrology Report
- Appendix J1: Construction Noise
- Appendix J2: Traffic Noise
- Appendix J3: Stadium Noise
- Appendix J4: Athletic Field Noise
- Appendix J5: Commercial Miscellaneous Noise
- Appendix K: Service Response Letters
- Appendix L1: VMT Memorandum
- Appendix L2: Traffic Impact Analysis
- Appendix L3: Parking Memorandum
- Appendix M: Water Supply Assessment
- Appendix N: ONT-IAC Consistency Analysis

1.2.2 Type and Purpose of This DEIR

ORSC

This DEIR has been prepared as, in part, a "Project EIR," defined by Section 15161 of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3). This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The EIR will examine all phases of the project—planning, construction, and operation.

General Plan Amendment and Rezone

This Draft EIR also fulfills the requirements for a Program EIR for the concurrent General Plan Amendment and Rezone require under SB 330 and SB 166. The Proposed Project requires a General Plan Amendment (GPA) designating the Vineyard Corridor parcels (94 acres) as Medium Density Residential (MDR) instead of Low Density Residential (LDR), creating capacity for up to 2,075 residential units to ensure no net loss of residential land in the City pursuant to SB 330. SB 166 requires that the 194 units that were allocated to the ORSC site must be reallocated to other suitable sites in the City. To comply with this requirement, two of the

parcels in the Vineyard Corridor (19.25 of 94.00 acres) that were identified to accept the units reallocated from the ORSC site for SB 330 compliance would be added to the Housing Element's sites inventory; their Assessor's Parcel Numbers are: 218-18-102 and 218-18-115.

Although the legally required contents of a Program EIR are the same as for a Project EIR, Program EIRs are typically more conceptual than Project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures. According to Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a Program EIR gives the lead agency an opportunity to consider broad policy alternatives and program-wide mitigation measures, as well as greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.

Agencies prepare Program EIRs for programs or a series of related actions that are linked geographically; logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways. Because the concurrent General Plan Amendment and Rezone required under SB 330 and SB 166 and would update the current TOP (2050 TOP); the programmatic evaluation for this component relies on the findings of the 2022 Certified EIR for the 2050 TOP, per CEQA Guidelines Section 15163. In accordance with CEQA Guidelines Sections 15148 and 15150, this EIR incorporates the 2022 Certified EIR (and its constituent parts) by reference. All documents incorporated by reference are available for review at the City of Ontario Community Development Department at 303 East B Street.

1.3 PROJECT LOCATION

The ORSC site is in the southern portion of Ontario, which is known as the Ontario Ranch. The ORSC site is on the southeast corner of Vineyard Avenue and Riverside Drive in the Armstrong Ranch Specific Plan area. The ORSC site is bounded to the north by Riverside Drive, to the south by Chino Avenue, to the west by the unimproved right-of-way for Vineyard Avenue, and to the east by the Cucamonga Creek Flood Control Channel (see Figure ES-1, *Regional Location,* and Figure ES-2, *Local Vicinity*). Existing land uses in the ORSC site are shown on Figure ES-3, *Aerial Photograph*. Much of the ORSC site is presently vacant and was primarily used for agricultural purposes, including the raising of livestock and dairy farming. Other land uses on the ORSC site include a nursery east of Ontario Avenue. Vineyard Avenue currently terminates at Riverside Drive.

1.4 PROJECT SUMMARY

Ontario Regional Sports Complex

The ORSC would provide a variety of experiences, including a 6,000-capacity, semipro, Minor League Baseball stadium with supportive retail/hospitality uses and a new city regional park and community recreation facilities, including a new recreational center; aquatics center; and baseball, softball, and soccer fields. The land use plan under the ORSC comprises seven planning areas (PA)—Baseball Stadium (PA 1); Commercial Retail (PA 2); Baseball Stadium Retail-Hospitality (PA 3), Baseball Stadium Retail-Hospitality South (PA 4); City Park–Active Fields (PA 5); City Park–Indoor Athletic Facility (PA 6); and Community Recreation Center (PA 7)—as shown on Figure ES-4, *Ontario Regional Sports Complex Planning Areas*. The amenities are shown in Table ES-1, *Ontario*

1. Executive Summary

Regional Sport Complex Amenities Summary, and on Figure ES-5, *Conceptual Land Use Plan*. As shown in Table ES-1, the ORSC would result in 540,750 square feet of commercial building space, 450,000 square feet of stadium space (110,000 square feet of conditioned space and 340,000 square feet of unconditioned space), and 272,000 square feet of parking structures.

Table ES-1 Ontario Regional Sport Complex Amenities Summary

Land Use	Acres	Building Square Feet			Number of Amenities
		Commercial	Parking	Stadium	
PA 1 BASEBALL STADIUM	**16.01**	**—**	**185,000**	**450,000**	**6,000 Capacity 1,600 Parking Spaces**
Baseball Field Facility	11.33	—	—	—	6,000 capacity
Conditioned Space	—	—	—	110,000	—
Unconditioned Space	—	—	—	340,000	—
Parking Structure A (3-stories)	4.68	—	185,000	—	1,600 parking spaces
PA 2 COMMERCIAL RETAIL	**19.62**	**45,000**	**—**	**—**	**1,500 Parking Spaces**
Retail/Commercial, East	5.06	45,000	—	—	—
Surface Parking, East	14.56	—	—	—	1,500 parking spaces
PA 3 BASEBALL STADIUM RETAIL Stadium Retail and Hospitality	**4.58**	**91,000**	**—**	**—**	**100 Rooms**
Retail/Commercial	2.17	21,000	—	—	—
Hotel	2.41	70,000	—	—	100 Rooms
PA 4 BASEBALL STADIUM RETAIL and Hospitality South	**8.54**	**114,000**	**—**	**—**	**250 Parking Spaces**
Retail/Commercial	6.54	114,000	—	—	—
Surface Parking, South	2.00	—	—	—	250 Parking Spaces
PA 5 CITY PARK, Active Fields	**110.90**	**23,300**		**—**	**2,000 Parking Spaces**
Multipurpose Fields (Soccer/Football)	41.13	—	—	—	13 Fields
Multiuse Fields (Baseball/Softball/Little League)	45.11	—	—	—	8 Fields
Park	10.87	23,300	—	—	—
Parking Structure B (4 stories)	3.59	—	87,000	—	1,000 Parking Spaces
Surface Parking, South	10.2	—	—	—	1,000 Parking Spaces
PA 6 CITY PARK, Indoor Athletic Facility	**7.58**	**159,450**	**—**	**—**	**388 Parking Spaces**
Indoor Athletic Facility	4.46	159,450	—	—	16 max. Courts
Surface Parking	3.12	—	—	—	388 Parking Spaces
PA 7 COMMUNITY RECREATION CENTER	**15.68**	**108,000**	**—**	**—**	**525 Parking Spaces**
Community Center/ Admin Building	3.46	70,000	—	—	—
Activity Area	8.05	38,000	—		1 Field/8 Courts

Table ES-1 Ontario Regional Sport Complex Amenities Summary

Land Use	Acres	Building Square Feet			Number of Amenities
		Commercial	Parking	Stadium	
Recreation Surface Parking	4.17	—	—	—	525 parking spaces
Right-of-Way	*16.10*	—	—	—	—
TOTAL	**199.01**	**540,750**	**272,000**	**450,000**	**6,000 Capacity 100 Rooms 6,263 Parking Spaces**

The Ontario Plan (TOP) Land Use Amendments and Zone Changes

The Land Use Element of the Policy Plan establishes two land use designations in the Proposed Project area, Low-Density Residential and Medium Density Residential. The Proposed Project would require changing the existing land use and zoning to allow for recreational facilities and regional-serving entertainment, retail, and service uses, including hotels/motels, and restaurants (see Figure ES-6, *Proposed General Plan Amendment of the Project Area,* and Table ES-2, *Proposed Land Use Designations of the Ontario Regional Sports Complex*). The Proposed Project would:

- Convert 134.42 acres of Low Density Residential (LDR) and Medium Density Residential (MDR) to Open Space-Parkland (OS-R).
- Convert 51.57 acres of Low Density Residential (LDR) to Hospitality (HOS) for a baseball stadium, ancillary/supportive retail, and lodging uses.

Approval of the ORSC would also rescind the Armstrong Ranch Specific Plan and rezone the ORSC site with traditional zoning designations (see Table ES-2).

Table ES-2 Proposed Land Use Designations

Land Use	Zoning	Acres
Ontario Regional Sports Park Complex (On-Site Land Use Changes)		
Hospitality (HOS)	Convention Center Support Retail (CCS)	51.57
Open Space–Parkland (OS-R)	Open Space–Recreation	134.42
Right-of-Way (ROW)[1]		13.01
Proposed Project (Onsite) Total		**199.00**
Off-Site Land Use Changes (Senate Bills 330 and 166 Compliance)		
Medium-Density Residential (MDR)	No proposed zoning change SP/AG (Specific Plan)	74.75
Medium-Density Residential (MDR)	SP/AG/AH (Specific Plan with Affordable Housing Overlay)	19.25
Senate Bill 330 (Off-Site) Total		**94.00**

Notes: SP = Specific Plan, AG = Agricultural, AH = Affordable Housing
[1] ROW is consistent with TOP 2050 estimates; it is not based on Table 3-1.

Because the ORSC would replace areas planned for residential use with nonresidential uses, the loss in residential capacity must be offset by increasing the residential capacity by an equal amount elsewhere in the city to comply with Senate Bill (SB) 330, which mandates no net loss of residential capacity citywide, and SB 166, which mandates that a jurisdiction maintain an inventory of sites suitable to fulfill its low and very low Regional Housing Needs Assessment obligation at all times.

TOP 2050 planned for a total of 1,471 units in the areas designated LDR and MDR in ORSC site. To offset this loss, 94 acres along the Vineyard Corridor, south of the ORSC site, would be assigned a more intense land use designation, changing from LDR to MDR (see Figure ES-6). The current land use designation in the Vineyard Corridor, LDR, allowed up to 424 units under TOP 2050. Because of SB 330, the combined capacity for the ORSC site and the Vineyard Corridor parcels must be maintained, meaning the Vineyard Corridor parcels must support a minimum capacity of 1,895 units (1,471 units to offset the Proposed Project plus 424 units to account for the existing capacity on the parcels where growth potential would be reallocated). To achieve this, the Proposed Project requires a general plan amendment designating the Vineyard Corridor parcels (94 acres) as MDR instead of LDR, creating capacity for 2,075 units (see Figure ES-6), 180 units more than required to comply with SB 330.

SB 166 requires that the 194 units that were allocated to the ORSC site must be reallocated to other suitable sites in the city. To comply with this requirement, two of the parcels in the Vineyard Corridor (19.25 of 94.00 acres) that were identified to accept the units reallocated from the ORSC site for SB 330 compliance would be added to the Housing Element's sites inventory; their Assessor's Parcel Numbers are: 218-18-102 and 218-18-115.

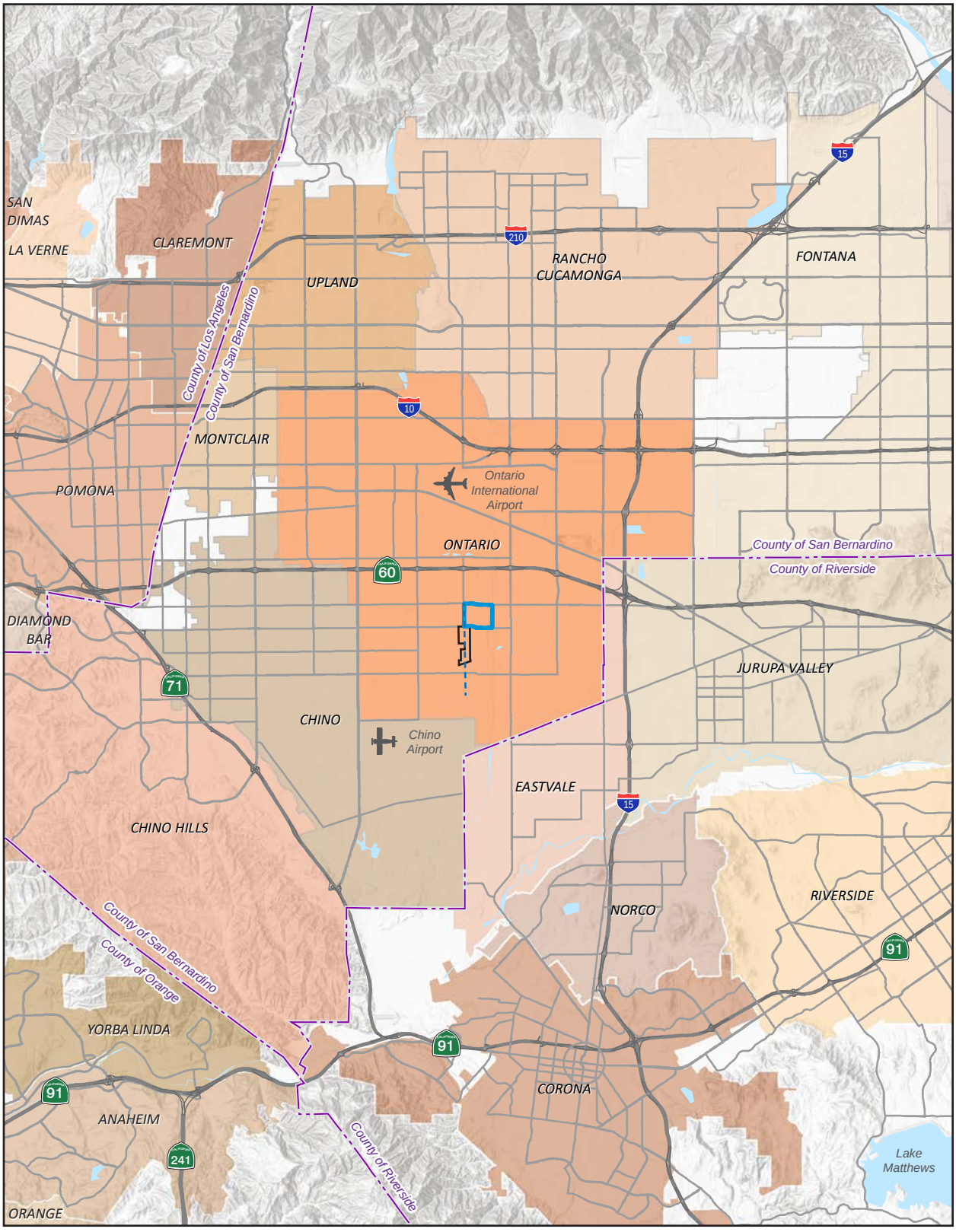
1.5 SUMMARY OF PROJECT ALTERNATIVES

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 in this DEIR were based, in part, on their potential ability to reduce or eliminate the impacts determined to be significant and unavoidable for implementation of the Proposed Project. Project alternatives are assessed in further detail in Chapter 7, *Alternatives to the Proposed Project*.

1.5.1 No-Project–No Development Alternative

In accordance with CEQA Guidelines Section 15126.6(e), this EIR evaluates a No Project–No Development Alternative to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The No Project–No Development Alternative is an alternative that looks at what would happen if no development occurs on-site. The existing site is primarily utilized for dairy and a nursery but there are some rural residential units within the 199-acre ORSC site. This alternative would allow for these land uses to remain. However, no improvements would occur under this alternative. There would be no residential or nonresidential development on-site. This alternative would not require removal of manure or expansion of infrastructure, including roadways and wet and dry utilities. The sewer line extension would not be needed.

Figure ES-1 - Regional Location



ORSC Site — GPA and Rezone Area — Offsite Improvement Area

Note: Unincorporated county areas are shown in white.

Source: Generated using ArcMap 2023.

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Scale (Miles)

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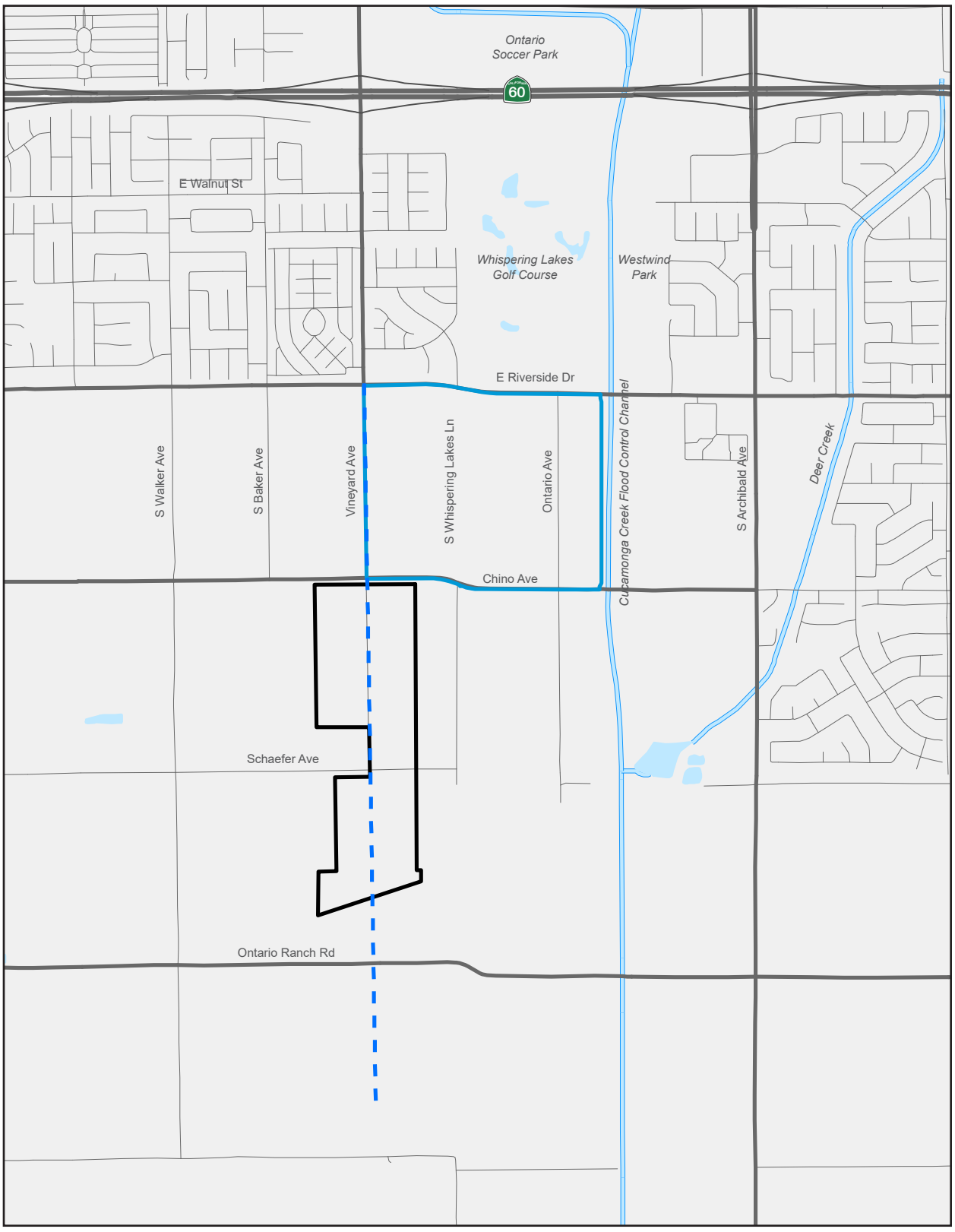
Figure ES-2 - Local Vicinity



Source: Generated using ArcMap 2023.

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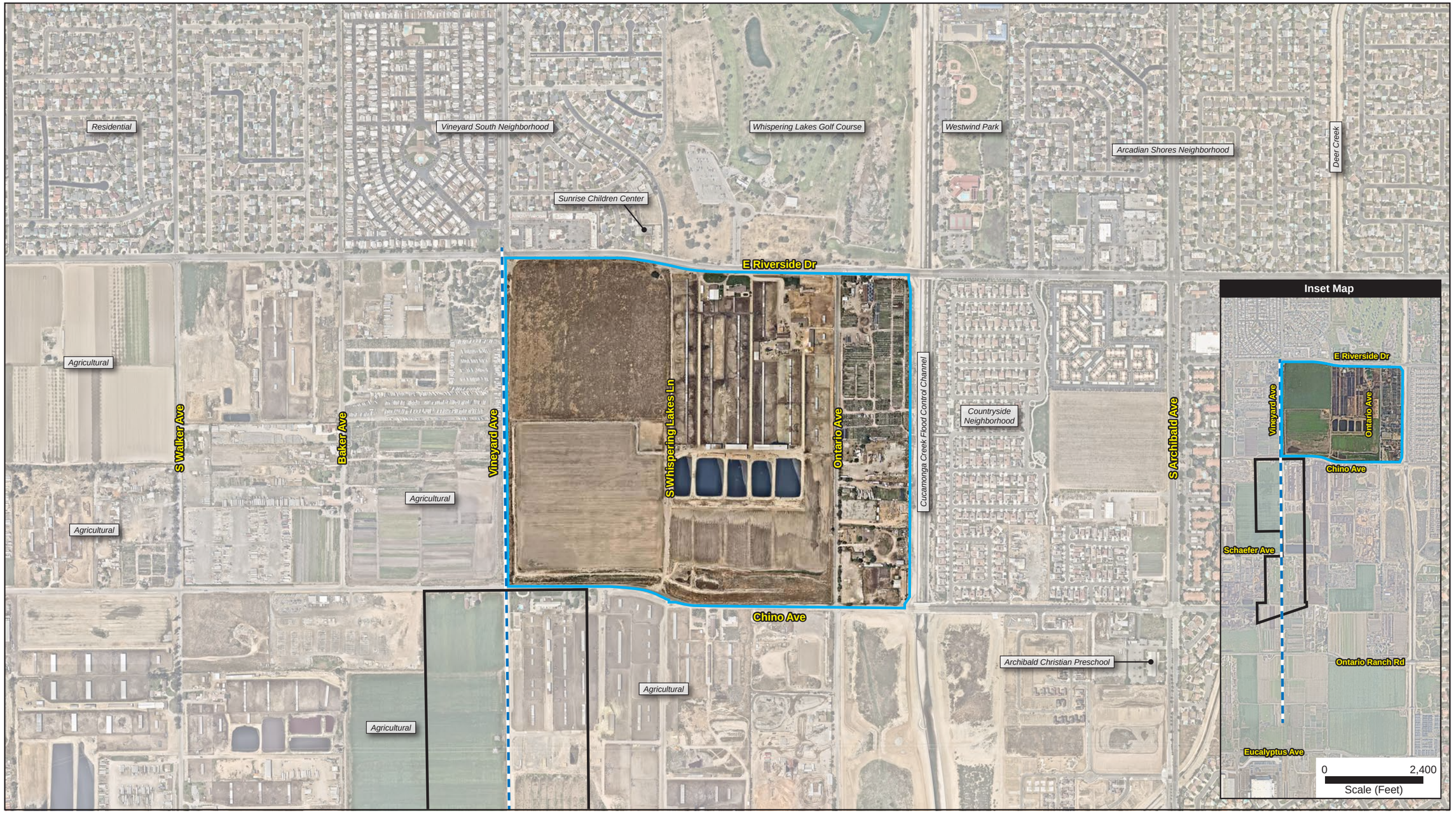
Figure ES-3 - Aerial Photograph



Source: Nearmap 2023.

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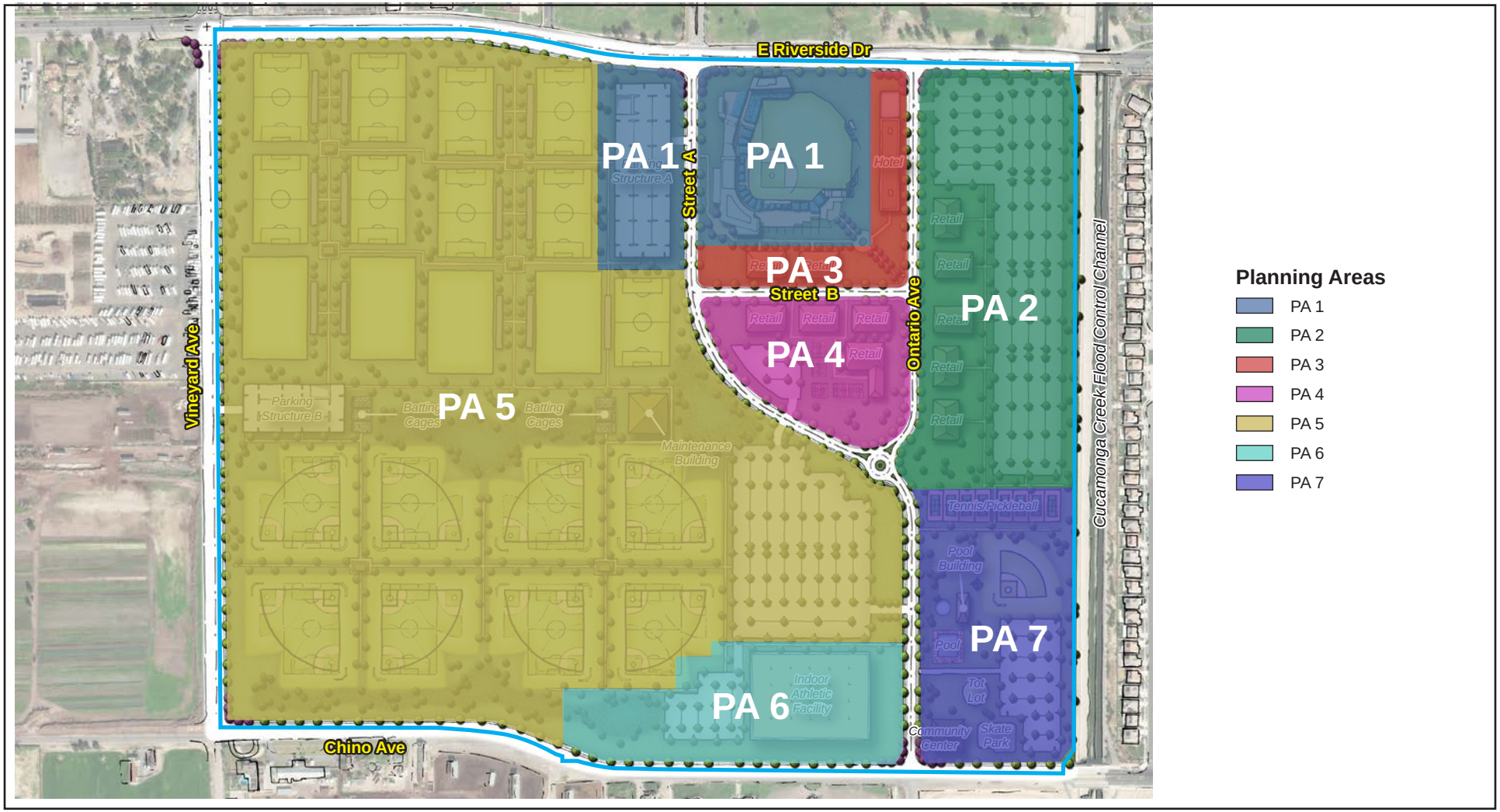
Figure ES-4 - Ontario Regional Sports Complex Planning Areas



Source: Ontario 2023.

1. Executive Summary

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Figure ES-5 - Conceptual Land Use Plan

ORSC Site

The site plan illustrative is conceptual only and does not reflect landscape or architectural design standards.
Source: PlaceWorks 2023.

0 500
Scale (Feet)

1. Executive Summary

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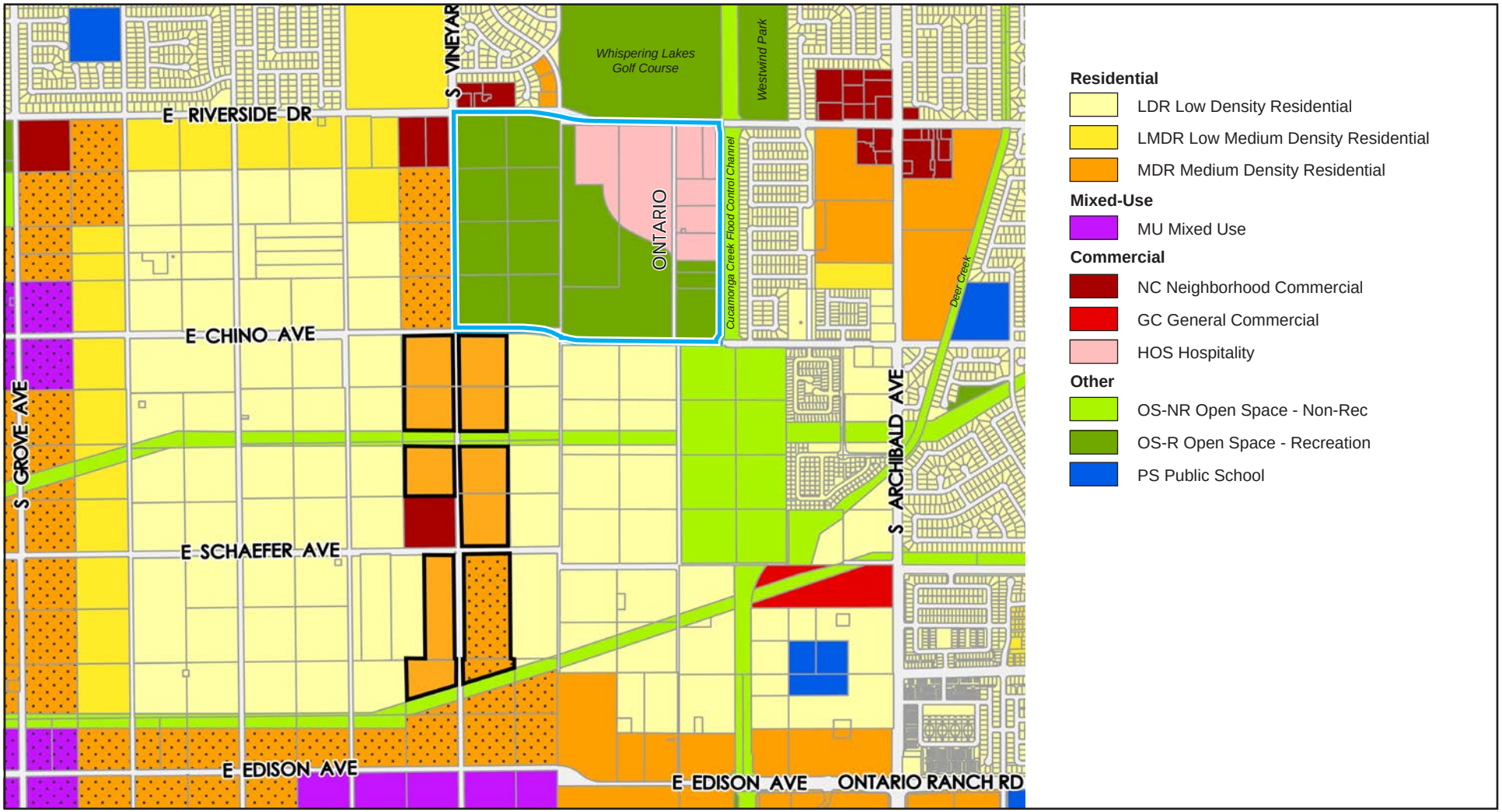
Figure ES-6 - Proposed General Plan Amendment of the Project Area



Source: Ontario 2023.

1. Executive Summary

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This alternative would not trigger SB 330/SB 166; therefore, the TOP amendments and zone change for the parcels south of the project on Vineyard Avenue would not be needed, and those parcels would not be rezoned to Medium Density Residential (MDR) and would remain Low Density Residential (LDR).

Ability to Reduce Environmental Impacts

Under the No Project–No Development Alternative, impacts on biological resources, cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, and utilities and service systems would be reduced in comparison to the ORSC. The alternative would also eliminate significant and unavoidable impacts to agricultural resources, air quality, GHG, noise, and transportation impacts. Only recreation impacts would be greater under this alternative.

Ability to Achieve Project Objectives

While this alternative would reduce impacts in nearly all topical areas and also eliminate significant and unavoidable impacts, the No Project–No Development Alternative would not meet any of the project objectives. Since the ORSC site would remain rural agricultural land use, this alternative would not provide a sports complex, consolidate and/or expand the City's athletic programs, provide a stadium to attract a Minor League Baseball team, allow for connection to OmniTrans bus stops to a stadium, or provide for a way to prioritize development away from sensitive receptors.

1.5.2 No Project–Armstrong Ranch Alternative

The No Project–Armstrong Ranch Alternative would develop the site based on the approved land use plan, which is the 2017 Armstrong Ranch Specific Plan. The Armstrong Ranch Specific Plan allows for the development of up to 891 residential dwelling units consisting of a variety of single-family detached and attached dwellings and an elementary school site. Residential land use areas are divided into six individual neighborhood planning areas linked by a network of street-separated sidewalks and trails that also connect the neighborhoods to a variety of park spaces, a proposed elementary school, and local and City master planned trail systems.

This alternative would not trigger SB 330/SB 166; there would be no TOP amendments and zone change for the parcels south of the ORSC site on Vineyard Avenue, which would not be rezoned to MDR and would remain designated LDR.

Ability to Reduce Environmental Impacts

Under the No Project–Armstrong Ranch Alternative, impacts on air quality, energy, land use and planning, and public services would be reduced in comparison to the ORSC. The alternative would also eliminate significant and unavoidable impacts to GHG, noise, and transportation. Impacts to agricultural resources, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, tribal cultural resources, and wildfire would be similar to the ORSC. Recreation and utilities and service system impacts would be greater under this alternative.

Ability to Achieve Project Objectives

While this alternative would reduce impacts in most topical areas and also eliminate significant and unavoidable impacts, the No Project–Armstrong Ranch Alternative would not meet any of the project objectives. Since the ORSC site would be developed as a suburban residential neighborhood, this alternative would not provide a sports complex, consolidate and/or expand the City's athletic programs, or provide a stadium on-site to attract a Minor League Baseball team proximate to OmniTrans bus stops on Riverside. This alternative would also not prioritize development away from existing and future sensitive receptors surrounding the site.

1.5.3 Vineyard Avenue Residential Corridor Alternative

The ORSC triggers concurrent rezoning of residential land use off-site to comply with SB 330 and SB 166. The Vineyard Avenue Residential Corridor Alternative would eliminate the need to rezone the residential parcels off-site because this alternative would provide for 36.2 acres of high-density residential (HDR) development along Vineyard Avenue within the 199-acre ORSC site in lieu of some of the soccer/football fields and baseball/softball/Little League fields in Planning Area 5. Rezoning required under SB 330 and SB 166 would occur on-site along Vineyard Avenue. This alternative would:

- Convert 98.22 acres of Low Density Residential (LDR) to Open Space-Parkland (OS-R).
- Convert 51.57 acres of Low Density Residential (LDR) to Hospitality (HOS) for a baseball stadium, ancillary/supportive retail, and lodging uses.

This alternative would retain TOP residential along Vineyard Avenue and would redesignate these parcels from MDR to HDR to comply with SB 330 and SB 166 for the 149.79 acres of residential land being converted from residential to HOS and OS-R land uses.

To accommodate the on-site residential, this alternative would reduce the size of PA 5 by 36.2 acres and would eliminate Parking Structure B. Because of the loss of 36 acres, this alternative would only accommodate 7 soccer/football fields and 5 baseball/softball/Little League fields.[1] All other planning areas would remain the same as the ORSC (i.e., PA 1, PA 2, PA 3, PA 4, PA 6, and PA 7). Surface parking in PA 5 (1,000 spaces) and Parking Structure A (1,600 spaces) would be able to accommodate parking for the remaining athletic fields in PA 5.

Ability to Reduce Environmental Impacts

Under the Vineyard Avenue Residential Corridor Alternative, impacts on aesthetics, GHG emissions, land use and planning, public services, and transportation would be reduced in comparison to the ORSC. This alternative would have similar impacts for agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, tribal cultural resources, and wildfire. Air quality, energy, and recreation impacts would be greater under this alternative.

[1] PA 7 includes one additional baseball/softball/Little League field for a total of five baseball/softball/Little League fields under this alternative, four of them in PA 5.

Ability to Achieve Project Objectives

This alternative would reduce impacts to many of the environmental resources areas and substantially reduce the ORSC's transportation impact. The Vineyard Avenue Residential Corridor Alternative would also meet the project objectives, but to a lesser extent than the ORSC since fewer sports fields would be constructed. This alternative would also not prioritize development away from sensitive receptors as the residential corridor would place high density land uses proximate to existing future sensitive receptors on Vineyard Avenue.

1.5.4 Alternate Stadium Location On-Site Alternative

The Alternate Stadium Location On-Site Alternative would shift the Minor League Baseball stadium farther away from sensitive receptors on Riverside Drive and Plymouth Avenue. As a result, commercial and hospitality uses in PAs 1, 2, 3, and 4 would be shifted to the southwest corner of the site, and some of the baseball/softball fields and surface parking would be shifted to the northeast. Buildout of this alternative would have the same number of fields, stadium capacity, and nonresidential square footage as the ORSC.

Ability to Reduce Environmental Impacts

Under the Alternate Stadium Location On-Site Alternative, impacts on aesthetics, noise, and transportation would be substantially reduced in comparison to the ORSC. This alternative would have similar impacts to the ORSC for all other environmental resources.

Ability to Achieve Project Objectives

The Alternate Stadium Location On-Site Alternative would meet all the project objectives but would not meet fundamental Project Objective 6 and Objective 7. Under this Alternative the bus stops would be over a quarter of a mile from the stadium entrance. This alternative would also shift the stadium away from the center location within the 199-acre ORSC site, across from the Whispering Winds golf to the southwest corner of the site, which would be proximate to future sensitive receptors along the Vineyard Avenue corridor.

The Alternate Stadium Location On-Site has been identified as the environmentally superior alternative. This alternative would substantially lessen impacts associated with aesthetics, noise, and transportation while still meeting most of the project objectives. The remaining impacts are generally the same as the ORSC.

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 Proposed Project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this DEIR 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 DEIR.

6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. Prior to release of the DEIR, the City of Ontario prepared a Notice of Preparation (NOP) on September 15, 2023 (see Appendix A2), to inform the public of the preparation of a Draft Subsequent EIR (SEIR) for the Proposed Project. The NOP for the SEIR lasted from September 15, 2023, to October 16, 2023, and a scoping meeting for was held in-person on September 27, 2023, at the Westwind Community Center in the City of Ontario. However, subsequent to this notice, the City decided to proceed with a new EIR rather than a Subsequent EIR for the Proposed Project. The NOP for the EIR was reissued on November 14, 2023, through December 15, 2023 (see Appendix A1), and the second scoping meeting associated with this NOP release was held virtually on December 6, 2023. NOP comment letters received during the review period are summarized in Chapter 2, *Introduction* (see Table 2-1, *NOP and Scoping Meeting Comment Summary*), and identify potential environmental issues associated with the ORSC, including congestion-based traffic impacts, traffic safety hazards, air quality and GHG emissions, water quality, biological resources, and noise.

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table ES-3 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposing the mitigation measures is also presented.

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1.1: The ORSC would not have an adverse impact on scenic vistas.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.1-2: The ORSC would not alter scenic resources within a state scenic highway.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.1-3: The ORSC would alter the visual appearance of the ORSC site.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.1-4: The ORSC would generate additional nighttime lighting on the ORSC site but would not adversely affect nighttime views in the area.	Less than significant	No mitigation measures are required.	Less than significant
5.2 AGRICULTURE AND FORESTRY RESOURCES			
Impact 5.2-1: The ORSC would convert 53 acres of California Resource Agency designated Prime Farmland to recreational and hospitality land use.	Potentially significant	No mitigation measures would feasibly be able to reduce the significant impacts to levels less than significant:	**Significant and Unavoidable**
Impact 5.2-2: The ORSC would not conflict with existing zoning for agricultural use or a Williamson Act contract.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.2-3: The ORSC would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production, or result in the loss of forest land or conversion of forest land to non-forest use.	Less than significant	No mitigation measures are required.	Less than significant
5.3 AIR QUALITY			
Impact 5.3-1: The ORSC would conflict with the South Coast AQMD's Air Quality Management Plan.	Potentially significant	Implementation of Mitigation Measures AQ-1 through AQ-2 below.	**Significant and Unavoidable**

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.3-2: Construction activities associated with the ORSC would generate short-term emissions that exceed South Coast AQMD's significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB.	Potentially significant	AQ-1 The City of Ontario shall require the construction contractor to incorporate the following to reduce air pollutant emissions during construction activities: • Use construction equipment rated by the United States Environmental Protection Agency as having Tier 4 (model year 2008 or newer) Final or stricter emission limits for all off-road construction equipment. If Tier 4 Final equipment is not available, the applicant shall provide documentation (e.g., rental inventory requests), to the City's satisfaction, or otherwise demonstrate its unavailability to the City of Ontario prior to the issuance of any construction permits. • During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Ontario. The construction equipment list shall state the makes, models, Equipment Identification Numbers, Engine Family Numbers, and number of construction equipment on-site. • Use paints with a VOC content that meets the South Coast Air Quality Management District Super Compliant architectural coatings standard of 10 grams per liter (g/L) or less (i.e.,) for coating architectural surfaces. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to and verified by the City.	Less than significant
Impact 5.3-3: Operational activities associated with the ORSC would generate long-term emissions that exceed South Coast AQMD's significance thresholds that cumulatively contribute to the nonattainment designations of the SoCAB.	Potentially significant	Implementation of Mitigation Measures TRAF-1 and TRAF-2 to reduce vehicle trips and VMT. Implementation of Mitigation Measures GHG-1 to GHG-4 for building energy and electric vehicle charging. AQ-2 All landscaping equipment (e.g., leaf blower) used for property management shall be electric powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Ontario Planning Department to verify to the City's satisfaction that all landscaping equipment utilized will be electric powered.	**Significant and Unavoidable**

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.3-4: Construction of the ORSC could expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants.	Potentially significant	Implementation of Mitigation Measure AQ-1.	Less than significant
Impact 5.3-5: Operation of the ORSC would not expose sensitive receptors to substantial pollutant concentrations.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.3-6: The ORSC would not result in other emissions that would adversely affect a substantial number of people.	Less than significant	No mitigation measures are required.	Less than significant
5.4 BIOLOGICAL RESOURCES			
Impact 5.4-1: Development of the ORSC site and Offsite Improvement Area (option 2 sewer alignment) could impact sensitive plant and wildlife species.	Potentially significant	BIO-1 **Worker Environmental Awareness Program and Biological Monitor:** Prior to the start of construction of the ORSC site or sewer line within the Offsite Improvement Area, a Worker Environmental Awareness Program (WEAP) shall be developed by the City or the City's consultant. A qualified biologist with experience with the sensitive biological resources in the region shall present the WEAP to all personnel working in the ORSC site and Offsite Improvement Area (either temporarily or permanently) prior to the start of project activities. The WEAP may be videotaped and used to train newly hired workers or those not present for the initial WEAP. The WEAP could include but shall not be limited to discussions of the sensitive biological resources associated with the ORSC, project-specific measures to avoid or eliminate impacts to these resources, consequences for not complying with project permits and agreements, and contact information for the lead biologist. Logs of personnel who have taken the training shall be kept on the site at the construction or project office. In addition to a WEAP, a qualified biologist (biological monitor) with experience monitoring for and identifying sensitive biological resources known to occur in the area shall be present during initial ground-disturbing activities related to the ORSC and Offsite Improvement Area (including fence installation and vegetation removal activities). As required by project permits, the qualifications of a biological monitor may need to be submitted to	Less than significant

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		appropriate wildlife agencies for approval based on the resources the biologist will be monitoring. Biological monitoring duties shall include, but are not limited to, conducting worker education training, verifying compliance with project permits, and ensuring construction activities stay within designated work areas. The biological monitor shall have the right to halt all activities in an affected area if a special- status species is identified in a work area and is in danger of injury or mortality. If work is halted by the biological monitor, work shall proceed only after the hazards to the individual is removed and there is no longer a risk to the individual, or the individual has been moved from harm's way in accordance with the project's permits and/or management/translocation plans. The biological monitor shall take representative photographs of the daily activities and shall also maintain a daily log that documents general project activities and compliance with the project's permit conditions. Non-compliance shall also be documented in the daily log, including any measures that were implemented to rectify the issue. BIO-2 **Rare Plant Survey:** A rare plant survey shall be conducted within suitable habitat during the appropriate blooming period for the lucky morning-glory (March through September) and smooth tarplant (April through September). The survey shall be conducted by a botanist or qualified biologist in accordance with the USFWS Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed, and Candidate Plants; the CDFW Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities; and the CNPS Botanical Survey Guidelines of the CNPS. One survey shall be conducted during a time of the year that overlaps with all blooming periods (April through September). If these species are observed during the rare plant survey, individual plants or populations shall be marked with GPS for mapping purposes. If any of these special-status plant species are detected in the ORSC site and Offsite Improvement Area and impacts to these species are unavoidable and impacts would result in deleterious effects to the regional population of the species, the City shall consult with CDFW to develop a mitigation plan or additional avoidance and minimization measures to ensure impacts to these plant	

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		species are minimized to the maximum extent practicable. Examples of measures that may be implemented after consultation with CDFW include establishing a no-disturbance buffer around locations of individuals or a population, or additional monitoring requirements during construction of the ORSC and Offsite Improvement Area.	
		BIO-3 **Burrowing Owl Management Plan:** A live burrowing owl was documented in the ORSC site and Offsite Improvement Area during a biological survey conducted in September 2023, at which time the individual could have been migrating, arriving for the winter, or late in leaving its summer breeding grounds. Additionally, suitable burrowing owl habitat is present throughout the ORSC site and Offsite Improvement Area. In order to offset potential project-related impacts to burrowing owl and its habitat a Burrowing Owl Management Plan (BOMP) shall be developed by a qualified Project biologist who has at least three (3) years of experience working with and/or managing burrowing owls on project sites. The BOMP shall outline project-specific protection measures that are in accordance with CDFW's *Staff Report on Burrowing Owl Mitigation* (Staff Report; CDFG 2012). The BOMP shall also identify protection measures to be implemented should the species be found on the ORSC site or Offsite Improvement Areas at any time of the year (i.e., migration periods, breeding/summer, and wintering). The BOMP shall outline specific pre-construction survey methods and timing in accordance with the Staff Report and shall include instruction on survey requirements should there be a lapse in construction or project activities. The BOMP shall include project activities before which pre-construction survey requirements shall be required (such as grading, vegetation removal, and fence installation). Mitigation methods outlined in the BOMP shall include, but not be limited to, establishment of no-disturbance buffers around potential or occupied burrowing owl burrows, additional biological monitoring requirements during project activities, and passive relocation during the burrowing owl non-breeding season (September 1 through January 31, annually). Regular reporting timeframes and requirements for communication with CDFW shall also be clearly outlined in the BOMP. The BOMP shall be submitted to CDFW for review and subject to CDFW approval prior to the start of Project ground-disturbing activities.	

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Additionally, the City of Ontario shall continue to carry out the requirements of its Memorandum of Agreement (MOA) with IERCD (dated November 21, 2023) to mitigate the loss of suitable burrowing owl habitat resulting from the Project. The MOA outlines the collection of Habitat Mitigation Fees by the City of Ontario that will be managed by a Land Trust for the acquisition, restoration, rehabilitation, and maintenance of lands selected by the Land Trust to have long-term conservation value for burrowing owl.	
		BIO-4 **Preconstruction Surveys for Crotch Bumble Bee**: If the Crotch bumble bee is no longer a Candidate or formally listed species under the California ESA at the time ground-disturbing activities occur, then no additional protection measures are proposed for the species. If the Crotch bumble bee is legally protected under the California ESA as a Candidate or Listed species at the time ground-disturbing activities are scheduled to begin, preconstruction surveys shall be conducted in accordance with CDFW's Survey Considerations for California ESA Candidate Bumble Bee the season immediately prior to project-related ground disturbing activities (including but not limited to vegetation clearing, fence installation, and grading). A minimum of three Crotch bumble bee preconstruction surveys shall be conducted at two- to four-week intervals during the colony active period (April through August) when Crotch bumble bees are most likely to be detected. Nonlethal, photo voucher surveys shall be completed by a biologist who holds a Memorandum of Understanding to capture and handle Crotch bumble bee (if nesting and chilling protocol is to be utilized) or by a CDFW-approved biologist experienced in identifying native bumble bee species (if surveys are restricted to visual surveys that will provide high-resolution photo documentation for species verification). The surveyor shall walk through all areas of suitable habitat focusing on areas with floral resources. Surveys shall be completed at a minimum of one person-hour of searching per three acres of suitable habitat during suitable weather conditions (sustained winds less than 8 mph, mostly sunny to full sun, temperatures between 65 and 90ºF) at an appropriate time of day for detection (at least an hour after sunrise and at least two hours before sunset, though ideally between 9:00 a.m. and 1:00 p.m.)	

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			If Crotch bumble bees are detected, CDFW shall be notified by the designated biologist as further coordination may be required to avoid or mitigate certain impacts. At a minimum, two nesting surveys shall be conducted with focus on detecting active nesting colonies within one week and 24 hours immediately prior to ground disturbing activities that are scheduled to occur during the flight season (February through October). If an active Crotch bumble bee nest is detected, an appropriate no disturbance buffer zone (including foraging resources and flight corridors essential for supporting the colony) shall be established around the nest to reduce the risk of disturbance or accidental take and the designated biologist shall coordinate with CDFW to determine if an Incidental Take Permit under Section 2081 of the California ESA will be required. Nest avoidance buffers may be removed at the completion of the flight season and/or once the qualified biologist deems the nesting colony is no longer active and CDFW has provided concurrence of that determination. If no nests are found but the species is present, a full-time qualified biological monitor shall be present during vegetation or ground-disturbing activities that are scheduled to occur during the queen flight period (February through March), colony active period (March through September), and/or gyne flight period (September through October). Because bumble bees move nest sites each year, two preconstruction nesting surveys shall be required during each subsequent year of construction, regardless of the previous year's findings, whenever vegetation and ground-disturbing activities are scheduled to occur during the flight season if nesting and foraging habitat is still present or has re-established.
		BIO-5	**Bat Management Plan:** A Bat Management Plan shall be prepared by a qualified bat biologist no less than one year prior to the commencement of project-related activities (including, but not limited to, structure removal or demolition, tree removal, grading, and vegetation removal) that shall include specific avoidance and minimization measures to reduce impacts to roosting bats. The project-specific Bat Management Plan may include any of the following as necessary and appropriate: additional habitat assessments of inaccessible areas that would be directly or indirectly impacted during Project activities, emergence and/or acoustic surveys for bats during the maternity season (April	

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		1 through August 31) to assess the potential for bat maternity roosts in the ORSC site and Offsite Improvement Area, and preconstruction surveys for roosting bats including acoustic monitoring. The Bat Management Plan shall also include recommendations to minimize impacts to roosting bats, including the implementation of no-disturbance buffers, tree- and cliff-swallow nest removal protocols, passive exclusion of bats outside of the maternity and hibernation seasons (if impacts are unavoidable), and/or species-specific replacement alternative roosting habitat. BIO-6 **Tree Avoidance and Removal Process.** If trees are scheduled to be removed (e.g., relocating/modified (i.e., trimming) that were determined to be suitable for bat roosting, these activities shall be scheduled during one of the seasonal periods of bat activity listed below, and when evening temperatures are not below 45ºF and rain is not over 0.5 inch in 24 hours: • September 1 to October 31 (preferred): This is after the maternity season but prior to winter torpor. • February 15 to March 31: After winter torpor but prior to the start of the maternity season. 1. If trees with suitable bat roosting habitat are scheduled for removal or relocation outside of the maternity season, tree removal during the time periods and weather parameters described above using the two-step method shall be conducted: a. Prior to the two-step method, as much as feasible, vegetation and trees within the area that are not suitable for roosting bats shall be removed first to provide a disturbance that might reduce the likelihood of bats using the habitat. b. Two-step tree removal shall occur over two consecutive days under the supervision of a qualified bat biologist. On Day 1, small branches and small limbs containing no cavity, crevice or exfoliating bark habitat on habitat trees (or outer fronds in the case of palm trees), as identified by a qualified bat biologist are removed first, using chainsaws only (i.e., no dozers, backhoes). The following day (Day 2), the remainder of the tree is to be	

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		felled/removed. (The intention of this method is to disturb the tree with noise and vibration and branch removal on Day 1. This should cause any potentially present day-roosting bats to abandon the roost tree after they emerge for nighttime foraging. Removing the tree quickly the next consecutive day should avoid reoccupation of the tree by bats). 2. If tree removal/modification must occur during the maternity season (April 1 to August 31), a qualified bat biologist shall conduct a focused emergence survey(s) of the tree(s) within 48 hours of scheduled work. If a maternity roost is located, whether solitary or colonial, that roost shall remain undisturbed until after the maternity season or until a qualified biological monitor has determined the roost is no longer active. . BIO-7 **Delhi Sands Flower-Loving Fly Habitat Suitability Assessment:** Prior to the start of ground-disturbing activities (including vegetation removal and fence installation activities), a habitat assessment shall be performed within the ORSC site and Offsite Improvement Area and adjacent areas by a USFWS-permitted biologist with a 10(a)(1)(A) permit to conduct surveys for Delhi sands flower-loving fly and with extensive knowledge of the species. The purpose of the habitat assessment will be to determine the presence of suitable habitat for the species in the ORSC site and Offsite Improvement Area and adjacent areas as well as ascertain the potential for the species to occur on or adjacent to the ORSC site and Offsite Improvement Area. The habitat assessment shall include a site walkover, a check of adjacent empty lots for comparison of habitat quality to the ORSC site and Offsite Improvement Area, photographs to document the site conditions, and characterizing the type and quality of the habitats within the ORSC site and Offsite Improvement Area with respect to Delhi sands flower-loving fly. At the conclusion of the habitat assessment, a brief report of findings as well as recommendations on whether focused surveys must be conducted shall be prepared by the USFWS-permitted biologist. The report shall also include any additional project-specific avoidance, minimization, and mitigation measure	

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		recommendations for the species. The City shall follow the recommendations identified in the report of findings. If Delhi sands flower-loving fly is present in the ORSC site and Offsite Improvement Area and impacts to the species are unavoidable, then the City must initiate consultation with USFWS under either Section 7 or 10 of the federal ESA. If suitable habitat is identified in the ORSC site and Offsite Improvement Area, then the City of Ontario will continue to carry out the requirements of its MOA with IERCD to mitigate for loss of Delhi Sands flower-loving fly habitat. This MOA outlines the collection of Habitat Mitigation Fees by the City of Ontario that will be managed by a Land Trust for the acquisition, restoration, rehabilitation, and maintenance of lands selected by the Land Trust to have long-term conservation value for species such as Delhi Sands flower-loving fly. Up to 25-percent of the total Mitigation Fee collected may be used for the recovery of the Delhi Sands flower-loving fly. BIO-8 **Preconstruction Survey for Nesting Birds:** If construction or other project activities are scheduled to occur during the nesting bird and raptor season (generally February 1 through August 31), a preconstruction nesting bird and raptor survey shall be conducted by a qualified avian biologist to ensure that active bird nests will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the ORSC site and Offsite Improvement Area and adjacent areas where Project activities have the potential to affect active nests, either directly or indirectly, due to construction activity, noise, human activity, or ground disturbance. If an active nest is identified, a qualified avian biologist shall establish an appropriately sized nondisturbance buffer around the nest using flagging or staking. Construction activities shall not occur within any non-disturbance buffer zones until the nest is deemed inactive by the qualified avian biologist. If initial ground-disturbing activities are scheduled during the nesting bird season, then a biological monitor shall be present during all vegetation removal activities to ensure no impacts to nesting birds occur.	

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		BIO-9 **Biological Resources Best Management Practices:** The construction contractor(s) shall implement the following construction best management practices during ground disturbing activities: • To prevent encroachment into areas immediately adjacent to the Cucamonga Creek Flood Control Channel, temporary fencing should be installed along the eastern perimeter of the ORSC site. • Confine all work activities to a predetermined work area. • To prevent inadvertent entrapment of wildlife during the construction phase of the ORSC, all excavated, steep-walled holes or trenches more than two feet deep shall be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen fill or wooden planks shall be installed. Before such holes or trenches are filled, they should be thoroughly inspected for trapped animals. • Wildlife are often attracted to burrow- or den-like structures such as pipes and may enter stored pipes and become trapped or injured. To prevent wildlife use of these structures, construction pipes, culverts, or similar structures with a diameter of four inches or greater shall be capped while stored onsite. • Food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from the construction site. • Use of rodenticides and herbicides on the ORSC site shall be implemented in a manner that reduces the potential for primary or secondary poisoning of non-target species. This is necessary to prevent poisoning of non-target species, including special-status species, and the depletion of prey populations on which they depend. Use of such compounds shall observe label and other restrictions mandated by the USEPA, California Department of Food and Agriculture, and other state and federal legislation. If rodent control must be conducted, zinc phosphide shall be used because it has a proven lower risk to predatory wildlife.	

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.4-2: Development of the ORSC site and Offsite Improvement Area sewer alignment would not result in the loss of sensitive natural communities.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.4-3: The ORSC site and Offsite Improvement Area sewer alignment would not impact jurisdictional waters.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.4-4: The ORSC and sewer alignment would affect wildlife movement.	Less than significant	Implement Mitigation Measures BIO-5 and BIO-6.	Less than significant
Impact 5.4-5: The ORSC would require compliance with the City's Biological Resources Habitat Mitigation Fee.	Less than significant	No mitigation measures are required.	Less than significant
5.5 CULTURAL RESOURCES			
Impact 5.5-1: Development of the ORSC site and Offsite Improvement Area for the sewer alignment along Vineyard Avenue would not impact an identified historic resource.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.5-2: Development of the ORSC and sewer alignment could impact archaeological resources.	Potentially significant	CUL-1 Prior to the start of construction, the Project Proponent shall retain a qualified professional archaeologist to monitor all ground-disturbing activities associated with construction of the ORSC site and Offsite Improvement Area. Monitoring is not required for placement of equipment or fill inside excavations that were monitored, above-ground construction activities, or redistribution of soils that were previously monitored (such as the return of stockpiles to use in backfilling). The Monitoring Archaeologist shall meet or work under the direct supervision of someone meeting the Secretary of the Interior's professional qualifications standards for prehistoric and historic archaeology. The archaeologist shall be present at a pre-grading meeting(s), establish procedures for archeological resource monitoring during grading and construction, and establish, in conjunction with the City, procedures to temporarily halt or redirect all work to allow the sampling, identification, and evaluation of all resources as that are encountered by the archaeologist. If archeological features are discovered, the archeologist shall report such	Less than significant

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		findings to the Ontario Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in conjunction with the City, that shall be taken for exploration and/or salvage in compliance with CEQA standards.	
Impact 5.5-3: Grading activities could potentially disturb human remains but would comply with existing law to ensure significant impacts do not occur.	Less than significant	No mitigation measures are required.	Less than significant
5.6 ENERGY			
Impact 5.6-1: The ORSC would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.6-2: The ORSC would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less than significant	No mitigation measures are required.	Less than significant
5.7 GEOLOGY AND SOILS			
Impact 5.7-1: Project occupants and visitors would be subject to potential seismic-related hazards resulting in risks to life or property.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.7-2: Unstable geologic unit or soils conditions, including soil erosion, could result from development of the ORSC resulting in risks to life or property but compliance with the CBC and Ontario Municipal Code would reduce impacts.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.7-3: Soil conditions may not adequately support proposed septic tanks but no septic tanks are proposed.	Less than significant	No mitigation measures are required.	Less than significant

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.7-4: Construction of the ORSC site or within the Offsite Improvement Area could directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.	Potentially significant	GS-1 Prior to grading, a Paleontological Resources Mitigation and Monitoring Plan (PRMMP) shall be prepared by a Qualified Paleontologist meeting the standards of Society of Vertebrate Paleontology (2010). The PRMMP shall discuss the laws and regulations for the protection of paleontological resources, the significance of fossils, and protocol to follow in case a discovery is made. The PRMMP shall also outline the duties of paleontological monitoring onsite, including the salvaging and preparation of fossils and the final submission of all paleontological resources to an accredited museum or facility for curation. GS-2 During excavations exceeding depth of approximately 5 to 10 feet below ground surface, a qualified paleontological monitor shall be present during construction activities to spot check the sediments and depths of excavations to determine the geologic units encountered. If paleontological resources are discovered, full-time monitoring shall be required during grading, as identified in the Paleontological Resources Monitoring and Mitigation Plan. GS-3 In the event of any fossil discovery, regardless of depth or geologic formation, construction work shall halt within a 50-foot radius of the find until its significance can be determined by a qualified paleontologist. Significant fossils shall be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards of the Society of Vertebrate Paleontology (2010). A regional repository shall be identified by the City Council and a curatorial arrangement shall be signed prior to collection of the fossils.	Less than significant
5.8 GREENHOUSE GAS EMISSIONS			
Impact 5.8-1: The ORSC would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Potentially significant	Implementation of Mitigation Measures TRAF-1 and TRAF-2 would be required. Implementation of Mitigation Measure AQ-2 would also be required. GHG-1 The City of Ontario shall require proposed buildings within the ORSC site to be all electric, with electricity to be the only permanent source of energy for all nonemergency building energy needs, including but not limited to water heating; mechanical equipment; and heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling). All major appliances (e.g.,	**Significant and Unavoidable**

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		dishwashers, refrigerators, and water heaters) provided/installed shall be electric-powered EnergyStar certified or an equivalent energy efficiency where applicable. The only exception to this measure shall be limited to commercial cooking uses. Prior to issuance of building permits for development projects, applicants shall provide plans that show the aforementioned requirements to the City of Ontario Planning Department. Prior to issuance of the certificate of occupancy, the City of Ontario Building Department shall verify installation of the electric-powered EnergyStar or equivalent appliances. GHG-2 The City of Ontario shall require proposed buildings and parking areas within the ORSC site to include on-site renewable energy generation systems. Proposed buildings shall include photovoltaic (PV) and battery energy storage systems compliant with the Prescriptive Requirements of the California Building Standards Code, Part 6, California Energy Code. Proposed buildings may substitute alternative renewable energy generation technology (e.g., wind) for PV systems; however, that alternative generation technology system shall be sized to provide annual electricity equal to what would be provided by a PV system for that building compliant with the Prescriptive Requirements of the California Building Standards Code, Part 6, California Energy Code. Proposed parking areas shall include a PV system or alternative renewable energy generation system (e.g., wind) to help offset electricity demand generated by electric vehicle charging. Prior to issuance of building permits for development projects, applicants shall provide plans that show the aforementioned requirements to the City of Ontario Planning Department. Prior to issuance of the certificate of occupancy, the City of Ontario Building Department shall verify installation of the PV and battery energy storage systems or alternative renewable energy generation systems.	
Impact 5.8-2: The ORSC could conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Potentially significant	Implementation of Mitigation Measures GHG-1, AQ-2, and TRAF-1 and TRAF-2 would be required. GHG-3 The City of Ontario shall require that the parking lots and parking structure install electric vehicle spaces in compliance with the voluntary Tier 2 standards under Section A5.106.5.3.2 of the Non-residential Voluntary Measures in the 2022 California Green Building Standards Code. All site	**Significant and Unavoidable**

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		plans submitted to the City of Ontario Planning Department shall illustrate compliance with Section A5.106.5.3.2. GHG-4 The City of Ontario shall require applicants to design and construct buildings in Planning Areas 2, 3, and 4 to achieve a 100-point score with the 2022 Community Climate Action Plan (CCAP), Table 6, "Screening Table for Implementing GHG Performance Standards for Commercial, Office, Medical, Hotel, Industrial, and Retail Development, 2030." Alternatively, the analysis of development projects can be done through emissions calculations to demonstrate equivalent reductions using CalEEMod or a similar tool. Projects that do not use the CCAP Screening Tables to demonstrate consistency with the 2022 CCAP must demonstrate that they will generate annual GHG emissions that do not exceed the following emission screening thresholds from the CCAP: 1. For residential development completed between 2020 and 2030, the project shall not produce GHG emissions greater than 5.85 $MTCO_2e$/dwelling unit. 2. For residential development completed after 2030, the project shall not produce GHG emissions greater than 1.53 $MTCO_2e$/dwelling unit. 3. For nonresidential developments of all types completed between 2020 and 2030, the project shall not produce GHG emissions greater than 8.84 $MTCO_2e$/2,500 square feet of conditioned space. 4. For nonresidential developments of all types completed after 2030, the project shall not produce GHG emissions greater than 3.61 $MTCO_2e$/2,500 square feet of conditioned space. For projects that include both residential and nonresidential space, the residential and nonresidential components must be assessed separately against their respective applicable thresholds.	
5.9 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.9.1: Construction and operation of the ORSC site and construction of the sewer alignment could involve the transport, use, and/or disposal of hazardous materials; however, compliance with existing local, state,	Less than significant	No mitigation measures are required.	Less than significant

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
and federal regulations would ensure impacts are minimized.			
Impact 5.9-2: Project construction activities may disturb contaminants in the soil associated with the site's former agricultural uses and could create a significant hazard to the public or the environment.	Potentially significant	HAZ-1 Prior to the issuance of grading permits for individual development projects in the ORSC site, the project applicant/developer shall submit a Phase II Environmental Site Assessment (ESA) to the City of Ontario. The Phase II ESA shall be prepared by an Environmental Professional in accordance with the American Society of Testing and Materials (ASTM) Standard E: 1527-21 Environmental Site Assessment Standard Practice (ASTM E1527-21). The purpose of the Phase II ESA is to evaluate the presence of Recognized Environmental Conditions (RECs) in connection with the site. The term Recognized Environmental Conditions is defined in Section 1.1.1 of the ASTM Standard Practice as the presence or likely presence of any hazardous substances or petroleum products in, at or on a property due to any release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. If the site is found to be impacted with potential contaminants of concern at levels exceeding applicable regulatory thresholds, the project applicant shall remediate all contaminated media, under the oversight and in accordance with state and local agency requirements (California Department of Toxic Substances Control, Regional Water Quality Control Board, Ontario Fire Department, etc.). All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Prior to the issuance of building permits, a report documenting the field activities, results, and any additional recommendations shall be provided to the City of Ontario evidencing that all site remediation activities have been completed.	Less than significant
Impact 5.9-3: The ORSC site is in the Influence Areas of the Ontario International Airport and Chino Airport but would not result in a safety hazard or excessive noise associated with the airports.	Less than significant	No mitigation measures are required.	Less than significant

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.9-4: Development of the ORSC could interfere with the implementation of an emergency responder or evacuation plan.	Potentially significant	Implementation of Mitigation Measure TRAF-2 and TRAF-3.	Less than significant
Impact 5.9-5: The ORSC site is not in a designated fire hazard zone and would not expose structures to fire danger.	Less than significant	No mitigation measures are required.	Less than significant
5.10 HYDROLOGY AND WATER QUALITY			
Impact 5.10-1: The ORSC would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.10-2: The ORSC would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the ORSC may impede sustainable groundwater management of the basin.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.10-3: The ORSC would increase impervious surfaces but would not substantially alter the existing drainage pattern in a manner which would result in substantial erosion or siltation, and/or flooding.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.10-4: The ORSC would not exacerbate risk of flood hazards, tsunamis, or seiches or risk release of pollutants due to inundation.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.10-5: The ORSC would not obstruct or conflict with the implementation of a water quality control plan or sustainable groundwater management plan.	Less than significant	No mitigation measures are required.	Less than significant

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.11 LAND USE AND PLANNING			
Impact 5.11-1: The ORSC would not divide an established community.	Less than significant	No mitigation measures are required.	Less than significant
I**mpact 5.11-2:** Implementation of the ORSC would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less than significant	No mitigation measures are required.	Less than significant
5.12 MINERAL RESOURCES			
Impact 5.12-1: Implementation of the ORSC would not result in the loss of availability of a known mineral resource.	Less than significant	No mitigation measures are required.	Less than significant
5.13 NOISE			
Impact 5.13-1: Construction activities would result in temporary noise increases in the vicinity of the ORSC site.	Potentially significant	N-1 The construction contractor shall implement the following measures during construction activities on the ORSC site and Offsite Improvement Area. These measures shall be identified on demolition, grading, and/or building permits. • Prior to construction activities that warrant nighttime construction (e.g., infrastructure work, concrete pours, etc.), the construction contractor shall install noise pathway controls, including noise barriers and enclosures free from gaps and holes, which shall be placed as close as possible to construction areas. The temporary noise barrier shall be a sufficient height to block the direct line-of-sight between the on-site construction areas and off-site noise sensitive receptors and shall be a minimum of 6 feet tall and shall be constructed out of wood or other materials with a minimum surface weight of approximately 2.5 pounds per square foot. • Construction equipment operating on a site shall be equipped with the appropriate manufacturer's noise reduction devices, including but not limited to a manufacturer's muffler (or equivalently rated material) that is free of rust, holes, and exhaust leaks. • Noise from construction devices with internal combustion engines shall be mitigated by ensuring that the engine's housing doors are kept closed, and by using noise-insulating material mounted on the engine housing that	Less than significant

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		does not interfere with the manufacturer's guidelines for engine operation or exhaust. • Portable compressors, generators, pumps, and other such devices shall be covered with noise-insulating fabric to the maximum extent possible that does not interfere with the manufacturer's guidelines for engine operation or exhaust, and shall further reduce noise by operating the device at lower engine speeds during the work to the maximum extent possible. • Idling on-site of heavy-duty diesel vehicles with Gross Vehicle Weight Rating of 10,000 pounds shall be limited to no longer than five minutes while parking, standing, or stopping, as per 13 California Code of Regulations Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. • Quieter back-up alarms on construction equipment shall be used whenever feasible. • Construction vehicles shall be strategically positioned to minimize operation near receptors and avoiding tailgate slamming to the extent possible.	
Impact 5.13-2: Implementation of the ORSC would result in long-term operation-related noise that could exceed local standards and result in noise increases in the vicinity of the ORSC site.	Potentially significant	There are no feasible mitigation measures that would reduce traffic generated by vehicles associated with the ORSC. N-2 **HVAC Equipment, Planning Area 6 Indoor Athletic Facility Building**. An acoustics study shall be provided to the City of Ontario prior to building permit issuance for the indoor athletic facility in Planning Area 6 that documents compliance with the overnight noise levels in the City's municipal code (45 dBA at single-family residences from 10:00 pm to 7:00 am). HVAC equipment for the indoor athletic facility shall be designed and/or placed to yield a sound level less than 58 dBA at 50 feet. Noise associated with operation of heating and cooling equipment shall be minimized by the design and strategic placement of equipment. N-3 **HVAC Equipment, Planning Areas 2, 3, 4, and 7 Buildings**. An acoustics study shall be provided to the City of Ontario prior to building permit issuance for new structures with HVAC systems in Planning Areas 2, 3, 4, and 7 that	**Significant and Unavoidable.**

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		documents compliance with the overnight noise levels in the City's municipal code (45 dBA at single-family residences from 10:00 pm to 7:00 am). HVAC equipment for the indoor athletic facility shall be designed and/or placed to yield a sound level less than 65 dBA at 50 feet to ensure compliance would result in a noise level of approximately 44 dBA at residential land uses to the east along Plymouth Avenue. Noise associated with operation of heating and cooling equipment shall be minimized by the design and strategic placement of equipment.	
Impact 5.13-3: Construction of the ORSC would create groundborne vibration and groundborne noise but vibration levels would not result in structural damage or vibration annoyance.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.13-4: The ORSC Site is proximate to the Ontario International Airport and Chino Airport but outside of the noise impact zones; therefore, it would not exposure people to airport-related noise.	Less than significant	No mitigation measures are required.	Less than significant
5.14 POPULATION AND HOUSING			
Impact 5.14-1: The ORSC would not result in population growth in the city.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.14-2: The ORSC would not result in the displacement of people and/or housing.	Less than significant	No mitigation measures are required.	Less than significant
5.15 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
Impact 5.15-1: The ORSC would not result in substantial adverse impacts associated with new or altered OFD fire protection and emergency facilities in order to maintain acceptable service ratios, response times or	Less than significant	No mitigation measures are required.	Less than significant

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
other performance objectives for fire protection and emergency services.			
POLICE PROTECTION			
Impact 5.15-2: The ORSC would not result in substantial adverse impacts associated with new or altered OPD police protection facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.	Less than significant	No mitigation measures are required.	Less than significant
SCHOOL SERVICES			
Impact 5.15-3: The ORSC would not generate new students who would impact the school enrollment capacities of area schools.	Less than significant	No mitigation measures are required.	Less than significant
LIBRARY SERVICES			
Impact 5.15-4: The ORSC would not increase demand for library services.	Less than significant	No mitigation measures are required.	Less than significant
5.16 RECREATION			
Impact 5.16-1: The ORSC would expand recreation opportunities in the city and region.	Less than significant	No mitigation measures are required.	Less than significant
5.17 TRANSPORTATION			
Impact 5.17-1: The ORSC would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.17-2: The ORSC would generate a substantial increase in VMT.	Potentially significant	TRAF-1a **Commercial/Hospitality TDM Measures**. Applicants for commercial and hotel development in Planning Areas 2, 3, and 4 shall prepare Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers	**Significant and Unavoidable**

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Association's (CAPCOA) *Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (2021) and approved by the City of Ontario. Measures shall include but are not limited to: • Implement a voluntary commute trip reduction program for employees. • Implement an employee parking cash-out program for employees. • Collaborate with the City to support transit service expansion. • Comply with requirements detailed in the Parking Management Plan, including providing parking validation for retail and hospitality visitors. TRAF-1b **Stadium TDM Measures**. The Minor League Baseball stadium operator shall prepare Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) *Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (2021) and approved by the City of Ontario. The Baseball Stadium Operator shall implement the following measures at the stadium as part of the TDM plan: • Implement a voluntary commute trip reduction program for stadium employees. • Implement an employee parking cash-out program for stadium employees. • Implement paid public parking for visitors during stadium events. Cost structure, enforcement, and implementation will be detailed in the Parking Management Plan. • Incentivize carpooling by providing a discounted parking rate for vehicles with five or more occupants. • Collaborate with the City to support transit service expansion and support efforts to lower transit fares for stadium attendees. TRAF-1c **City TDM Measures.** The City shall prepare Transportation Demand Management (TDM) analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) *Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing*	

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Climate Vulnerabilities, and Advancing Health and Equity (2021). The City shall implement the following measures for city-owned land uses within the Ontario Regional Sports Complex as part of the TDM plan: • Implement a voluntary commute trip reduction program for recreation employees. • Implement paid public parking for visitors during soccer, baseball, softball, basketball, and volleyball games and tournaments. Cost structure, enforcement, and implementation will be detailed in the Parking Management Plan. • Incentivize carpooling by providing a discounted parking rate for vehicles with five or more occupants. • Incentivize vanpooling to and from sports games and tournaments by implementing a vanpooling program for recreational sports attendees that provides affordable van rentals for visiting sports teams. • Collaborate with Omnitrans to increase transit service in the project area and reduce transit fares for stadium attendees.	
		TRAF-2 The City of Ontario shall prepare and implement a Parking and Event Traffic Management Plan (TMP) for events at the stadium and City athletic facilities prior to opening day of the stadium. The TMP shall outline operational strategies to optimize access to and from the stadium and sports fields within the constraints inherent to a large public event. The TMP shall have the following high-level objectives. • Minimize single-occupancy auto mode share and reduce vehicle trips and parking demand generated by the project to the maximum extent practicable. • Facilitate and promote safe use of nonautomobile transportation by people attending and supporting games and other events as well as other uses on-site. • Facilitate a high-quality walking experience to the stadium from adjacent hospitality land uses in PAs 2, 3, and 4 by identifying key walking routes and major street crossing locations, so that wayfinding, infrastructure	

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		improvements, and/or personnel (e.g., traffic control officers, parking control officers, or other personnel acceptable to the City) can be placed at critical points to manage the interaction of pedestrians and vehicles during medium and large events. • Maximize safety for all transportation users at key locations in and around the ORSC site during event ingress and egress. • Minimize conflicts between ridesharing (i.e., Lyft, Uber), taxi operations, and walking and biking near the ORSC site. • Facilitate the safe and efficient flow of vehicle traffic into and out of the site and the adjacent neighborhoods during event conditions. • Minimize event-related vehicular, bicycle, and pedestrian impacts to surrounding residential and commercial areas. • Minimize impacts to through traffic on adjacent arterial streets by separating project traffic to the extent possible. The TMP shall include the following: • The TMP shall illustrate the recommended event management strategies, including traffic control plans pre- and post-event. • The TMP shall require parking control officers or other personnel acceptable to the City to manage pedestrian flows to and from the facilities and directing pedestrians to the primary corridors serving the ORSC site. • Event-day measures shall typically begin two hours prior to the event's start time until the start of the event and then again prior to the event's conclusion until typically one to two hours after the end of the event, depending on how long it takes for all attendees to exit the stadium and sport fields. • The TMP is intended to be a living document and would be amended periodically by the City and stadium. • Permanent and/or temporary signs shall be installed on Vineyard Avenue, Riverside Drive, and Chino Avenue to direct event traffic. • The TMP shall address daily parking management in the ORSC site, with additional details for parking management on event days with multiple events.	

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• The City shall establish an operational oversight group made up of the transportation agencies and third party operator(s) that could be impacted by events as well as representation from local businesses and neighborhoods. • The TMP shall identify: o Queuing lanes for vehicles waiting to enter the parking garages. o Dedicated rideshare/passenger pick-up and drop-off locations. o Fixed overhead signage and temporary signage/traffic control devices. o A dedicated emergency lane. o Internal roadways and access driveways that may be closed to facilitate pedestrian movement and consolidate access. o Dedicated pedestrian routes that do not impede vehicle traffic. o Strategies to implement depending on the scale of the event (e.g., differences between weekday game operation and weekend tournament).	
Impact 5.17-3: Event traffic could impede emergency access but would not result in potentially hazardous conditions (sharp curves, etc.) or conflicting uses.	Potentially significant	Implementation of Mitigation Measure TRAF-2 and the following Mitigation Measure: TRAF-3 Prior to issuance of grading permits, the construction contractor shall prepare and submit a construction management plan. The construction management plan shall be approved by the City of Ontario Public Works Department. The construction management plan shall identify construction hours, truck routes, travel patterns for haul routes, staging and parking areas, staggered worker arrival times, and safety procedures for pedestrians and cyclists. The construction management plan shall prohibit the use of heavy construction vehicles during peak hours. The plan shall also require the construction contractor to implement the following measures during construction activities, which shall be discussed at the pre-grading conference/meeting: • Minimize obstruction of through-traffic lanes and provide temporary traffic controls, such as a flag person, during all roadway improvement activities to maintain adequate access for emergency vehicles and personnel. • Develop a traffic plan to minimize interference for emergency vehicles and personnel from demolition and construction activities (e.g., advanced public notice of demolition and construction activities).	Less than significant

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.18 TRIBAL CULTURAL RESOURCES			
Impact 5.18-1: The ORSC and offsite sewer extension could cause a substantial adverse change in the significance of a tribal cultural resource that is: 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 section 5020.1(k). or ii) determined by the lead agency to be significant pursuant to criteria in Public Resources Code section 5024.1(c).	Potentially significant	TCR-1 **Tribal Cultural Resources Monitoring.** The project archaeologist, in consultation with interested tribes and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the ORSC site and Offsite Improvement Area. Details in the AMP shall include: 1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling; 2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists. Tribes shall coordinate as to Tribal Monitoring concurrent with development; 3. The protocols and stipulations that the City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground-disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Pursuant to the AMP, a tribal monitor from the consulting tribes shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities. TCR-2 **Treatment and Disposition of Cultural Resources.** In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance,	Less than significant

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		grading, trenching, etc., at the ORSC site or Offsite Improvement Area, the following procedures will be carried out for treatment and disposition of the discoveries: 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the ORSC site and Offsite Improvement Area will need to be thoroughly inventoried with tribal monitor oversight of the process; 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The City shall relinquish the artifacts through one or more of the following methods: a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality; b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation; c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials,	

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		materials shall be curated at the San Bernardino County Museum by default; d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes. TRC-3 **Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects**. Native American human remains are defined in Public Resources Code Section 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. a) If Native American human remains and/or grave goods are discovered or recognized on the ORSC site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. b) Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). c) Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. d) Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.	

Table ES-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.19 UTILITIES AND SERVICE SYSTEMS			
WASTEWATER TREATMENT AND COLLECTION			
Impact 5.19-1: The ORSC would require relocation and/or construction of new or expanded wastewater infrastructure; however, the construction or relocation of this infrastructure would not cause significant environmental effects.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.19-2: The ORSC would not result in a determination by the wastewater treatment provider which serves or may serve the ORSC site that it does not have adequate capacity to serve the ORSC's projected demand in addition to the provider's existing commitments.	Less than significant	No mitigation measures are required.	Less than significant
WATER SUPPLY AND DISTRIBUTION			
Impact 5.19-3: The ORSC would have sufficient water supplies available to serve the ORSC and reasonably foreseeable future development during normal, dry, and multiple-dry years.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.19-4: The ORSC would require relocation and construction of new or expanded water facilities; however, the construction or relocation of this infrastructure would not cause significant environmental effects.	Less than significant	No mitigation measures are required.	Less than significant

STORM DRAINAGE SYSTEMS			
Impact 5.19-5: The ORSC would require relocation and/or construction of new or expanded stormwater drainage facilities; however, the construction of this infrastructure would not cause significant environmental effects.	Less than significant	No mitigation measures are required.	Less than significant
SOLID WASTE			
Impact 5.19-6: The ORSC 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.	Less than significant	No mitigation measures are required.	Less than significant
Impact 5.19-7: The ORSC would comply with federal, state, and local statutes and regulations related to solid waste.	Less than significant	No mitigation measures are required.	Less than significant
OTHER UTILITIES			
Impact 5.19-8: The ORSC would require relocation and/or construction of new or expanded electric power, natural gas, or telecommunications facilities; however, the construction of this infrastructure would not cause significant environmental effects.	Less than significant	No mitigation measures are required.	Less than significant
5.20 WILDFIRE			
Impact 5.20-1: The ORSC could substantially impair an adopted emergency response plan or emergency evacuation plan.	Potentially significant	Implementation of Mitigation Measure TRAF-2 and TRAF-3.	Less than significant
Impact 5.20-2: The ORSC would not exacerbate wildfire risks or expose people or structures to significant risks that may occur following a wildfire (e.g., landslides, mudflows, and flooding).	Less than significant	No mitigation measures are required.	Less than significant

1. Executive Summary

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2. Introduction

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 and the CEQA Guidelines. The Draft EIR is the 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 damage and to identify alternatives to the Proposed Project. The Draft 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.

The lead agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (CEQA § 21067). The City of Ontario has the principal responsibility for approval of the ORSC. For this reason, the City of Ontario is the CEQA lead agency for this Proposed Project.

The intent of the Draft EIR is to provide sufficient information on the potential environmental impacts of the Proposed Project to allow the City of Ontario to make an informed decision regarding approval of the Proposed Project. Specific discretionary actions to be reviewed by the City are described in Section 3.4, *Intended Uses of the EIR*.

This EIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, §§ 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, §§ 15000 et seq.)

The overall purpose of this Draft EIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the Proposed Project. This Draft EIR addresses effects that may be significant and adverse; evaluates alternatives to the Proposed Project; and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION

The City of Ontario prepared a Notice of Preparation (NOP) on September 15, 2023 (see Appendix A2), to inform the public of the preparation of a Draft Subsequent EIR (SEIR) for the Proposed Project. The NOP for the SEIR lasted from September 15, 2023, to October 16, 2023, and a scoping meeting was held in-person on September 27, 2023, at the Westwind Community Center in the City of Ontario. However, subsequent to this notice, the City decided to proceed with a new EIR rather than a Subsequent EIR for the Proposed Project. The NOP for the EIR was reissued on November 14, 2023, through December 15, 2023 (see Appendix A1), and the second scoping meeting associated with this NOP release was held virtually on December 6, 2023.

Table 2-1, *NOP and Scoping Meeting Comment Summary,* provides a brief summary of the comments received and a reference to the section(s) of this DEIR where the environmental issue is addressed for comments made during the NOP circulated in September (see Appendix B2) and the NOP circulated in November (see Appendix B1). This DEIR has taken those responses into consideration when addressing the environmental issues in Chapter 5 of this DEIR.

Table 2-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
September 15 – October 16 NOP Comments (see Appendix B2)				
Cahuilla Band of Indians	09/15/23	Tribal Cultural Resources	• Requests to consult on the Proposed Project. • Requests that cultural material reports associated with the Proposed Project be sent to the tribe.	Section 5.18, *Tribal Cultural Resources*
Gabrieleno Band of Mission Indians – Kizh Nation	09/15/23	Tribal Cultural Resources	• Tribe asks to consult on the Proposed Project.	Section 5.18, *Tribal Cultural Resources*
Native American Heritage Commission	09/15/23	Tribal Cultural Resources	• Recommends consultation with tribes. • Provides brief summary of portions of AB 52 and SB 18. • Provides recommendations for Cultural Resources Assessments.	Section 5.18, *Tribal Cultural Resources*
OmniTrans	09/18/23	Transit Improvements	• Identifies two OmniTrans bus stops adjacent to the ORSC site. • Requests that the ORSC bring the stops into compliance with ADA standards. • Recommends that the improvements include a concrete bus pad for indicating where buses should stop. • Attaches the agency's Transit Design Guidelines for consideration.	Section 5.17, *Transportation*

Table 2-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
Agua Caliente Band of Cahuilla Indians	09/10/23	Tribal Cultural Resources	• States that the ORSC site is not located within the Tribe's Traditional Use Area. • States that no further consultation with the tribe is needed.	Section 5.18, *Tribal Cultural Resources*
Augustine Band of Cahuilla Indians	09/20/23	Tribal Cultural Resources	• States appreciation of the City's invitation to consult on the Proposed Project. • States that the tribe is unaware of any cultural resources that would be affected by the Proposed Project. • Requests that the tribe be contacted in the event that cultural resources are discovered on the site.	Section 5.18, *Tribal Cultural Resources*
Yeni Hernandez	09/25/23	Softball	• Requests that information be provided on softball field amenities under the ORSC.	N/A
Craig Peters	09/26/23	Use of the proposed skate park	• Expresses support for the Proposed Project. • Recommends that the ORSC expand the use of the proposed skate park to include a "Pump Tracks" facility.	N/A
Faviola Bugarin	09/26/23	Softball	• Asks if the ORSC will include a facility for the commenter's softball association.	N/A
Yuhaaviatam of San Manuel Nation	09/26/23	Tribal Cultural Resources	• States that the Proposed Project is outside of the Serrano ancestral territory. • Does not request consultation.	Section 5.18, *Tribal Cultural Resources*
Morongo Band of Mission Indians	09/27/23	Tribal Cultural Resources	• States that the ORSC site is not within the ancestral territory or traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians. • Encourages consultation with other tribes.	Section 5.18, *Tribal Cultural Resources*
Lozeau-Drury, LLP (on behalf of Supporters Alliance for Environmental Responsibility [SAFER])	10/3/23	Request to be noticed	• Requests that the City send notices of all actions and hearings related to the Proposed Project either via email or mail.	N/A
Thomas Munoz	10/12/23	Air Quality Traffic Funding	• Expresses concern about recent City decisions that have led to increased truck traffic including development of warehousing in Ontario Ranch and the expansion of State Route 60. • States that increased truck traffic has caused noise and air pollution issues in residential areas. • Asks whether the facilities at the proposed sports complex will host youth sports from neighboring cities. • Expresses concern that the ORSC will exacerbate traffic and air pollution issues	Section 5.3, *Air Quality* Section 5.17, *Transportation*

2. Introduction

Table 2-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
			and may cause visitors to park in neighboring shopping centers. • Expresses concern about the funding of the ORSC through the Proposition Q tax increase.	
Pala Band of Mission Indians	10/13/23	Tribal Cultural Resources	• States that the ORSC site is not within the tribe's Traditional Use Area.	Section 5.18, *Tribal Cultural Resources*
South Coast Air Quality Management District	10/14/23	Air Quality	• Provides recommendations for the air quality impact analysis including the use of regional and localized significance thresholds and identifying impacts from construction and operation. • Identifies resources for the Proposed Project to reference when developing mitigation measures and recommends the consideration of several operational mitigation measures and design considerations.	Section 5.3, *Air Quality* Section 5.8, *Greenhouse Gas Emissions*
Jeff Modrzejewski (Californians Allied for a Responsible Economy [CARE CA])	10/16/23	Air Quality Greenhouse Gas Emissions Alternatives	• Encourages the City to include project objectives that do not preclude the consideration of other alternatives. • States that the SEIR should include a health risk assessment. • States that the analysis should include a discussion of the applicant's plan to offset the ORSC's GHG emissions. • States that mitigation measures must be effective and enforceable as well as incorporate modern technology where possible.	Section 5.3, *Air Quality* Section 5.8, *Greenhouse Gas Emissions* Chapter 7, *Alternatives*
City of Chino	10/16/23	Regional traffic Mill Creek wetlands Noise	• States that the ORSC's Traffic Impact Analysis should include LOS analysis of any intersections and roadway segments expected to have 50 or more peak hour trips added by the ORSC. • States that impacts to regional facilities including freeways, major arterials and public transportation systems should be considered. • Asks for the ORSC to describe changes to actions that could affect the Mill Creek wetlands downstream of the Cucamonga Creek Channel. • States that the SEIR should include mitigation measures to address the noise impacts from events at the proposed complex.	Section 5.10, *Hydrology and Water Quality* Section 5.13, *Noise*, Section 5.17, *Transportation*

Table 2-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
City of Eastvale	10/16/23	Traffic	• Requests that several intersections that are within 5 miles of the ORSC site in Eastvale be considered within the Traffic Impact Analysis.	Section 5.17, *Transportation*
City of Rancho Cucamonga	10/16/23	Description of Proposed Project Traffic VMT Agricultural conversion Local biology Water quality Noise Light pollution Alternatives Economic impacts on the City of Rancho Cucamonga Hazardous Materials GHG emissions Air quality Public Services Utilities	• States that the NOP does not contain sufficient detail regarding the land use changes in Vineyard corridor. • States that the Armstrong Ranch Specific Plan included the potential for up to 949 units to be developed on the ORSC site and that should be clarified in the project description. • Requests that information regarding the relocation of the school site from the Armstrong Ranch Specific Plan is provided. • Requests that the project description address the potential relocation of the Westwind Park recreational facilities. • States that the City of Ontario's intent to provide a new stadium for the Rancho Baseball LLC., franchise should be stated in the NOP and project description. • States that the SEIR should analyze environmental impacts of moving the team from the City of Rancho Cucamonga to the City of Ontario. • States that the SEIR should include detailed traffic impact analysis and analyze VMT impacts from the land use changes in Vineyard corridor. Environmental impacts from road widening should also be assessed. • Requests that the SEIR include a comprehensive noise and light pollution studies and include mitigation to reduce impacts on agricultural and residential uses. • Requests a thorough analysis of potential impacts on local flora and fauna, wetlands, water bodies, and archaeological resources. • Requests that the SEIR address impacts associated with the conversion of agricultural resources and cumulative impacts to the agricultural economy. • States that a range of project alternatives should be analyzed. • Further states that economic impacts to the City of Rancho Cucamonga should be included in the event that the City does not	Chapter 3, Project Description Section 5.1, *Aesthetics* Section 5.2, *Agriculture and Forestry* Section 5.3, *Air Quality* Section 5.4, Biological Resources Section 5.5, Cultural Resources Section 5.8, *Greenhouse Gas Emissions* Section 5.9, *Hazards and Hazardous Materials* Section 5.10, *Hydrology and Water Quality* Section 5.13, *Noise*, Section 5.15, *Public Services* Section 5.17, *Transportation* Section 5.19, *Utilities and Service Systems*

2. Introduction

Table 2-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
			secure a contract with Major League Baseball and Rancho Baseball, LLC for the Epicenter stadium. • Requests that the GHG emissions analysis include the impacts of the Proposed Project's land use changes in Vineyard corridor in addition to the impacts associated with construction and operation of the sports complex development. • States that the SEIR should study the potential hazardous materials and conditions associated with the agricultural uses on the site. • Requests that the SEIR's air quality analysis appropriately reflects the increased daily construction activities that would be necessary to accommodate proposed construction schedule. Further states that the air quality analysis should include the Vineyard Corridor land use changes and transportation impacts. • Requests that the SEIR analyze impacts to public services and utilities including water supply and wastewater treatment capacity.	
Jason Alonzo	10/16/23	Transportation	• Would like to see multiple modes of transportation accommodated within the complex including bike paths and sidewalks. • Requests for parking to be reduced and used for open space, extra wide sidewalks, and trees.	Section 5.17, *Transportation*
Stephen Moye	10/16/23	Roller Hockey	• Requests a section of the complex be utilized for roller hockey and cites Ontario's large hockey community.	Chapter 3, *Project Description*
San Bernardino County Department of Public Works	10/16/23	Hydrology and Water Quality	• States that the Proposed Project will be required to obtain an encroachment permit if proposing to work within the San Bernardino County Flood Control District right-of-way which includes the Cucamonga Creek Channel and Riverside Storm Drain. • States that the Proposed Project is subject to the Ontario MPD (September 2011) and should be used as a guideline for drainage in the area. Any revisions to the drainage should be reviewed and approved by the jurisdictional agency in which the revision occurs. • States that the Proposed Project is within the Federal Emergency Management	Section 5.10, Hydrology and Water Quality

Table 2-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
			Agency's Flood Insurance Rate Map (FIRM) Zone X for the 500-year floodplain. • Recommends that the City use the Comprehensive Storm Drain Plan and Ontario Master Plan of Drainage (MPD) to align drainage improvements under the Proposed Project. • Recommends that the Proposed Project include and the City enforce the most recent FEMA regulations for development within a floodplain. • States that a Water Quality Management Plan should be prepared for the ORSC. • States that the ORSC shall conform with the Construction General Permit.	
November 14 – December 15 NOP Comments (see Appendix B1)				
Department of Toxic Substances Control	11/14/23	Clarification of Project SCH number	• States that the project with a State Clearinghouse number of 2006111009 (Armstrong Ranch Specific Plan EIR) is at the same location as the Proposed Project. • Asks if the agency should reference both SCH numbers as one project.	**See explanation regarding the NOP released for the SEIR tiering from the Proposed Project with SCH number* 2006111009 above.
Native American Heritage Commission	11/17/23	Tribal Cultural Resources	• Recommends consultation with tribes. • Provides brief summary of portions of AB 52 and SB 18. • Provides recommendations for Cultural Resources Assessments.	Section 5.18, *Tribal Cultural Resources*
City of Eastvale	11/20/23	Traffic Impacts and Review of DEIR	• States that the ORSC has the potential to generate traffic impacts in Ontario and Eastvale. • States that the Proposed Project should analyze all intersections and road classified as "Collector" or higher at which the ORSC will add 50 or more peak hour trips, in accordance with the Riverside County Traffic Impact Analysis (TIA) Guidelines. • States the City of Eastvale's intent to review the Draft EIR.	Section 5.17, *Transportation*
Lois Sicking	11/28/23	Hazards, biological resources, air quality, traffic, alternate transportation, aesthetics, noise, stormwater runoff	• Asks for the following issues to be analyzed in the DEIR: – Hazardous materials associated with historical dairy operations on the site. – Impacts on burrowing owls, local wildlife, and sensitive species. – Impacts regarding artificial lighting on local wildlife and migrating birds. – Impacts to sensitive plant species.	Section 5.1, *Aesthetics* Section 5.3, *Air Quality* Section 5.4, *Biological Resources* Section 5.9, *Hazards and Hazardous Materials*

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Table 2-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
			– Construction and operational air pollutant emissions with comparison to South Coast AQMD's recommended regional and localized CEQA air quality significance thresholds. – Increased traffic flow, specifically safety issues and delays. – Impact of operating hours of complex on quality life for residents near the ORSC site and major travel routes. – Noise, light pollution, and stormwater runoff impacts. • Recommends the construction of infrastructure for public transportation, pedestrian-oriented environments, and bike paths. • Recommends incorporation of design standards for the ORSC.	Section 5.10, *Hydrology and Water Quality* Section 5.13, *Noise* Section 5.17, *Transportation*
City of Chino	12/13/23	Traffic/Transportation, Mill Creek Wetlands, Noise	*See summary of the City of Chino comment letter submitted on 10/16/23.*	Section 5.10, *Hydrology and Water Quality* Section 5.13, *Noise*, Section 5.17, *Transportation*
Raymond Smith	12/13/24	Traffic, Street Improvements, Labor, Solar Panels, Outreach	• Requests to be informed of plan for ingress and egress from the proposed baseball stadium during events. • Asks what major roadway improvements are proposed to accommodate increased traffic. • Requests that the ORSC employ union labor. • Requests that the City commit to powering the stadium to the extent possible with solar power. • Requests better outreach for residents about proposed projects.	Chapter 3, *Project Description* Section 5.6, *Energy* Section 5.17, *Transportation*
Tina Silva	12/14/23	Air Quality, Greenhouse Gas Emissions, Truck Routes, Hazardous Waste, Water Contamination, Biological Resources, Roadway Safety, Lighting, Access, Noise	• Requests that the DEIR analyze impacts related to increases in traffic including air quality and greenhouse gas emissions. • Asks what measures the City will implement to keep trucks from traveling on non-truck routes in the City. • Notes that the ORSC site contains manure from dairy farm operation and asks what measures will be taken to dispose of manure, provide clean drinking water on the ORSC site, and ensure that no contamination of the water table has occurred.	Chapter 3, *Project Description* Section 5.1, *Aesthetics* Section 5.3, *Air Quality* Section 5.4, *Biological Resources* Section 5.8, *Greenhouse Gas Emissions*

Table 2-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
			• Asks if manure is considered hazardous waste. • Requests that the DEIR analyze direct, indirect, and cumulative impacts on residents, plants, and wildlife. • Asks what public safety measures will be implemented to protect drivers, pedestrians, and bicyclists during Proposed Project construction and operation. • Asks what hours the sports park will be open and how long field lighting will be on as it related to light and noise pollution. • Asks if lights will be shut off with a timer and if fields will be fenced to prevent use after hours.	Section 5.9, *Hazards and Hazardous Materials* Section 5.13, *Noise* Section 5.17, *Transportation*
Chris Robles	12/14/23	Air Quality, Greenhouse Gas Emissions, Truck Routes, Hazardous Waste, Water Contamination, Biological Resources, Roadway Safety, Lighting, Access, Noise, Fiscal Impacts, Energy, Flooding, Signage, Public Services, Utilities and Service Systems, Cultural and Tribal Cultural Resources, Retail and Commercial Uses, Programming	*Commenter raises the same issues and questions as the letter from Tina Silva on 12/14/23. The following are additional comments:* • Asks what measures are being taken to protect tribal cultural resources and dairy-industry-related historic resources associated with the ORSC site. • Requests that traffic and advertising signage be restricted on the ORSC site. • Asks what the carbon footprint of the construction and operation of the Proposed Project will be and if alternative energy sources are being considered. • Requests that the ORSC be built with union labor and that the City prioritize diversity and local businesses for construction, operation, and maintenance of the ORSC. • Requests that the DEIR address flooding and wind impacts to the ORSC and surrounding neighborhoods. • Asks the City to consider the benefits and costs of funding this one large, centralized ORSC site as opposed to smaller disaggregated amenities around the City that would be easier for more residents of the City to access. • Asks what the operational costs of the Proposed Project are for the City. • Requests for the DEIR to analyze utility impacts including water supply, sewer, and power and communication systems and for the ORSC to consider use of reclaimed water for irrigation. • Asks if the ORSC involves trenching and the location of this beyond the ORSC site.	Chapter 3, *Project Description* Section 5.1, *Aesthetics* Section 5.3, *Air Quality* Section 5.4, *Biological Resources* Section 5.5, *Cultural Resources* Section 5.6, *Energy* Section 5.8, *Greenhouse Gas Emissions* Section 5.9, *Hazards and Hazardous Materials* Section 5.10, *Hydrology and Water Quality* Section 5.13, *Noise* Section 5.15, *Public Services* Section 5.17, *Transportation* Section 5.18, *Tribal Cultural Resources* Section 5.19, *Utilities and Service Systems*

2. Introduction

Table 2-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
			• Asks if Ontario residents will be given priority for use of the complex. • Asks for estimates of resident vs. nonresident usage of facilities. • Asks what portion of the ORSC would be free to use vs. pay-for-use. • Asks if a police substation and fire station or paramedic center is proposed. • Asks for details to be provided on the retail/commercial and hotel portion of the ORSC.	
City of Rancho Cucamonga	12/15/23	Economic impacts on the City of Rancho Cucamonga	• Reiterates the City of Rancho Cucamonga's previous comments made in its 10/16/23 comment letter. • Emphasizes that the City should be provide transparency regarding its intention for the team that would contract to use the stadium.	N/A
Estela Ballon	12/15/23	Air Quality, Greenhouse Gas Emissions, Truck Routes, Hazardous Waste, Water Contamination, Traffic Safety, Biological Resources	*Commenter raises the same issues and questions as the letter from Tina Silva on 12/14/23, summarized above. The following are additional comments:* • States that City should increase outreach efforts to notify residents of proposed projects, including direct contact with residents living within a two-mile radius of the ORSC site. • States that SR-60 freeway exits in Ontario, in addition to other City roadways would be impacted by the ORSC. • States that air quality and GHG emissions impacts to houses and a mobile home park along Riverside should be analyzed.	Chapter 3, *Project Description* Section 5.1, *Aesthetics* Section 5.3, *Air Quality* Section 5.4, *Biological Resources* Section 5.8, *Greenhouse Gas Emissions* Section 5.9, *Hazards and Hazardous Materials* Section 5.13, *Noise* Section 5.17, *Transportation*
Ester Schmall	12/15/23	Air Quality, Greenhouse Gas Emissions, Truck Routes, Hazardous Waste, Water Contamination, Traffic Safety, Biological Resources	*Commenter raises the same issues and questions as the letter from Tina Silva on 12/14/23, summarized above. The following are additional comments:* • States concern that similar projects have led to increased rent and cost of living. • Expresses dissatisfaction with the use of the site as a sports complex.	Chapter 3, *Project Description* Section 5.1, *Aesthetics* Section 5.3, *Air Quality* Section 5.4, *Biological Resources* Section 5.8, *Greenhouse Gas Emissions* Section 5.9, *Hazards and Hazardous Materials* Section 5.13, *Noise*

Table 2-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
				Section 5.17, *Transportation*
Calvin and Katie Cheng	12/15/23	Air Quality, Greenhouse Gas Emissions, Truck Routes, Hazardous Waste, Water Contamination, Biological Resources, Lighting, Access, Noise, Roadway Safety	*Commenter raises the same issues and questions as the letter from Tina Silva on 12/14/23, summarized above.*	Chapter 3, *Project Description* Section 5.1, *Aesthetics* Section 5.3, *Air Quality* Section 5.4, *Biological Resources* Section 5.8, *Greenhouse Gas Emissions* Section 5.9, *Hazards and Hazardous Materials* Section 5.13, *Noise* Section 5.17, *Transportation*
Mina Young	12/15/23	Air Quality, Greenhouse Gas Emissions, Truck Routes, Hazardous Waste, Water Contamination, Crime, Roadway Safety	• Expresses concern of exacerbated traffic conditions on Riverside Drive. • States that the ORSC's traffic increases in proximity to residential areas will create air quality and GHG emissions. • Asks what public safety measures will be implemented to protect drivers, pedestrians, and bicyclists. • Expresses concern of increased crime in the proximity to the ORSC site and asks what safety measures would be implemented to protect nearby residents and their property. • Asks what measures will be taken to prevent or remediate contaminated drinking water from the existing dairy farm operations.	Section 5.3, *Air Quality* Section 5.8, *Greenhouse Gas Emissions* Section 5.9, *Hazards and Hazardous Materials* Section 5.17, *Transportation*
South Coast Air Quality Management District	12/15/23	Air Quality Energy Greenhouse Gas Emissions	• Asks for all appendices and technical documents related to air quality, health risk, and greenhouse gas analyses, as well as calculations and modeling, be sent in input and output files. • Recommends that the City use South Coast AQMD's CEQA Air Quality Handbook and website as guidance when preparing the air quality and greenhouse gas analyses, as well as CalEEMod land use emissions. • Recommends that the City quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds and localized significance	Section 5.3, *Air Quality* Section 5.8, *Greenhouse Gas Emissions*

2. Introduction

Table 2-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
			thresholds to determine the ORSC's air quality impacts. • States that the City should identify potential adverse air quality impacts that could occur from all phases of the ORSC and all air pollutant sources. • Recommends performing a mobile source health risk assessment if the ORSC will generate diesel emissions from long-term construction or attract diesel-fueled vehicular trips.	
In-Person Scoping Meeting Comments (9/27/2023)				
			Traffic Concerns/Infrastructure Improvements • Truck volumes on roads post-construction. • What kinds of right-of-way improvements would occur on Riverside Ave?/ What is the nature of the street widening on Riverside Ave? • Concern about 4th of July (traffic, noise). • Riverside should be fully improved by the first phase of the ORSC. • Riverside/Campus should have a protected left turn. • Euclid and Riverside should be widened to accommodate ORSC traffic. • Euclid Interchange should be included in study as people exit Euclid to use Riverside as a cut through. • Campus and Riverside intersection should be studied for AM and PM peaks. • Truck routes need to be enforced. • "Regional" scale of ORSC will attract many people and increase traffic significantly. • Traffic from neighboring flea market should be considered in analysis. • Traffic from proposed industrial developments nearby should be considered in cumulative analysis. • Bikes should be accommodated on-site with separated bike paths off-street.	Section 5.17, *Transportation*
			• Will there be public transportation to the site?	Section 5.17, *Transportation*
			Olympics • Consider using the site for Special Olympics. • Concern about the use of the site during the 2028 Olympics as well as the site being used for practice or other events and drawing large crowds.	N/A
			• Multipurpose fields are too close to Riverside Drive and maybe a hazard to players. Soccer ball may be kicked into the roadway. Fencing is needed to ensure safety on- and off-site.	Section 5.17, *Transportation*
			Project Timing • What is the lead time on constructing stadium? • What is the timing for Planning Area 5 (City Park Active Fields)?	Section 5.17, *Transportation*
			Project Cost • What is the cost of the ORSC? • How will the City fund the ORSC (long-term)?	N/A

Table 2-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
Pest Control • Would rodents on the ORSC site travel into neighboring communities during grading? • Trash control and use of wildlife-proof trash containers would reduce rodent use of the site during construction phases.				Section 5.4, *Biological Resources*
Public Outreach • City should attend local rec league sports games/practices to solicit comments from the sector of the public that would be using the proposed recreational amenities. • Outreach should also occur at local gatherings like churches. • Language translation services should be provided at all public meetings. • City should provide more notice and outreach for projects, and public should be allowed more opportunity to participate in the process.				N/A
Programming • Wants to see a City-owned snack bar for leagues to rent. • Consider designated "softball only" fields since Little League/baseball and softball are different. Current softball-baseball fields in the city are lacking amenities.				Chapter 3, *Project Description*
• The health impact of emissions from nearby roadways on children using the proposed sports facilities should be studied in the EIR.				Section 5.3, *Air Quality*
Parking and Drop-Off • An extra lane should be added near drop-off points on the streets internal to the ORSC site for street parking. • Concern that parents would drop off kids on Vineyard Avenue (in the middle of the street) before parking in the parking structure. • Recommend drop-off area along Vineyard Avenue (like Disneyland).				Section 5.17, *Transportation*
Virtual Scoping Meeting (12/6/2023)				
Energy • Will the ORSC incorporate solar panels? • Will buildings under the ORSC seek LEED certification?				Section 5.6, *Energy*
Air Quality • The EIR should analyze the ORSC's cumulative impact on air quality in the City. • Will the City help to coordinate air quality monitoring on the ORSC site? • Air quality near the ORSC site is impacted by its proximity to warehousing uses in the vicinity. • Dried water basins may impact air quality at the ORSC site.				Section 5.3, *Air Quality*
Programming • How will use of the facilities be allocated to sports groups? • Will the programming at existing City facilities (e.g., Ontario Soccer Complex and Westwind Park) be moved to and replaced by programming at the ORSC? • Will residents of the City have free access to the proposed facilities?				Chapter 3, *Project Description*
Alternative Transportation • Will additional bus routes be implemented to serve the ORSC? • Will the ORSC incorporate infrastructure for bicycle and pedestrian use? • The ORSC should incorporate bike lanes and multiuse trails on the ORSC site.				Section 5.17, *Transportation*
Outreach • Have residents within the immediate vicinity of the ORSC site been informed of the ORSC? • Concern expressed regarding the level of outreach for the Proposed Project; City should participate in more comprehensive outreach strategies for the Proposed Project to better inform members of the community.				N/A

Table 2-1 NOP and Scoping Meeting Comment Summary

Commenting Agency/Person	Date	Comment Topic	Comment Summary	Issue Addressed In Chapter/Section:
Funding/Project Timeline and Logistics • Has the ORSC been approved by City Council? • Does the City own the land within the ORSC site? • What are the funding sources of the ORSC? • Will the ORSC be used for the 2028 Olympics? • What is the cost of the ORSC? • Does the administration of this scoping meeting comply with the Brown Act? • Employment for the ORSC should prioritize Ontario residents for job opportunities. • The ORSC should prioritize hiring union labor for the construction and operation of the ORSC. • How will naming rights of the ORSC buildings be facilitated?				N/A
Hazardous Conditions • How will the retention ponds and manure on the ORSC site be handled to ensure that soil contamination is remediated?				Section 5.9, *Hazards and Hazardous Materials*
Water Quality/Supply • Will the ORSC ensure that potential groundwater contamination is remediated? • The EIR should discuss the potential of the ORSC to contaminate the Cucamonga Creek Flood Channel. • Will the ORSC site incorporate water conservation strategies?				Section 5.10, *Water Quality and Hydrology* Section 5.19, *Utilities and Service Systems*
Effects on Other City Projects • Will the ORSC affect the construction of the Great Park in Ontario Ranch? • Does the construction of the ORSC affect the operation of the Westwind Park facilities? • Will Whispering Lakes Golf Course be affected by construction of the ORSC?				N/A
Landscaping • Will native plants be considered for use in the landscaping? • What kind of turf will be used for the soccer fields?				Chapter 3, *Project Description*, and Section 5.19, *Utilities and Service Systems*
• Regional draw of the ORSC will increase traffic to the ORSC site; the City should consider mitigation measures that reduce the level of driving associated with the ORSC.				Section 5.17, *Transportation*
Historic Resources • The historic value of the buildings and uses of the ORSC site should be documented.				Section 5.5, *Cultural Resources*
Public Safety • Concern expressed regarding use of the ORSC facilities by unhoused people. • Will the ORSC include expansion of fire and police facilities/services?				Section 5.15, Public Services

2.3 SCOPE OF THIS DEIR

The NOP process helps determine the scope of the environmental issues to be addressed in the DEIR. Certain environmental categories were identified as having the potential to result in significant impacts, and these categories can be found in Chapter 5, *Environmental Analysis*, in this DEIR. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

2.3.1 Impacts Considered Less Than Significant

The City of Ontario determined that ten environmental impact categories were not significantly affected by or did not affect the Proposed Project.

- Aesthetics
- Energy
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

2.3.2 Potentially Significant Adverse Impacts

The City of Ontario determined that five environmental factors have potentially significant impacts if the Proposed Project is implemented.

- Biological Resources (Habitat, Sensitive Species, Wetlands)
- Cultural Resources (Archeological Resources, Historic Resources)
- Geology and Soils (Paleontological Resources)
- Hazards and Hazardous Materials (Soil Contamination)
- Tribal Cultural Resources

2.3.3 Unavoidable Significant Adverse Impacts

This Draft EIR identifies five significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the Proposed Project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. 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:

- Agricultural Resources (Loss of Prime Farmland)
- Air Quality (AQMP Consistency, Regional Operation Emissions)
- Greenhouse Gas Emissions (Magnitude of GHG Emissions, and Consistency with the Scoping Plan)

- Noise (Operational Noise)
- Transportation (Vehicle Miles Traveled)

2.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this DEIR, consistent with Section 15150 of the CEQA Guidelines, and they are available for review at the City of Ontario.

- City of Ontario, Draft Environmental Impact Report for the Armstrong Ranch Specific Plan (SCH #2006111009)
- City of Ontario, Final Environmental Impact Report for the Armstrong Ranch Specific Plan (SCH #2006111009)
- City of Ontario, The Ontario Plan 2050
- City of Ontario, Final Environmental Impact Report for The Ontario Plan 2050 (SCH #2021070364)
- City of Ontario, Municipal Code

In each instance where a document is incorporated by reference for purposes of this report, the EIR will briefly summarize the incorporated document or briefly summarize the incorporated data if the document cannot be summarized. In addition, the EIR will explain the relationship between the incorporated part of the referenced document and the EIR.

This EIR also relies on previously adopted regional and statewide plans and programs, agency standards, and background studies in its analyses, such as the South Coast Air Quality Management District's (South Coast AQMD) Air Quality Management Plan. Chapter 13, *Bibliography*, provides a complete list of references utilized in preparing this Draft EIR. Unpublished documents that are incorporated by reference are available for review at:

- City of Ontario, City Hall, Planning Department, 303 East "B" Street, Ontario, CA 91764

2.5 FINAL EIR CERTIFICATION

This Draft EIR (DEIR) 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 of Ontario 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 of Ontario for potential certification as the environmental document for the Proposed 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 before the City.

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

- City of Ontario, City Hall, Planning Department, 303 East "B" Street, Ontario, CA 91764
- Online at: https://www.ontarioca.gov/Planning/Reports/EnvironmentalImpact

All comments received from agencies and individuals on the EIR will be accepted during the 45-day public review period. All comments on the EIR should be sent to:

Thomas Grahn, Senior Planner
City of Ontario
City Hall, Planning Department,
303 East "B" Street, Ontario, CA 91764

Or emailed to TGrahn@ontarioca.gov

All public agencies that submit comments during the 45-day public review period on the EIR will receive written responses to their comments at least 10 days prior to final action on the Proposed Project. If the City Council decides to certify the Final EIR, it will make the necessary findings required by CEQA and the CEQA Guidelines regarding the extent and nature of the impacts presented in the Final EIR. The Final EIR must be certified by the City prior to making a decision to approve the Proposed Project. Public input is encouraged at all public hearings and meetings before the Planning Commission and City Council concerning the Proposed Project.

2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration.

The Mitigation Monitoring Program for the Ontario Regional Sports Complex will be completed as part of the Final EIR, prior to consideration of the Proposed Project by the Ontario City Council.

2. Introduction

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3. Project Description

3.1 PROJECT LOCATION

The Ontario Regional Sports Complex (ORSC) would allow for development on an approximately 199-gross-acre site (ORSC site) of a variety of recreational opportunities—from a semi-professional Minor League Baseball stadium, retail, and hospitality area to a new City recreation center and aquatics center surrounded by a variety of baseball/softball, soccer, and multiuse fields. Development on the ORSC site would require installation of a sewer line in the Vineyard Avenue right-of-way (Offsite Improvement Area). The ORSC also requires a concurrent General Plan Amendment and Rezoning (GPA and Rezone) to offset the potential loss in residential capacity in The Ontario Plan (TOP) of 1,471 units from the ORSC site when it is redesignated and rezoned to accommodate the uses of the ORSC site. To offset this loss, 94 acres along the Vineyard Corridor south of the ORSC site would be assigned a more intense land use designation, changing from Low Density Residential (LDR) to Medium Density Residential (MDR) to comply with Senate Bill (SB) 330 and SB 166. The development on the ORSC site and Offsite Improvement Area and concurrent GPA and Rezone are referred to as the Proposed Project.

3.1.1 ORSC Site

The Proposed Project is in the southern portion of Ontario, which is known as the Ontario Ranch. The ORSC site is on the southeast corner of Vineyard Avenue and Riverside Drive. The ORSC site is bounded to the north by Riverside Drive, to the south by Chino Avenue, to the west by the unimproved right-of-way (ROW) for Vineyard Avenue, and to the east by the Cucamonga Creek Flood Control Channel. Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south (see Figure 3-1, *Regional Location,* and Figure 3-2, *Local Vicinity*). The city is in the central part of the Upper Santa Ana River Valley, which is bounded by the San Gabriel Mountains to the north; the Chino Hills, Puente Hills, and San Jose Hills to the west; the Santa Ana River to the south; and Lytle Creek Wash on the east.

3.1.2 Existing Land Uses

Existing land uses in the ORSC site are shown on Figure 3-3, *Aerial Photograph*. Much of the ORSC site is presently vacant and was primarily used for agricultural purposes, including the raising of livestock and dairy farming. Other land uses on the ORSC site include a nursery east of Ontario Avenue. Vineyard Avenue currently terminates at Riverside Drive. The ORSC site consists of mostly flat topography.

3. Project Description

ORSC Site Assessor's Parcel Numbers

Assessor's Parcel Numbers (APN) in the ORSC site include (see Figure 3-4a, *Assessor's Parcels in the ORSC Site*):

- APN 218-101-01
- APN 218-101-02
- APN 218-101-03
- APN 218-101-04
- APN 218-101-05
- APN 218-101-06
- APN 218-101-07
- APN 218-101-08
- APN 218-102-10
- APN 218-102-11
- APN 218-111-04
- APN 218-111-05
- APN 218-111-06
- APN 218-111-08
- APN 218-111-09
- APN 218-111-11
- APN 218-111-12
- APN 218-111-45
- APN 218-111-49
- APN 218-111-50

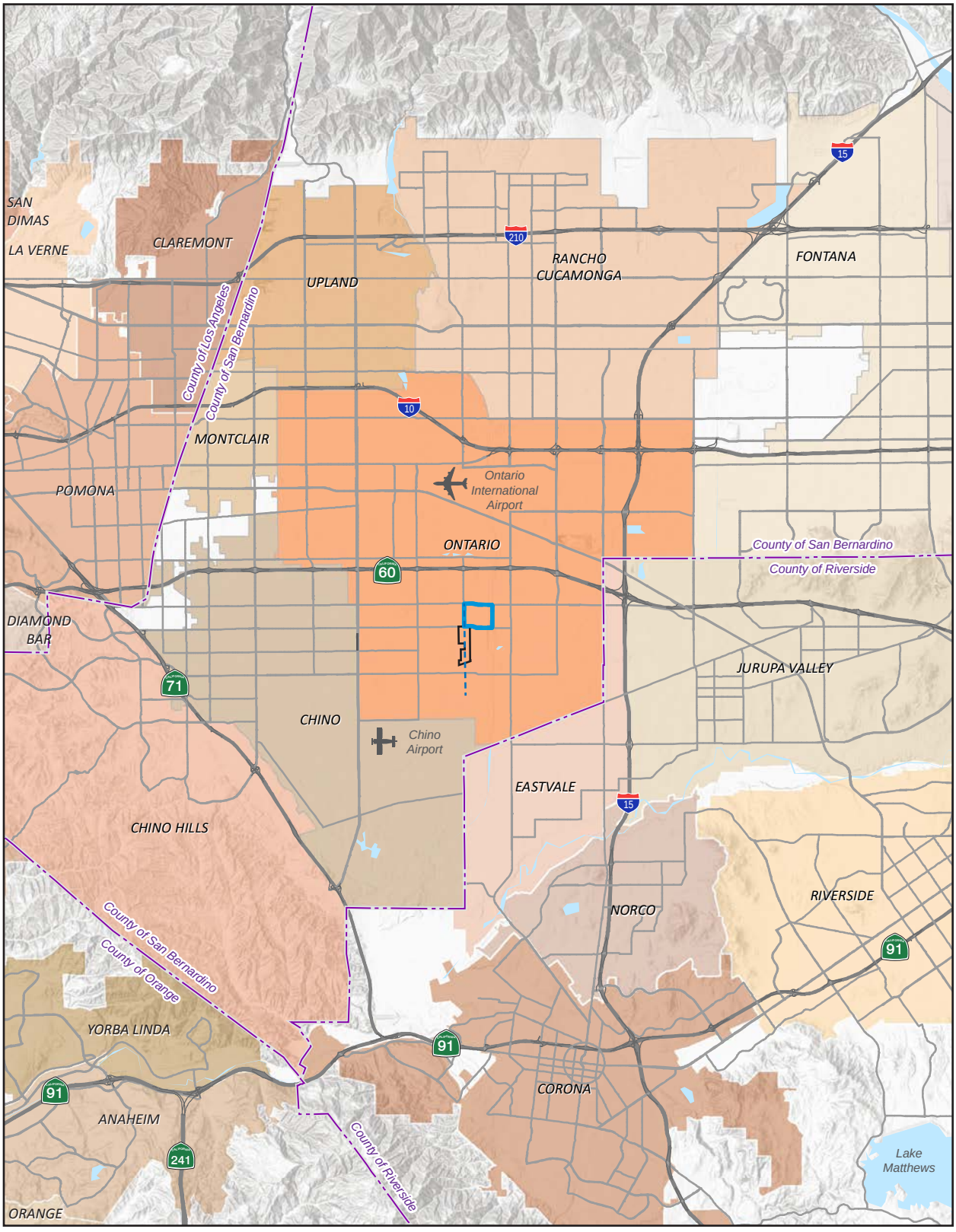
GPA and Rezone Area Assessor's Parcel Numbers

APNs with land use and zoning changes required to comply with Senate Bill (SB) 330 and SB 166 within the GPA and Rezone area include (see Figure 3-4b *Assessor's Parcels for SB 330/SB 166 Compliance (General Plan Amendment and Rezone Area)*):[1]

- APN 216-214-05
- APN 216-214-06*
- APN 216-214-07*
- APN 216-314-07
- APN 216-314-08*
- APN 218-121-01
- APN 218-121-02*
- APN 218-121-03*
- APN 218-121-04
- APN 218-181-02*
- APN 218-181-15

[1] APNs listed with an asterisk (*) will only change the land use on a portion of the parcel, as shown in Figure 3-4b; the remaining portion of the parcel is not proposed to change.

Figure 3-1 - Regional Location



ORSC Site — GPA and Rezone Area — Offsite Improvement Area

Note: Unincorporated county areas are shown in white.

Source: Generated using ArcMap 2023.

0 3
Scale (Miles)

3. Project Description

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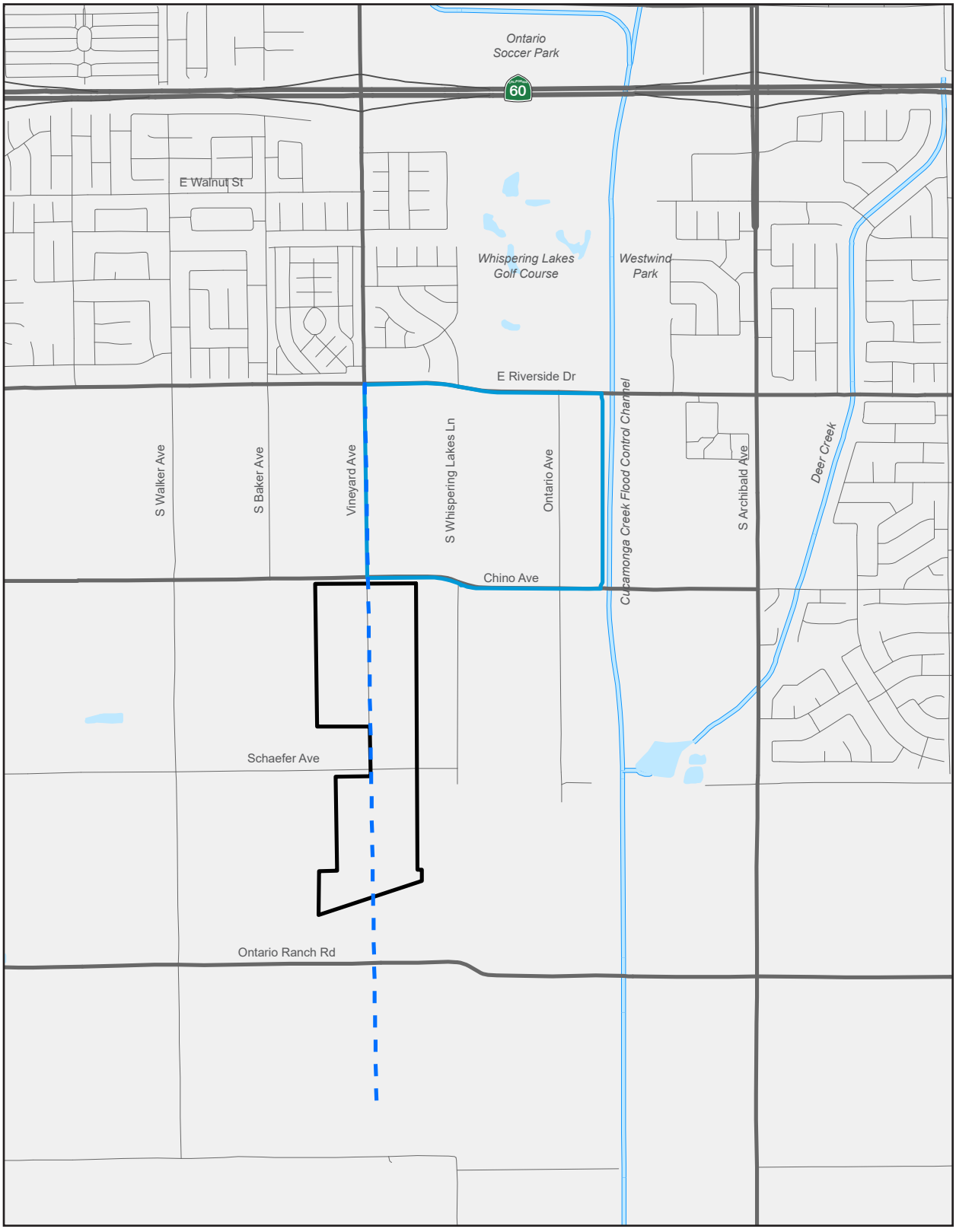
Figure 3-2 - Local Vicinity



Source: Generated using ArcMap 2024.

3. Project Description

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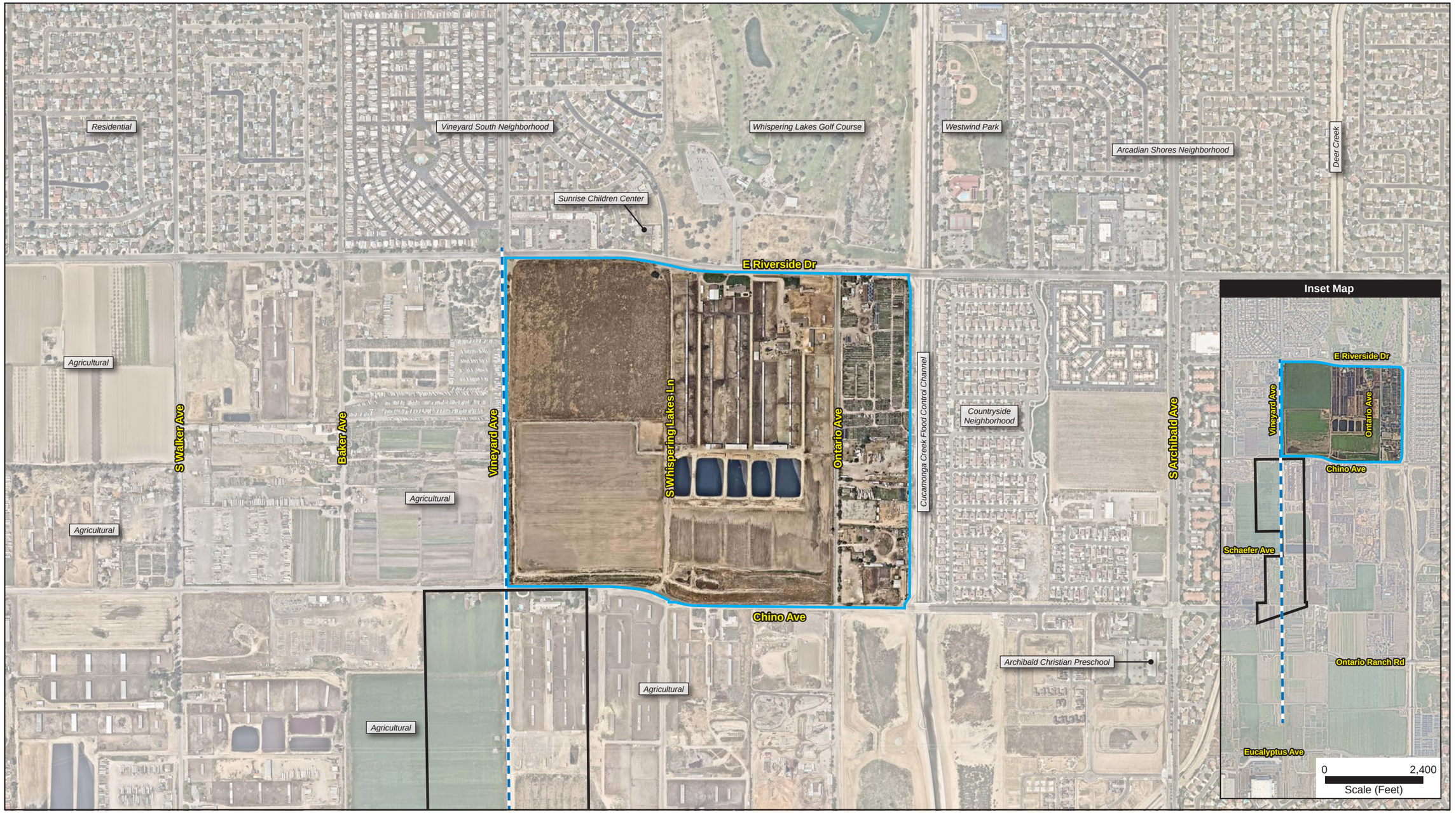
Figure 3-3 - Aerial Photograph



Source: Nearmap 2023.

3. Project Description

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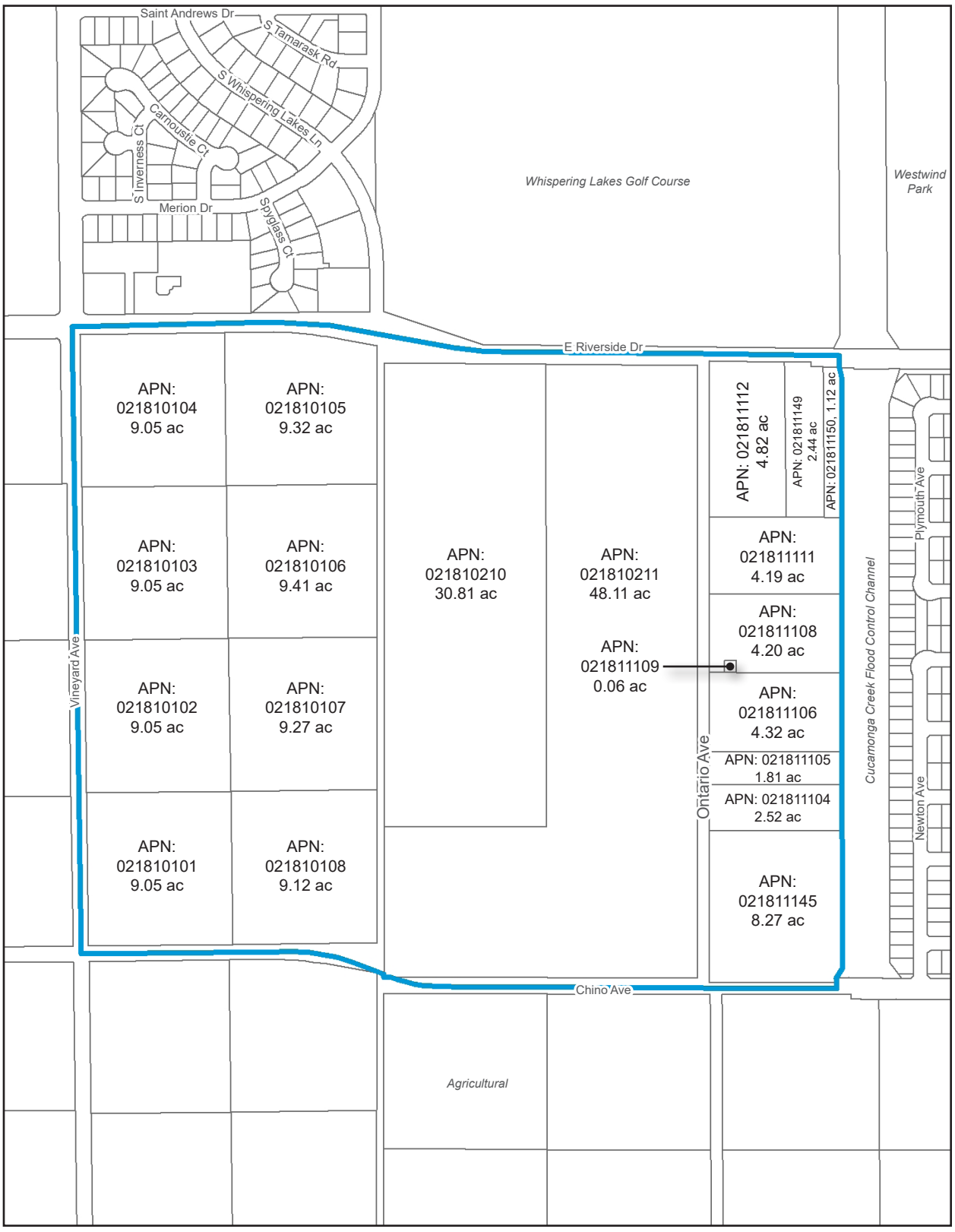
Figure 3-4a - Assessor's Parcels in the ORSC Site



Source: San Bernardino County GIS 2023.

3. Project Description

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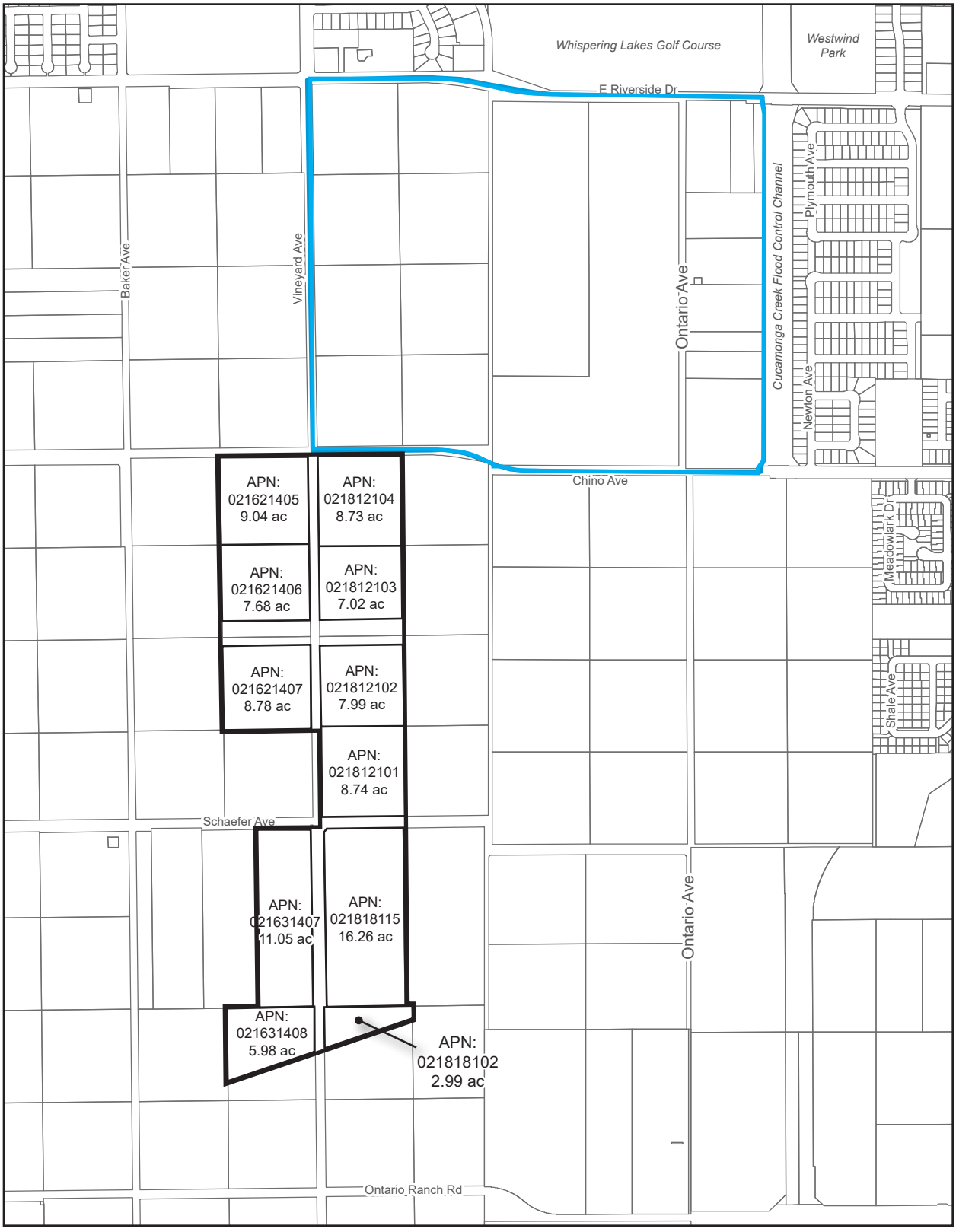
Figure 3-4b - Assessor Parcels SB330/SB166 Compliance (General Plan Amendment and Rezone Area)



Source: San Bernardino County GIS 2023.

3. Project Description

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3.1.3 Surrounding Land Uses

Existing agricultural and industrial/commercial land uses abut the ORSC site to the west and south, including Madre Tierra Nursery, Mountain View RV and Boat Storage, Infinity Recycling, Artesia Sawdust Products, and several dairy farms. Whispering Lakes Golf Course and Westwind Park are north and northeast of the site, respectively, across Riverside Drive. A commercial center is at the northeast corner of Vineyard Avenue and East Riverside Drive. Residential land uses surrounding the ORSC site include the Countryside residential community to the east, separated from the ORSC site by the concrete channel; Whispering Lakes Apartment Complex and single-family residential uses in the Vineyard South neighborhood across Riverside Drive and adjacent to the Whispering Lakes Golf Course; residential uses to the northeast in the Arcadian Shores residential neighborhood; and rural residential uses associated with existing agricultural uses on Baker Avenue to the west. Other sensitive land uses include the Sunrise Children Center across Riverside Drive and the Archibald Christian Preschool at Chino Avenue and Archibald Avenue to the southeast.

A summary of surrounding land uses is provided below:

- **North:** Single-family and multifamily residential, neighborhood shopping center, and park and recreational facilities (Whispering Lakes Golf Course and Westwind Park).
- **East:** Cucamonga Creek Flood Control Channel and residential uses.
- **South:** Agricultural/industrial uses.
- **West**: Agricultural/industrial uses.

3.2 STATEMENT OF OBJECTIVES

Objectives for the ORSC will aid decision makers in their review of the project and associated environmental impacts:

1. Support the community's vision for a "premier" city by providing the opportunity to incorporate comprehensive public facilities programing, including the development of a sports complex with associated mixture of uses.
2. Consolidate City sports park operation.
3. Expand recreational opportunities in support of youth and adult soccer, baseball, softball, basketball, and volleyball.
4. Broaden sports programs to include aquatics, tennis and pickleball programs for youth and adults.
5. Provide a high-quality stadium for a minor league sports team.
6. Allow for safe, convenient transit access from the Stadium to OmniTrans bus stops on Riverside Drive.
7. Prioritize development away from sensitive receptors.

3.3 PROJECT CHARACTERISTICS

"Project," as defined by the 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 Sections 65100–65700. (14 Cal. Code of Reg. § 15378[a])

3.3.1 Ontario Regional Sports Complex

The ORSC site would provide a variety of experiences including a 6,000-capacity, semipro, Minor League Baseball stadium with supportive retail/hospitality uses and a new city regional park and community recreation facilities, including a new recreational center; aquatics center; and baseball, softball, and soccer fields. The land use plan under the ORSC comprises seven planning areas (PA)—Baseball Stadium (PA 1); Commercial Retail (PA 2); Baseball Stadium Retail-Hospitality (PA 3), Baseball Stadium Retail-Hospitality South (PA 4); City Park–Active Fields (PA 5); City Park–Indoor Athletic Facility (PA 6); and Community Recreation Center (PA 7)—as shown on Figure 3-5, *Ontario Regional Sports Complex Planning Areas*. The amenities are shown in Table 3-1, *Ontario Regional Sport Complex Amenities Summary*, and on Figure 3-6, *Conceptual Land Use Plan*. As shown in Table 3-1, the ORSC would result in 540,750 square feet of commercial building space, 450,000 square feet of stadium space (110,000 square feet of conditioned space and 340,000 square feet of unconditioned space), and 272,000 square feet of parking structures.

Table 3-1 Ontario Regional Sport Complex Amenities Summary

Land Use	Acres	Building Square Feet			Number of Amenities
		Commercial	Parking	Stadium	
PA 1 BASEBALL STADIUM	**16.01**	**—**	**185,000**	**450,000**	**6,000-Capacity 1,600 Parking Spaces**
Baseball Field Facility	11.33	—	—	—	6,000-Capacity
Conditioned Space	—	—	—	110,000	—
Unconditioned Space	—	—	—	340,000	—
Parking Structure A (3-stories)	4.68	—	185,000	—	1,600 parking spaces
PA 2 COMMERCIAL RETAIL	**19.62**	**45,000**	**—**	**—**	**1,500 Parking Spaces**
Retail/Commercial, East	5.06	45,000	—	—	—
Surface Parking, East	14.56	—	—	—	1,500 parking spaces
PA 3 BASEBALL STADIUM RETAIL Stadium Retail and Hospitality	**4.58**	**91,000**	**—**	**—**	**100 Rooms**
Retail/Commercial	2.17	21,000	—	—	—
Hotel	2.41	70,000	—	—	100 Rooms

Table 3-1 Ontario Regional Sport Complex Amenities Summary

Land Use	Acres	Building Square Feet			Number of Amenities
		Commercial	Parking	Stadium	
PA 4 BASEBALL STADIUM RETAIL and Hospitality South	**8.54**	**114,000**	**—**	**—**	**250 Parking Spaces**
Retail/Commercial	6.54	114,000	—	—	—
Surface Parking, South	2.00	—	—	—	250 Parking Spaces
PA 5 CITY PARK, Active Fields	**110.90**	**23,300**		**—**	**2,000 Parking Spaces**
Multipurpose Fields (Soccer/Football)	41.13	—	—	—	13 Fields
Multiuse Fields (Baseball/Softball/Little League)	45.11	—	—	—	8 Fields
Park	10.87	23,300	—	—	—
Parking Structure B (4 stories)	3.59	—	87,000	—	1,000 Parking Spaces
Surface Parking, South	10.2	—	—	—	1,000 Parking Spaces
PA 6 CITY PARK, Indoor Athletic Facility	**7.58**	**159,450**	**—**	**—**	**388 Parking Spaces**
Indoor Athletic Facility	4.46	159,450	—	—	16 max. Courts
Surface Parking	3.12	—	—	—	388 Parking Spaces
PA 7 COMMUNITY RECREATION CENTER	**15.68**	**108,000**	**—**	**—**	**525 Parking Spaces**
Community Center/ Admin Building	3.46	70,000	—	—	—
Activity Area	8.05	38,000	—		1 Field/8 Courts
Recreation Surface Parking	4.17	—	—	—	525 parking spaces
Right-of-Way	*16.10*	—	—	—	**—**
TOTAL	**199.01**	**540,750**	**272,000**	**450,000**	**6,000-Capacity 100 rooms 6,263 Parking Spaces**

3.3.1.1 PLANNING AREA 1: BASEBALL STADIUM

The ORSC site would create a 16-acre sports entertainment area with a semiprofessional Minor League Baseball stadium in PA 1 along the southwest corner of Riverside Drive and Ontario Avenue, south of Whispering Lakes Golf Course. The baseball stadium would be bounded to the east by Ontario Avenue, to the north by Riverside Drive, and to the west and south by new internal roadways. In accordance with league requirements, the baseball diamond would be oriented to the northeast. The baseball stadium would have a capacity of 6,000 capacity with 4,500 fixed seats. A breakdown of the conditioned and unconditioned stadium square footage is shown in Table 3-2, *Baseball Stadium Amenities*.

Table 3-2 Baseball Stadium Amenities

Baseball Stadium Seating	Capacity
Fixed Seats	4,500
Stadium Capacity	6,000
Stadium Conditioned and Unconditioned Spaces	**Square Feet**
Conditioned Spaces Total	**110,000**
Concession Areas: Concession Kitchen, Food and Beverage Offices	30,000
Offices: Administration, Media, Press Box	15,000
Retail: Team Store, Box Office	4,000
Hospitality Spaces: Suites, Club, Dugout Club	18,000
Team and Stadium Services: Clubhouses, Training Areas, Field Maintenance	35,000
Other Conditioned Space: Restrooms, First Aid, Patron Services	8,000
Unconditioned Spaces Total	**340,000**
Other Unconditioned Space: Open Concourses, Circulation, Seating Bowl, Berm	100,000
Nonpublic Space: Playing Field, Bullpens, Dugout	140,000
Public Space: Plazas, Entries, Kid Zone, Site Circulation, Landscape	100,000
Total Square Feet	**450,000**

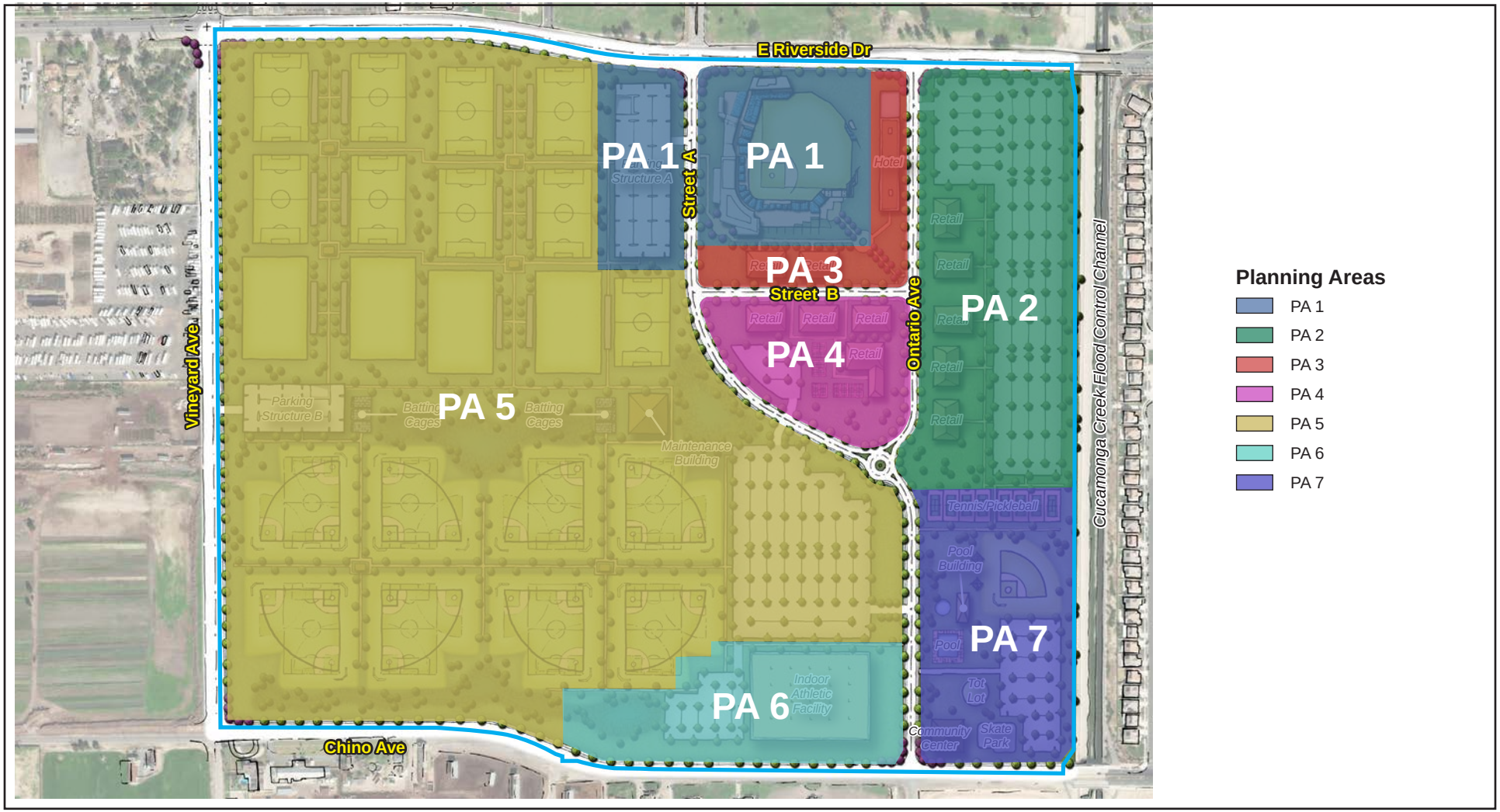
Baseball Stadium Lighting.

The baseball stadium would include lighting to illuminate the fields during evening games. The lighting would be turned on at 5:00 pm on game days and would be turned off approximately one hour after the evening game concludes. A lighting plan is provided by Musco Sports Lighting, LLC. and is discussed in more detail in Section 5.1, *Aesthetics,* of the Draft EIR.

Stadium Sound / Public Address System

The baseball stadium would include a public address / sound system. The speaker arrays would be on light poles and on the canopy structure in the stadium seating area, and floor speakers would be in the hospitality spaces. Pregame music would start approximately 2 hours before a game starts, during warm-up. The public address system would be turned on approximately 45 minutes before the start of the baseball game and would be turned off when the game concludes.

Figure 3-5 - Ontario Regional Sports Complex Planning Areas



Source: Ontario 2023.

3. Project Description

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Figure 3-6 - Conceptual Land Use Plan

ORSC Site

The site plan illustrative is conceptual only and does not reflect landscape or architectural design standards.
Source: PlaceWorks 2023.

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Scale (Feet)

3. Project Description

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Stadium Events

Programming for the baseball stadium is shown in Table 3-3, *Baseball and Event Programming*. For the California Minor Baseball league, there would be up to 66 regular season home games and up to 5 postseason home games, for a total of 71 home games. As a Condition of Approval (COA), the City of Ontario is prohibiting the use of fireworks at Minor League Baseball games.[2] In addition to baseball games, the stadium could host other events outside of the baseball season, such as concerts. A maximum of 46 events at the stadium other than Minor League Baseball are assumed.

Table 3-3 Baseball and Event Programming

Event Description		# of Events	Attendance
Baseball Events[1]			
Regular Season[2]	April-September	66	Capacity: 6,000 Average: 3,400
Postseason[3]	September	≤5	6,000
Other Events[4]			
City-Sponsored Events[4]		**26**	**500 to 4,000**
Concert/Live Performance	April-September	*6*	*4,000*
Concert (Large)	October-March	*10*	*4,000*
Concert (Medium)	October-March	*5*	*2,000*
Concert (Small)	October-March	*5*	*500*
Other Events		**20**	**100 to 6,000**
High School Tournament	April/May	*4*	*3,000*
NCAA Game/Tournament	April/May	*4*	*2,000*
Baseball Exhibition	March-September	*2*	*6,000*
Youth Camp	Feb-May	*4*	*100*
Concert/Live Performance	May-October	*2*	*5,000*
Career Fair	March	*2*	*500*
Other Activation	March-September	*2*	*200*

Notes:
NCAA = National College Athletic Association
[1] Games are typically 3 hours. Weekday and Saturday games have a 6:30 pm start, and Sundays start at 2:00 pm.
[2] The regular season consists of 66 home games—43 weekday games, 12 Saturday games, and 11 Sunday games. Based on ticket sales for the 2023 season, Tuesday and Wednesday night games average 2,600 attendees, Thursday games average 3,000 attendees, Friday and Saturday games average 4,600 attendees, and Sunday games average 3,000 attendees.
[3] The playoffs are at least five games during the second and third weeks in September.
[4] City-sponsored concerts would primarily be held outside of the baseball season (October to March). Up to 6 concerts may be held on Friday and/Saturday evenings during the baseball season (April to September) when home-games are not played at the stadium.

[2] The technical studies evaluated a "with fireworks" scenario in the event fireworks would be permitted on Saturday night home games during the baseball season. However, this scenario would not occur.

Employment

The baseball stadium employment would fluctuate based on the season:

- Offseason: 37 full-time staff and 6 part-time staff
- Regular season: 84 full-time baseball and facilities staff, 150 full-time concession staff, 12 part-time staff, and 100 additional part-time staff on game nights

Employment for other events is assumed to be similar to employment during the regular season.

Access and Parking

Vehicles accessing the baseball stadium would use Parking Structure A and surface parking in PA 2. Parking Structure A would be accessed via a new signal along Riverside Drive at Whispering Lake Golf Course/ Street A. Parking Structure A would be three stories and provide 1,600 parking spaces. In addition, surface parking in PA 2 would provide an additional 1,500 parking spaces accessed via a new signal and intersection improvements at Riverside Drive and Ontario Avenue. Electric vehicle parking and bicycle storage would be provided in accordance with the California Green Building Standards Code (CALGreen). Signage for the stadium would be provided along Riverside Drive and along the stadium frontage and would include a mixture of stationary signage and an electronic, light-emitting diode (LED) display, as per the required stadium signage program to be reviewed and approved by the City. A traffic management plan and parking management plan would be required for events at the baseball stadium and city park.

Landscaping Plans

The exterior of the stadium would provide landscaping in accordance with the City of Ontario landscape requirements. In addition, the interior of the stadium includes landscaping of natural grass turf in accordance with the Minor League Baseball (MiLB) requirements.

3.3.1.2 PLANNING AREA 2: COMMERCIAL RETAIL

The 19.62-acre commercial retail area in PA 2 is east of Ontario Avenue and west of the Cucamonga Creek Flood Control Channel but excludes PA 7 at the southeast corner near Ontario Avenue and Chino Avenue, as shown in Figure 3-5. PA 2 includes 45,000 square feet of support retail/commercial uses in five individual buildings (see Table 3-1). The 45,000-square-foot retail buildings would generate 113 employees.[3] Parking for this retail would be in a 14.56-acre surface parking lot with 1,500 parking spaces. Access to this parking lot would be from Ontario Avenue.

3.3.1.3 PLANNING AREA 3: BASEBALL STADIUM RETAIL AND HOSPITALITY

The baseball stadium would be supported by ancillary retail buildings in both PA 3 and PA 4. PA 3 is a 4.58-acre site that would wrap around the southern and eastern portions of the baseball stadium (see Figures 3-5 and 3-6). PA 3 would allow for a 21,000-square-foot retail building and a hotel. The hotel would be 70,000

[3] Based on The Ontario Plan 2050 buildout assumptions that retail/commercial uses generate 1 employee per 400 square feet.

square feet and would include 100 rooms, meeting rooms, and a café. Parking for the retail and the hotel would be shared parking with the baseball stadium in Parking Structure A and surface parking within PA 2 and PA 4. The 21,000-square-foot retail building would generate 53 employees, and the hotel would generate 54 employees.[4]

3.3.1.4 PLANNING AREA 4: BASEBALL STADIUM RETAIL AND HOSPITALITY SOUTH

PA 4 is south of the baseball stadium and would include up to 114,000 square feet of retail/commercial uses on an 8.54-acre site, which would generate 285 employees.[5] PA 4 includes a 50,000-square-foot specialty restaurant (Chicken & Pickle) with an additional 50,000 square feet of outdoor space that includes pickleball courts along the northwestern portion of the outdoor area, with the picnic area and indoor area in the eastern portion. Surface parking would include 250 parking spaces. Electric vehicle charging and bicycle storage would be provided in accordance with CALGreen.

3.3.1.5 PLANNING AREA 5: CITY PARK ACTIVE FIELDS

The western portion of the 199-acre ORSC site west of Ontario Avenue would be dedicated for use as a regional sports park. PA 5 would encompass 110.90 acres and would have 13 lighted soccer fields, 8 lighted baseball/softball/Little League fields, and a central park and picnic area. Amenities in the city park are shown in Table 3-4, *City Park Active Field Amenities*.

Table 3-4 City Park Active Field Amenities

City Park Active Field Land Use Amenities	Acres	Building Square Feet	Number of Amenities
Multipurpose Fields (Soccer/Football)	41.13	—	13 Fields
Multiuse Fields (Baseball/Softball/Little League)	45.11	—	8 Fields
Park	10.87	23,300	
Batting Cage	—		12 Cages
Support Buildings & concessions	—	11,200	
Secondary Support Building	—	8,000	
Press Box (baseball clover)	—	3,200	
Maintenance Building	—	900	
Family/Group Playgrounds	—	—	
Paseos/walkways/Trails	—	—	
Open Space	—	—	
Parking Structure B (4-stories)	3.59	—	1,000 parking spaces
Surface Parking	10.2	—	1,000 parking spaces
TOTAL	**110.90**	**23,300**	**2,000 parking spaces**

[4] Based on The Ontario Plan 2050 buildout assumptions that retail/commercial uses generate 1 employee per 400 square feet and that hotels generate 1 employee per 1,300 square feet.

[5] Based on The Ontario Plan 2050 buildout assumptions that retail/commercial uses generate 1 employee per 400 square feet.

3. Project Description

Multipurpose Fields

As shown on Figure 3-6, the ORSC site would include 13 multipurpose fields for soccer or football activities. For the purpose of this analysis, it is assumed that up to 6 fields could be natural grass turf and 7 fields would be synthetic turf to allow for year-round use; however, the City anticipates that synthetic turf would be used for all multipurpose fields for year-round use. All natural turf fields, park area, and landscaping would use recycled water. The primary users of the multipurpose fields would be the American Youth Soccer Organization, which typically plays a fall season from August to November and a spring season from February to May. Programming for the multipurpose fields is shown in Table 3-5, *Outdoor Athletic Fields/Courts Programming*. Practices are held once or twice a week. Games are usually held on weekends. Sometimes the youngest players have a combined practice and game on a weekend day. Shaded bleacher seating would be provided for spectators, and perimeter fencing would be installed adjacent to multipurpose fields along major roadways.

Table 3-5 Outdoor Athletic Fields/Courts Programming

	Weeks Per Year	Days Per Week	Duration	Attendees/Day
Youth Sports Programming	50 Weeks Total			
Soccer – Fall Season	12 Weeks	Sat-Sun	8 am–10 pm	2,956
Soccer – Spring Season	12 Weeks	Sat-Sun	8 am–10 pm	2,956
Soccer – Tournaments	8 Weeks	Sat-Sun	8 am–10 pm	8,027
Baseball/Softball – Fall Season	11 Weeks	Sat-Sun	8 am–10 pm	1,432
Baseball/Softball – Spring Season	14 Weeks	Sat-Sun	8 am–10 pm	1,432
Baseball/Softball – Tournaments	8 Weeks	Sat-Sun	8 am–10 pm	4,600
Other Programming	Year Long			
4th of July / Trunk-or-Treat	NA	NA	8 am–10 pm	10,650
Multipurpose Fields Public Access	52 Weeks	Mon-Sun	8 am–10 pm	61
Multiuse Fields Public Access	52 Weeks	Mon-Sun	8 am–10 pm	47
Tennis Court Public Access	52 Weeks	Mon-Sun	8 am–10 pm	254
Worst-Case Day[1]				12,881

Source: Sports park programming is based on the schedule and activity levels provided by the City of Ontario Recreation Department and is based on the Ontario Regional Sports Complex Market Analysis (Ontario 2023).
Notes:
[1] Worst-case day is a weekend with a soccer tournament, baseball/softball tournament, and public access at the tennis courts

Multiuse Baseball / Softball / Little League Fields

As shown on Figure 3-6, the city park would include eight multiuse baseball/softball/Little League fields for youth sports. For the purpose of this analysis, it is assumed that up to five fields could be natural grass turf (including the Little League field in PA 7) and four fields would be synthetic turf to allow for year-round use. The primary users of these fields would be local softball leagues and Little League. The fall softball/baseball season is from August to November, and the spring season is from April to June. The fields would be used off-season by any organized vendor through permit/reservation. Programming for the baseball and softball fields would be both weekdays and weekends and is shown in Table 3-5.

Parking

Vehicles accessing the city park would use Parking Structure B along Vineyard Avenue and surface parking in the southern portion of the city park adjacent to Ontario Avenue and Street A. The four-story parking structure would have 1,000 parking spaces, and the 10.2-acre parking lot would have an additional 1,000 parking spaces, for a total of 2,000 parking spaces. The parking areas would be connected through a series of pedestrian paths and incorporate loading and unloading areas in the parking area. Electric vehicle parking and bicycle storage would be provided in accordance with CALGreen. A traffic management plan and parking management plan would be required for events at the city park.

3.3.1.6 PLANNING AREA 6: CITY PARK INDOOR ATHLETIC FACILITY

PA 6 is a 7.58-acre site in the southcentral portion of the ORSC site that would include a two-story, 159,450-square-foot indoor athletic facility and a 3.12-acre parking lot with 388 parking spaces. The facility would include the amenities shown in Table 3-6, *City Park Indoor Athletic Facility Amenities*. The indoor athletic facility would have a maximum of 1,960 daily visitors during a sports event and would generate the need for 49 employees based on points of service and programs.

Table 3-6 City Park Indoor Athletic Facility Amenities

Indoor Athletic Facility Amenities	Acres	Building Square Feet	Number of Amenities
Indoor Athletic Facility	4.46	159,450	
Sports Courts Total	—	66,560	24 Courts
Basketball (Full) Courts (maximum 8 courts) **OR**	—	—	8 Courts
Volleyball Courts (maximum 16 courts)	—	—	16 Courts
Multipurpose Space	—	34,200	—
Flex Space Total	—	28,800	—
Lobby	—	1,500	—
Control Room	—	150	—
Ticket Office	—	100	—
Manager's Office	—	500	—
Office Area	—	1,500	—
Kitchen	—	1,200	—
Café Seating Area	—	2,500	—
Flex Team Rooms	—	9,000	—
Ref Rooms	—	300	—
Training Room	—	300	—
Restrooms	—	1,750	—
Lease Space Medical	—	10,000	—
Mechanical	—	29,890	—
Mechanical, Electrical, Storage	—	11,956	—
Common Area/ Stairs/ Circulation	—	17,934	—
Surface Parking	3.12	—	388 Parking Spaces
TOTAL	**7.58**	**159,450**	

The facility would include 66,560 square feet of sport courts. The facility could be configured for either 8 basketball courts (full court: 84 feet x 50 feet) or 16 volleyball courts (60 feet x 30 feet).[6] An additional 34,200 square feet would allow for a dedicated sports performance area and would include a turf area for workout/training and potential pop-up batting cage/pitching tunnels (four cages). A total of 28,800 square feet would include flex space for the lobby, control room, ticket office, manager's office, office area, kitchen, café seating area, flex team rooms, referee rooms, training room, restrooms, and lease space medical. In addition, 29,890 square feet would include mechanical, electrical, storage, common areas, stairs, and circulation. Table 3-7, *Indoor Basketball/Volleyball Court Programming*, identifies the number of practices and games associated with the indoor sports facilities annually.

Table 3-7 Indoor Basketball/Volleyball Court Programming

	Weeks Per Year	Days per Week	Duration	Max Attendees/Day
Basketball[1]	15 Weeks Total			
Practice	15 Weeks	Mon-Fri	8 am–10 pm	95
Game	10 Weeks	Sat-Sun	8 am–10 pm	2,000
Volleyball[1]	39 Weeks Total			
Practice	39 Weeks	Mon-Fri	8 am–10 pm	221
Game	27 Weeks	Mon-Sun	8 am–10 pm	2,500

Notes:
[1] Volleyball and basketball attendance and schedule are provided by the City of Ontario Recreation Department. A worst-case event is a weekend with a volleyball game.

3.3.1.7 PLANNING AREA 7: COMMUNITY RECREATION CENTER

The community recreation center is at the southeast corner of Ontario Avenue and Chino Avenue. It would be bounded by PA 2 to the north, the Cucamonga Creek Flood Control Channel to the east, Chino Avenue to the south, and Ontario Avenue to the west. The community recreation center would include a 70,000-square-foot community center/administration building, a 13,000-square-foot aquatics facility with outdoor pool, a Little League field, 25,000-square-foot operator facility, maintenance yard, picnic shelter, eight exercise stations, playground, outdoor skate park, and eight tennis and pickleball courts, as detailed in Table 3-8, *Community Recreation Center*. The Little League field, skate park, and tennis courts would include nighttime lighting until 10:00 pm. Programming for the Little League field is included in Table 3-5.

The community center would operate Monday through Friday from 8:00 am to 11:00 pm, and Saturdays and Sundays from 8:00 am to 3:00 pm. The community center would host a total of 212 programs per year. Annual average attendance would be similar to existing facilities in Ontario—196,500 indoor participants and 196,300 outdoor participants, for a total of 392,800 participants per year, which is an average of 1,076 participants per day. The community center, including aquatics facility, would generate a total of 83 employees. These employees would also serve the city park in PA 5.

[6] The individual courts could be configured for either basketball or volleyball but not both at the same time.

Table 3-8 Community Recreation Center

Amenities	Acres	Building Square Feet	Number of Amenities
Community Center/ Administration Building	3.46	70,000	—1
Activity Area	8.05	38,000	—
Aquatics Facility Building	—	13,000	1
Baseball Little League	—	—	1 Field
Operator Facility	—	25,000	—
Maintenance Yard	—	—	—
Playground Area	—	—	—
Exercise Stations	—	—	9 Stations
Skate Park	—	—	—
Tennis/Pickleball	—	—	8 Courts
Surface Parking	4.17	—	525 parking spaces
TOTAL	**15.68**	**108,000**	**525 parking spaces**

3.3.2 Infrastructure Requirements

3.3.2.1 ROADWAY IMPROVEMENTS

The ORSC requires street widening and intersection improvements from half width to potentially full width along Vineyard Avenue, Riverside Drive, and Chino Avenue (see Figure 3-7, *Road Improvements,* and Figure 3-8, *Roadway Improvement Cross-Sections*). Because existing ROW is insufficient to accommodate street improvements, acquisition of additional ROW may be required. The following roadway improvements are proposed:

- **Riverside Drive: Vineyard Avenue to Cucamonga Channel (half-width improvements).** The ORSC site would require dedication and improvements to the south side of Riverside Drive to its ultimate ROW of 104 feet.

- **Ontario Avenue (full-width improvements).** The ORSC site would require construction of Ontario Avenue within the ORSC site to its ultimate ROW and dedication of the frontage along Ontario Avenue.

- **Vineyard Avenue: Riverside Drive to Chino Avenue (full-width improvements).** The ORSC site would require construction of the Vineyard Avenue extension south of Riverside Drive to Chino Avenue to its full-width ROW.

- **Chino Avenue: Vineyard Avenue to Cucamonga Channel (full-width improvements).** The ORSC site would require construction of Chino Avenue along the southern boundary to its full-width ROW.

In addition, the following traffic signals and/or signal modifications would be installed:

- Signal Modification
  - Riverside Drive and Vineyard Avenue

- New Signals
  - Riverside Drive and Whispering Lakes Golf Course/Parking Structure A
  - Riverside Drive and Ontario Avenue
  - Vineyard Avenue at Parking Structure B
  - Vineyard Avenue at Chino Avenue
  - Chino Avenue at Ontario Avenue
  - Chino Avenue and Indoor Athletic Facility surface parking

3.3.2.2 WET UTILITIES INFRASTRUCTURE IMPROVEMENTS

The ORSC would require the extension of utilities within the ORSC site.

Storm Drains

The ORSC site would require the extension of storm drains in Riverside Drive to the ORSC site and within proposed internal roadways, including within Ontario Avenue. Also required would be storm drain, retention, and water quality improvements, including bioswales and infiltration areas.

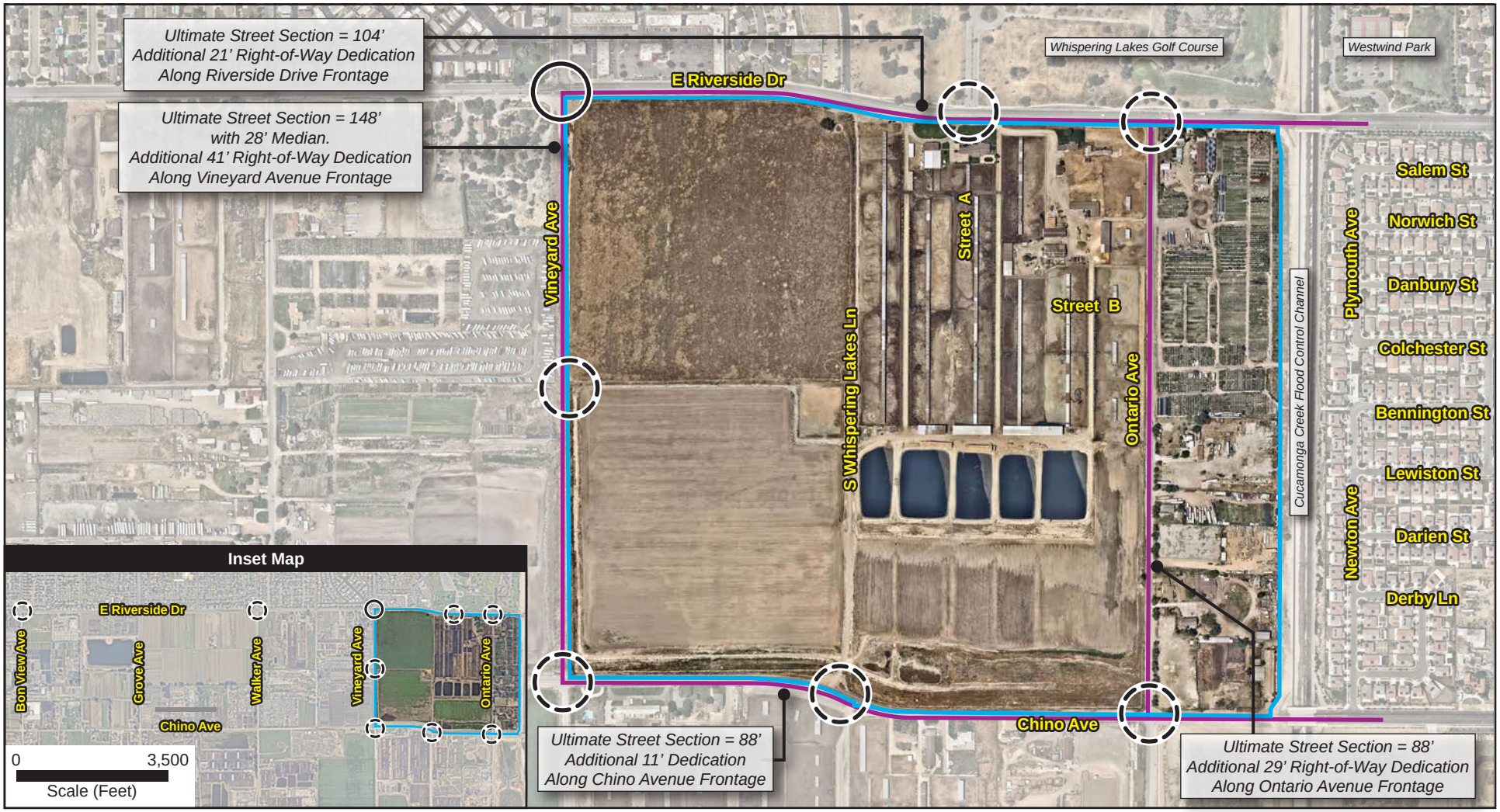
Sewer

Sewer lines would need to be extended to the ORSC site. Currently, two sewer alternatives are being considered (see Figure 3-9, *Sewer Infrastructure)*.

- **Sewer Option 1.** Installation of sewer lines to the east and connection to Inland Empire Utility Agency pipe along Cucamonga Creek Flood Control Channel. This option would allow for sewer to be installed within existing ROW.

- **Sewer Option 2, Offsite Improvement Area.** Installation of the sanitary sewer along Vineyard Avenue south to Eucalyptus Avenue via the existing ROW of Vineyard Avenue. This option would require new sewer lines to extend within the proposed Vineyard Avenue improved ROW to Chino Avenue, transition to trenching within the unimproved dedicated ROW south of Chino Avenue, connecting to the existing sewer line within the improved intersection at Eucalyptus Avenue. This proposed sewer line is anticipated to be between 12 and 20 inches in diameter and 10,578 feet of linear pipes from Chino Avenue to Eucalyptus Avenue. An aerial of the Offsite Improvement Area for sewer option 2 is shown in Figures 3-10a to 3-10g, *Sewer Option 2: Aerial of Offsite Improvement Area*. The EIR analyzed impacts associated with this Offsite Improvement Area in Chapter 5, *Environmental Analysis*, including impacts to Biological Resources, Cultural and Tribal Cultural Resource, Air Quality, Greenhouse Gas Emissions, Noise, and Utilities and Service Systems. Construction assumptions in this EIR are based on the more conservative assumption that includes offsite improvements associated with Sewer Option 2.

Figure 3-7 - Road Improvements



Source: Nearmap 2023/2024; Ontario 2023.

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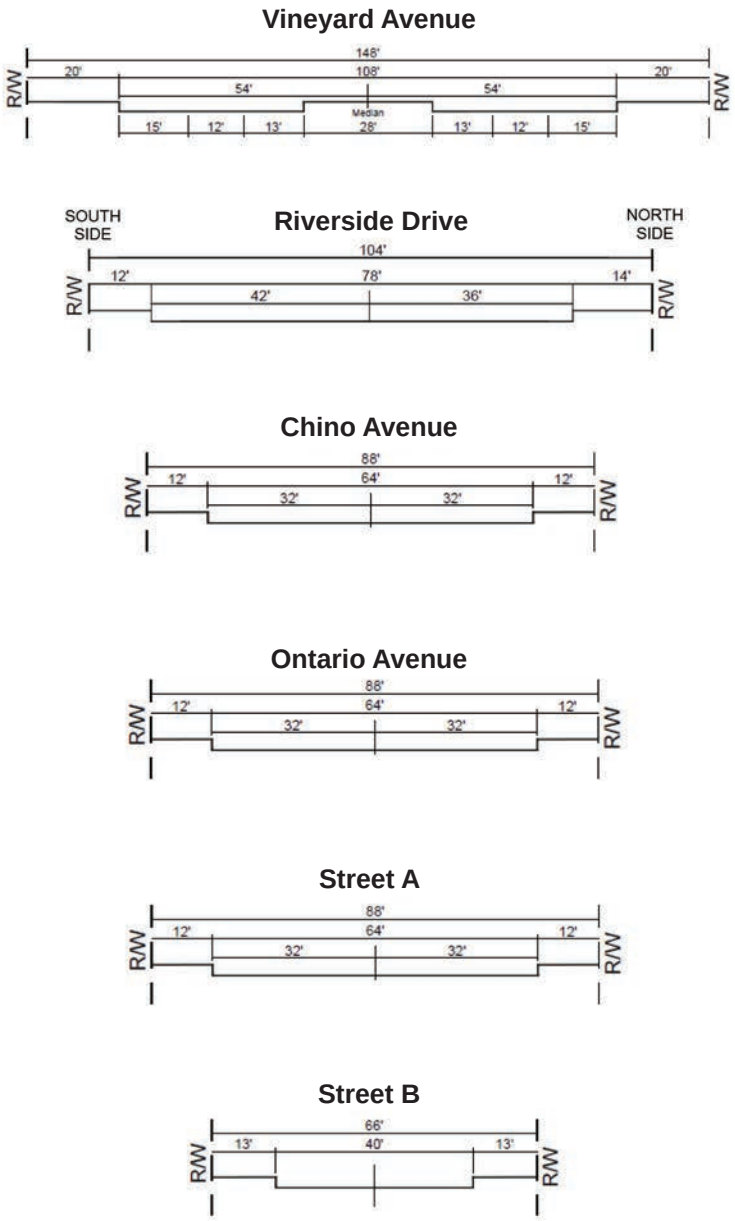
Figure 3-8 - Roadway Improvement Cross-Sections



Note:

In addition to the typical street section depicted, additional right-of-way and geometric enhancements such as additional left turn and right turn lanes at intersections, may be required.

0 40
Scale (Feet)

Source: RUM Design Group 2023; Ontario 2023.

3. Project Description

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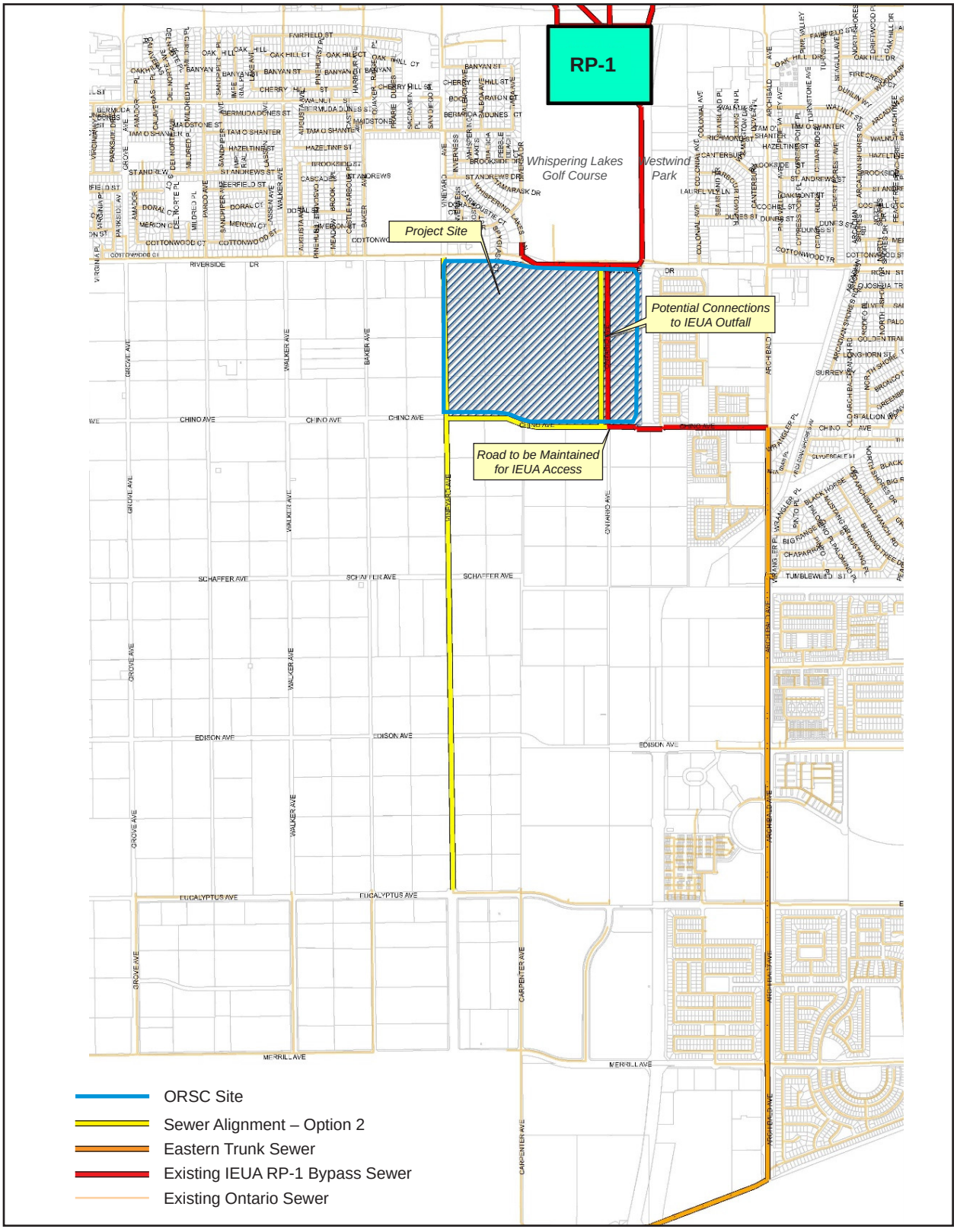
Figure 3-9 - Sewer Infrastructure



Note: Sewer Alignment – Option 1 would connect directly to the existing IEUA RP-1 bypass sewer.

Source: Ontario 2023.

0 2,300
Scale (Feet)

3. Project Description

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Figure 3-10a - Sewer Option 2: Aerial of Off-site Improvement Area

Vineyard Avenue Sewer Alignment

0 250
Scale (Feet)

Source: Nearmap 2023; Ontario 2023.

3. Project Description

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Figure 3-10b - Sewer Option 2: Aerial of Off-site Improvement Area

Vineyard Avenue Sewer Alignment

0 250
Scale (Feet)

Source: Nearmap 2023; Ontario 2023.

3. Project Description

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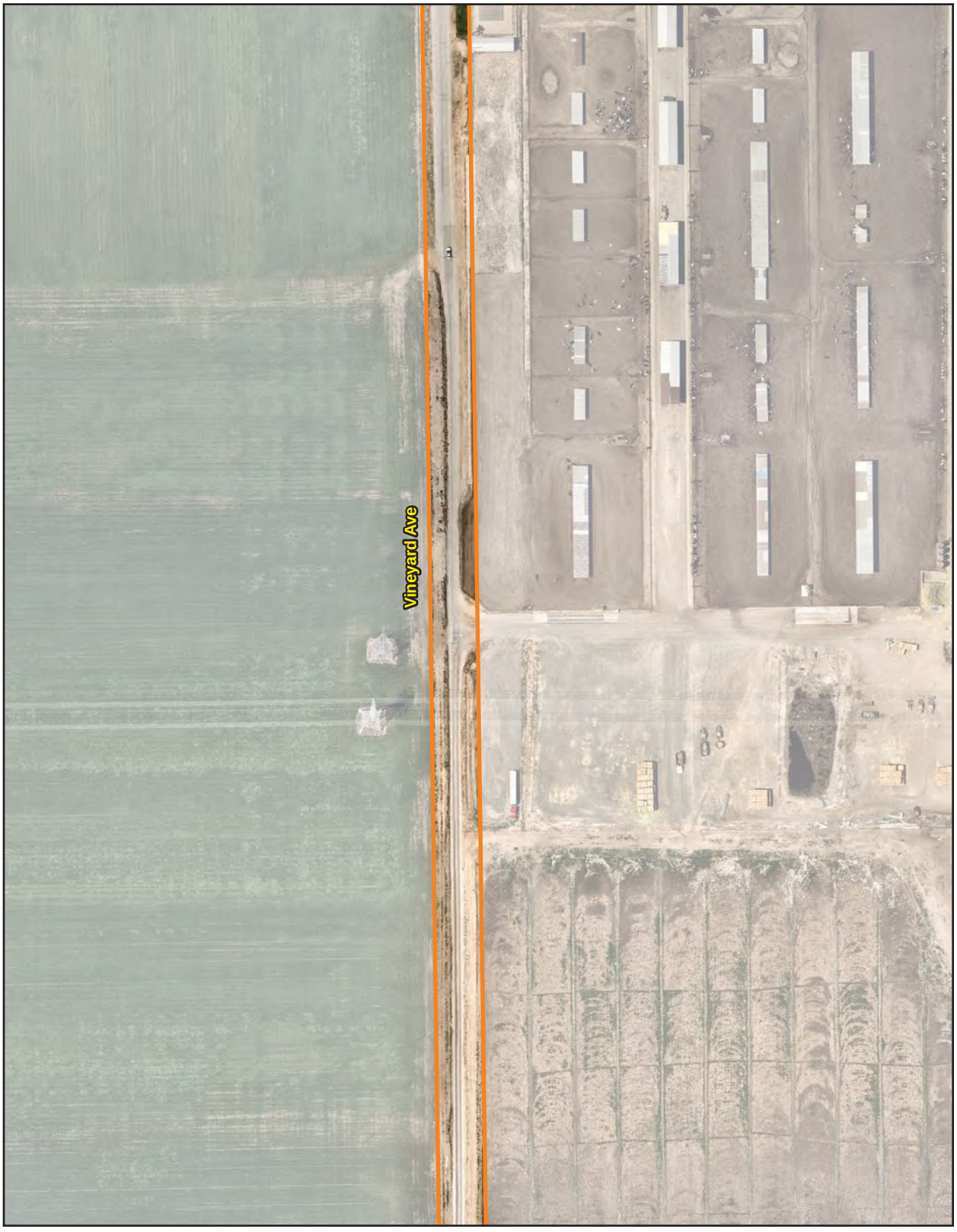
Figure 3-10c - Sewer Option 2: Aerial of Off-site Improvement Area



Vineyard Avenue Sewer Alignment

0 250
Scale (Feet)

Source: Nearmap 2023; Ontario 2023.

3. Project Description

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Figure 3-10d - Sewer Option 2: Aerial of Off-site Improvement Area

Vineyard Avenue Sewer Alignment

0 250
Scale (Feet)

Source: Nearmap 2023; Ontario 2023.

3. Project Description

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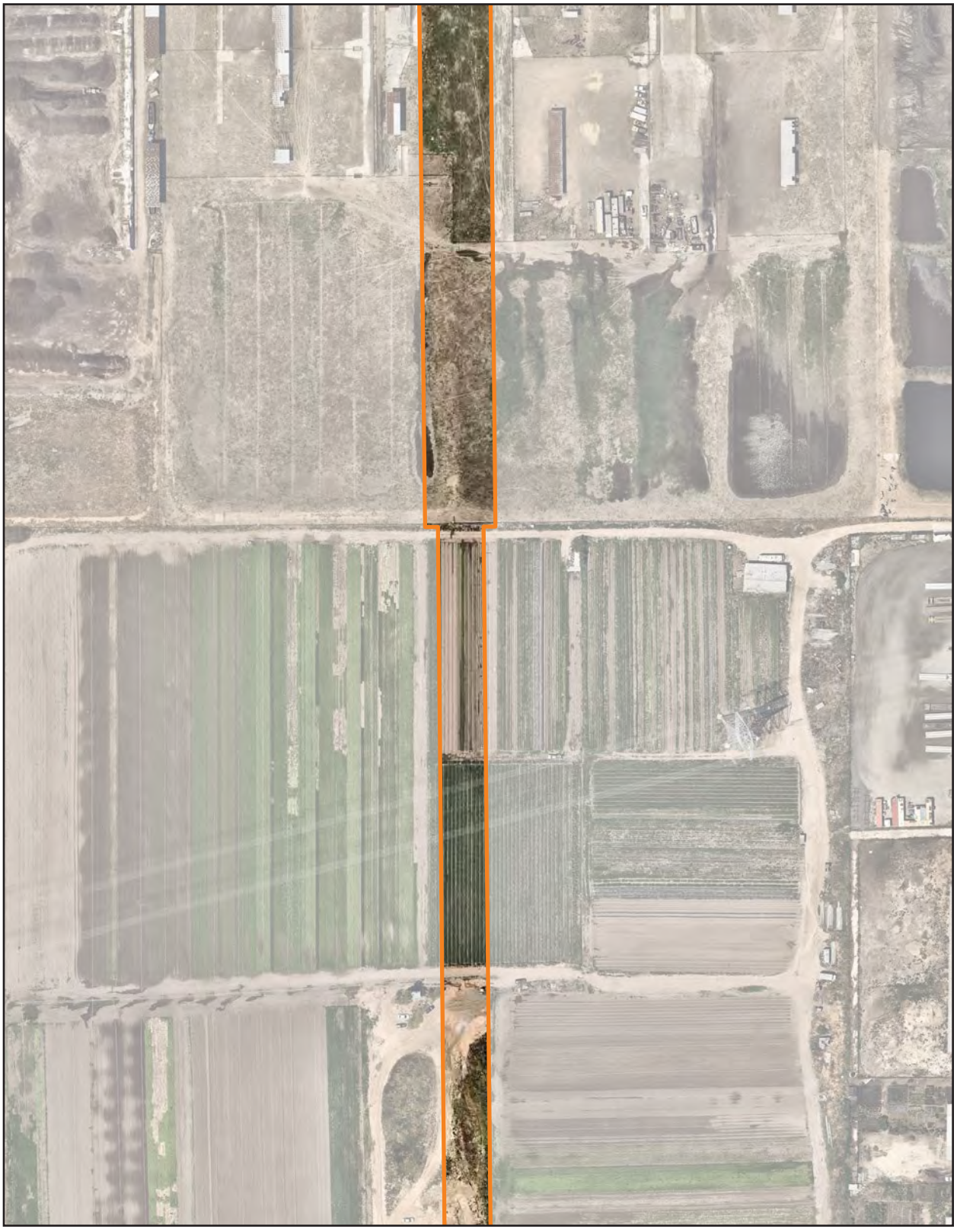
Figure 3-10e - Sewer Option 2: Aerial of Off-site Improvement Area



Vineyard Avenue Sewer Alignment

0 250
Scale (Feet)

Source: Nearmap 2023; Ontario 2023.

3. Project Description

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Figure 3-10f - Sewer Option 2: Aerial of Off-site Improvement Area

Vineyard Avenue Sewer Alignment

0 250
Scale (Feet)

Source: Nearmap 2023; Ontario 2023.

3. Project Description

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Figure 3-10g - Sewer Option 2: Aerial of Off-site Improvement Area

Vineyard Avenue Sewer Alignment

0 250
Scale (Feet)

Source: Nearmap 2023; Ontario 2023.

3. Project Description

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Domestic Water

The ORSC site would require installation of domestic water lines in Vineyard Avenue, Chino Avenue, and Ontario Avenue, as shown on Figure 3-11, *Domestic Water Infrastructure*.

Recycled Water

The ORSC site would include recycled water. The ORSC site would extend recycled water lines west along Riverside Drive and in Chino Avenue, connecting to Vineyard Avenue and Ontario Avenue (see Figure 3-12, *Recycled Water Infrastructure*).

3.3.2.3 ELECTRICITY INFRASTRUCTURE IMPROVEMENTS

Development of the ORSC site would require coordination with Southern California Edison. As shown on Figure 3-13, *Electrical Improvements*, the ORSC site may include relocation or undergrounding of several existing power lines. The ORSC site would require undergrounding of existing lines along Chino Avenue at the southern boundary, and existing power poles along Riverside Drive would be relocated.

3.3.2.4 OTHER DRY UTILITIES

The ORSC site would also expand the City's fiber optic network, known as OntarioNet, to service the ORSC site. OntarioNet has an 864- and 432-strand fiber-optic backbone ring that includes spare conduits for future expansion. The fiber-optic backbone ring terminates at four key communications facilities in the city, each of which houses a 200+ gigabit per second (Gig) self-healing ring known as the "Core Network." The Core Network allows the City to offer a catalog of services known as the "Access Network," which provides 1 Gig to 10 Gig internet services, local area network (LAN) extensions, and wireless or Wi-Fi services for the community and City operations.

The following fiber network hardware would be installed at the ORSC site:

- Two 2-inch high density polyethylene (HDPE) orange and orange/black conduits in the ROW
- HH-1, HH-2A/HH-3/HH-4 handholes in the ROW or private property easements
- Conduit pull rope
- Conduit duct plugs
- Fiber locate cable, fiber distribution cabinets
- One 2-inch HDPE orange conduit for building/facility entrance
- Multidwelling/multitenant 13/16-millimeter joint-use micro-duct conduit

3.3.3 Construction Phase

Construction Phasing

Phasing for the ORSC is as follows (see Figure 3-14, *Phasing Plan*):

- **Phase 1A:** Mass Grading and Utilities (Planning Areas 1 to 3)
- **Phase 1B:** Planning Areas 1, 2, and 3
- **Phase 2:** Planning Areas 4 and 5
- **Phase 3:** Planning Area 6
- **Phase 4:** Planning Area 7

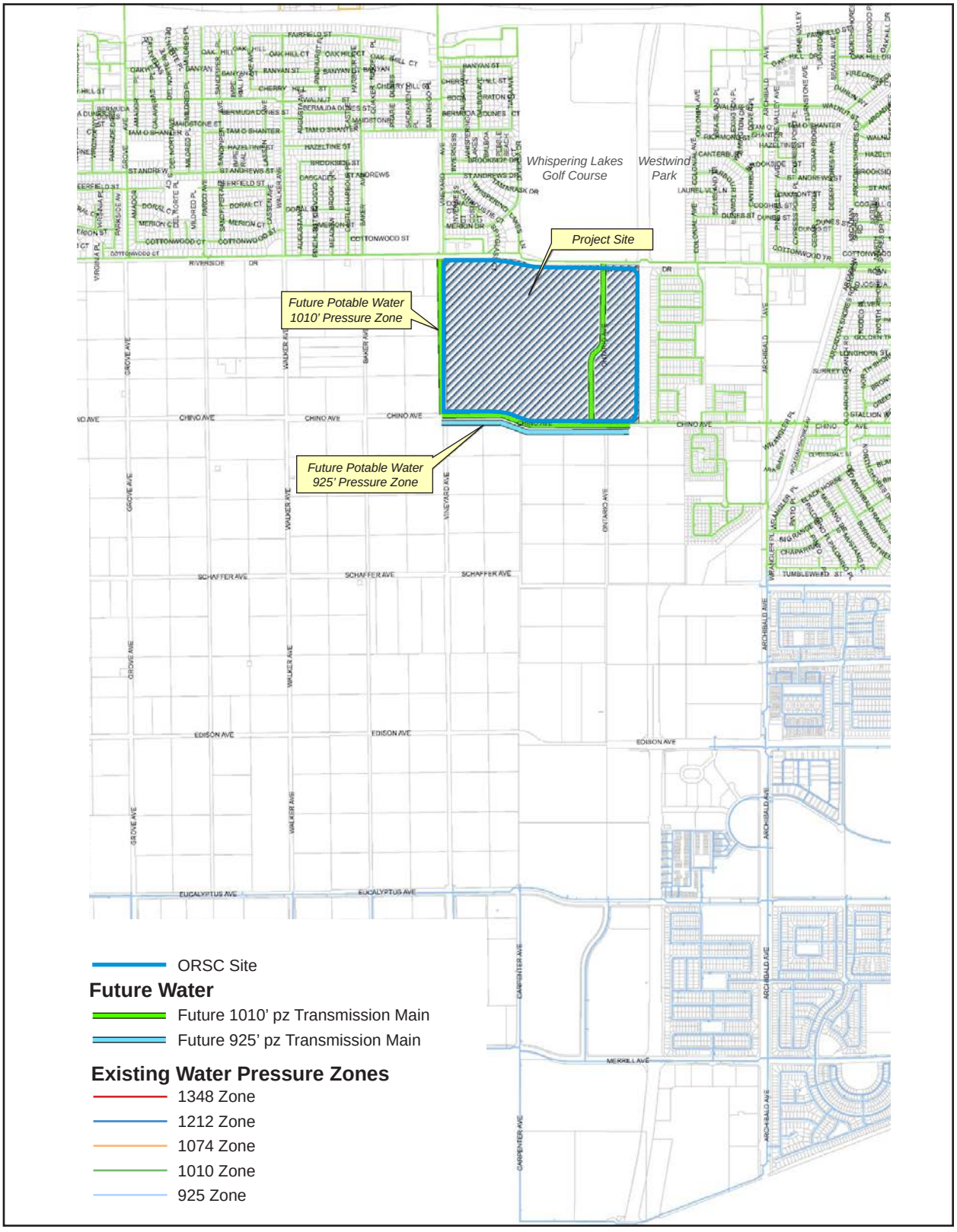
Construction Hours

To complete the baseball stadium by March 2026, construction would occur in the hours allowed under Section 5-29.09 of the Ontario Municipal Code, Monday through Saturday, six days per week. Construction would occur on Saturdays but would be prohibited on Sundays and holidays. Construction activities are assumed to occur in eight-hour shifts with a one-hour break (e.g., 7:00 am to 4:00 pm or 8:00 am to 5:00 pm weekdays; 9:00 am to 6:00 pm on Saturdays). Nighttime construction for the stadium and parking structures may be necessary for concrete pours and infrastructure improvements.

Mass Grading

Mass grading would require removing organic matter (manure) from historical dairy operations. The majority of high-organic-content soils are associated with the dairy farm. Approximately two to three feet of material require excavation and removal—that is, approximately 66,437 cubic yards from the site in Phase 1A (Planning Areas 1 to 3) over 30 working days and another 56,000 cubic yards removed during Phase 2 (Planning Areas 4 and 5) over 28 working days, for a total of 122,437 cubic yards of manure removal. Manure removal for new development in Ontario has historically been relocated in city limits to other agricultural properties. As a conservative assumption, manure removed is assumed to be relocated to sites within a 50-mile radius of the ORSC site. No additional soil import or export is needed.

Figure 3-11 - Domestic Water Infrastructure



Source: Ontario 2023.

3. Project Description

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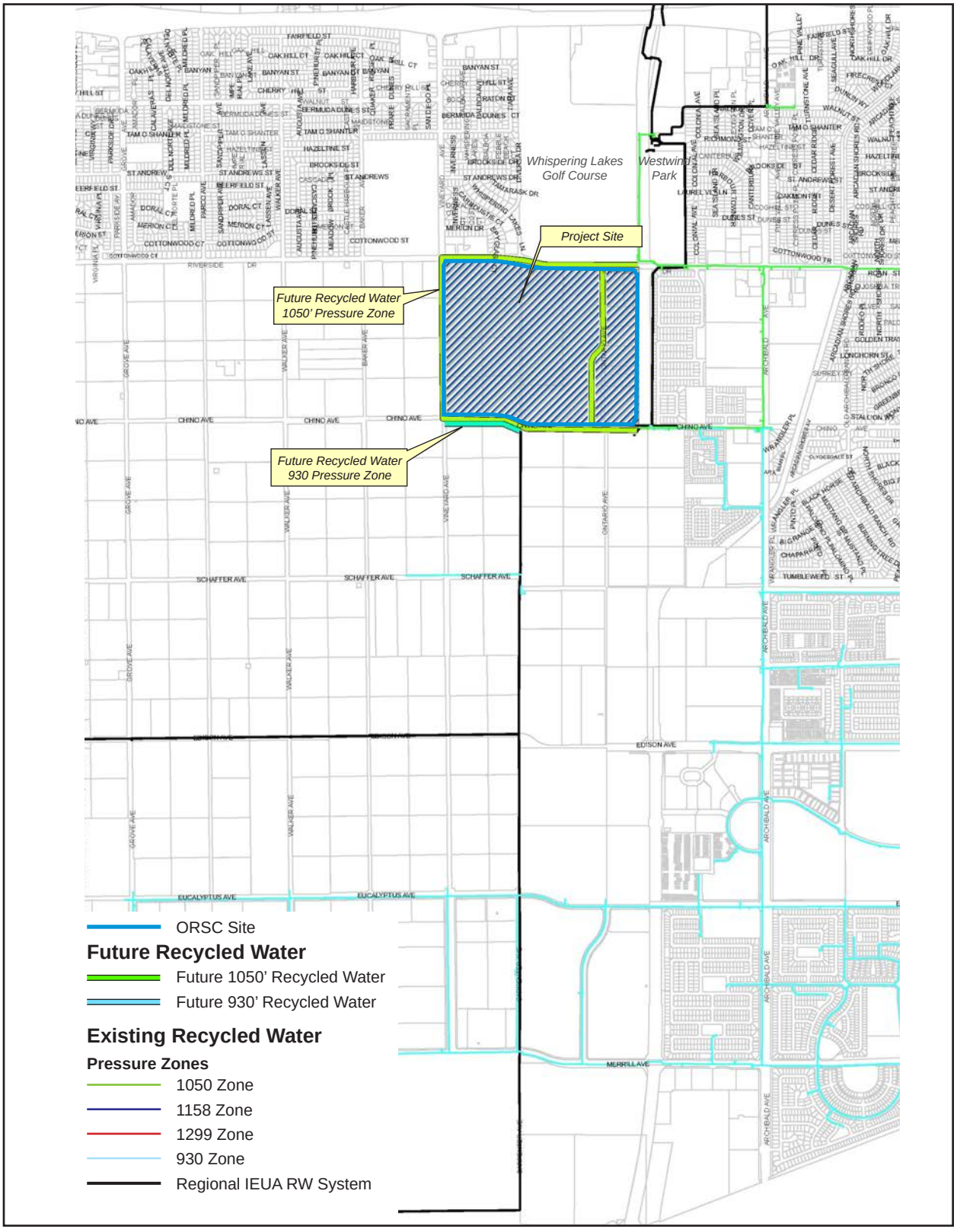
Figure 3-12 - Recycled Water Infrastructure



Source: Ontario 2023.

3. Project Description

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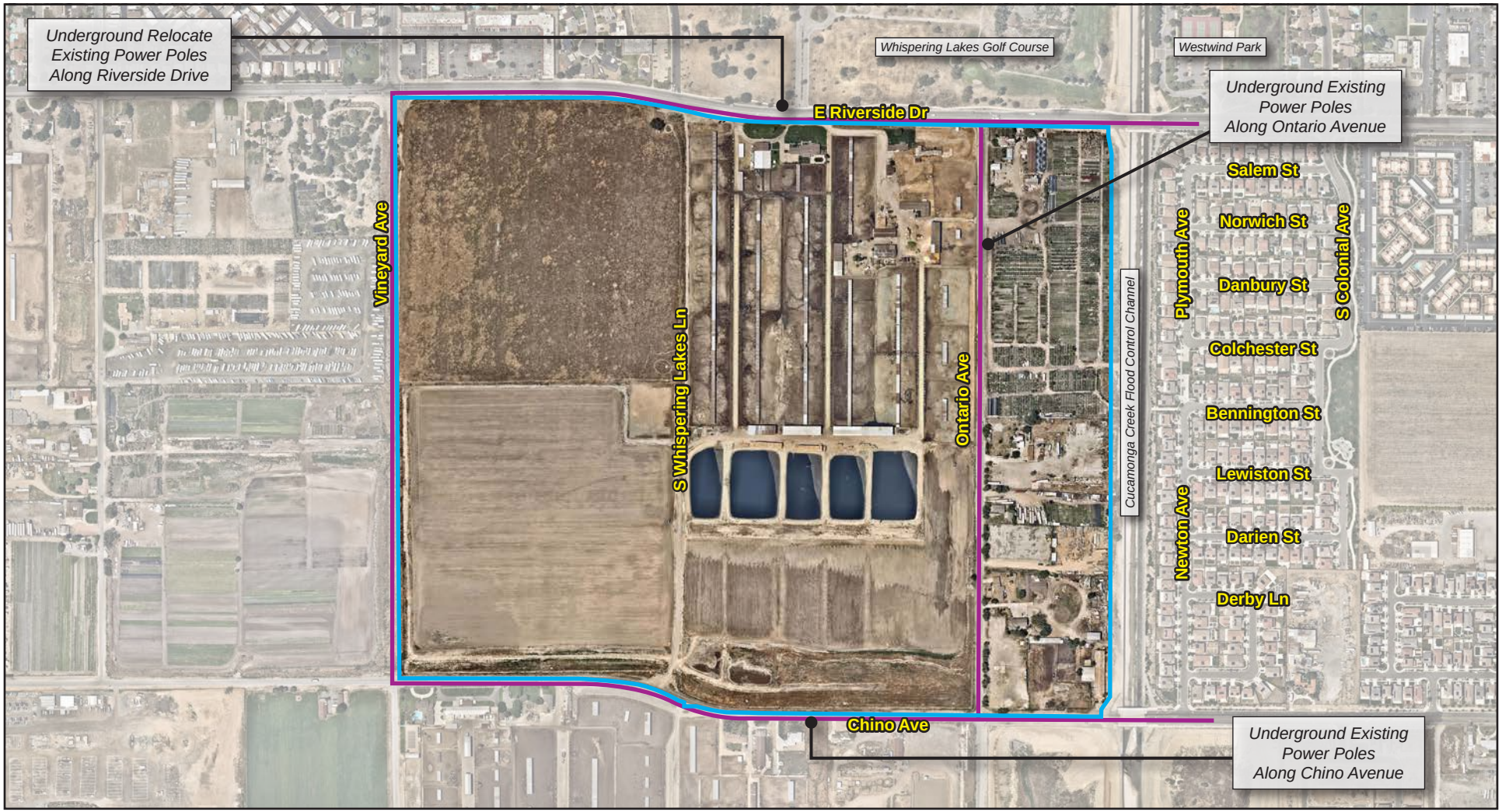
Figure 3-13 - Electricity Improvements



Source: Nearmap 2023; Ontario 2023.

3. Project Description

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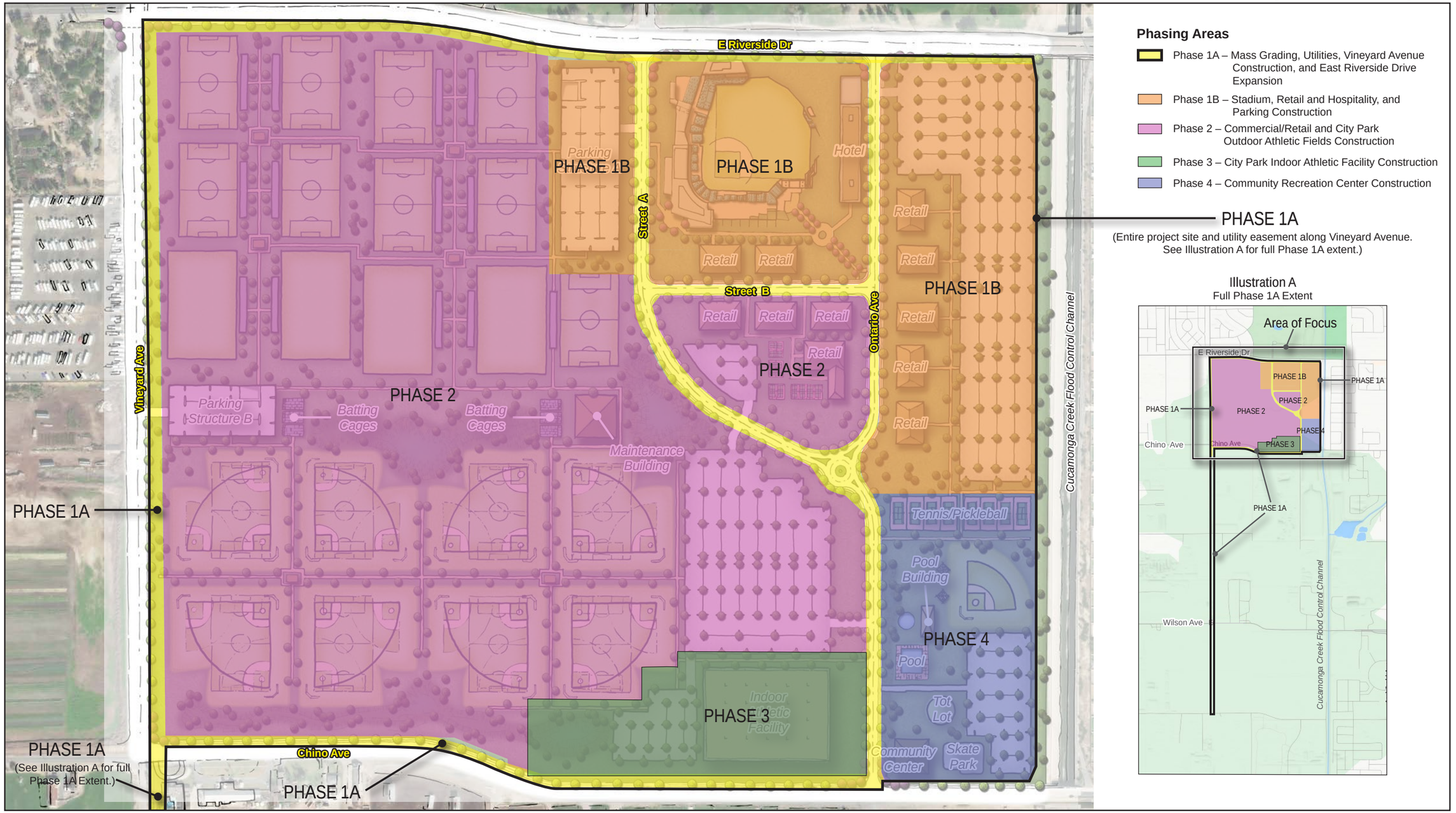
Figure 3-14 - Phasing Plan



Source: RUM Design Group 2023; Ontario 2023.

3. Project Description

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Preliminary Construction Equipment Assumptions

Specific assumptions include those shown in Table 3-9, *Ontario Regional Sports Complex Phasing and Equipment*.

Table 3-9 Ontario Regional Sports Complex Phasing and Equipment

Subphase	Months	Duration (workdays)	Preliminary Off-Road Equipment Use
PHASE 1A Mass Grading and Utilities			
Phase 1 Site Preparation			
Demolition	September 2024	20 days	8 Construction Workers 4,000 tons (building debris) 2,700 tons (asphalt debris)[1] • 2 Cat 966G Loaders • 2 Cat 336EL Excavators • 1 Power Screen Crusher 320SR • 1 Ford F750 2000 Gallon Water Truck V8
Manure Removal (66,434 cubic yards)	October 2024	30 days	4 Construction Workers • 3,322 Trucks Total • 3 Cat 966G Loaders (10-hours) • 1 Ford F750 2000 Gallon Water Truck V8
Mass Grading	October–November 2024	20 days	15 Construction Workers • 6 Cat 633 Motor Scrapers • 1 Cat D-6T Dozer • 2 Cat 834K Rubber Tire Dozers • 2 Cat 14M3 Blades (Motor Grader) • 3 Ford F750 2000 Gallon Water Trucks
Fine Grading (Phase 1 on-site)	November–December 2024	25 days	5 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 2 Cat 623K Motor Scrapers • 2 Ford F750 2000 Gallon Water Trucks
Vineyard Avenue Construction: Riverside Drive to Chino Avenue + Sewer (24.24 acres)			
Clear & Grub	September 2024	20 days	8 Construction Workers • 3 Cat 966G Loaders • 1 Cat 336EL Excavator • 1 Power Screen Crusher 320SR • 1 Ford F750 2000 Gallon Water Truck V8
Mass Grading	October 2024	10 days	10 Construction Workers • 4 Cat 637 Motor Scrapers • 2 Cat D-6T Dozers • 1 Cat 834K Rubber Tire Dozer • 2 Cat 14M3 Blades (Motor Grader) • 3 Ford F750 2000 Gallon Water Trucks

Table 3-9 Ontario Regional Sports Complex Phasing and Equipment

Subphase	Months	Duration (workdays)	Preliminary Off-Road Equipment Use
Fine Grading	October 2024	13 days	10 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 2 Cat 623K Motor Scrapers • 2 Ford F750 2000 Gallon Water Trucks
Utilities	October 2024–June 2025	200 days	25 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Roadway Paving	October 2025–January 2026	100 days	15 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 1 Cat AP655F Paving Machine • 2 Cat CB44B Vibratory Rollers • 1 Cat 623K Motor Scraper • 1 Ford F750 2000 Gallon Water Truck
Landscaping Parkways	September 2025–November 2025	65 days	20 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950K Loader • 2 Cat 414EL Skip Loaders • 1 Ford F750 2000 Gallon Water Truck
Riverside Drive Construction: Vineyard to Cucamonga Creek (3.28 acres)			
Clear and Grub	September 2024	5 days	8 Construction Workers • 3 Cat 966G Loaders • 1 Cat 336EL Excavator • 1 Power Screen Crusher 320SR • 1 Ford F750 2000 Gallon Water Truck V8
Mass Grading	September 2024	5 days	10 Construction Workers • 4 Cat 637 Motor Scrapers • 2 Cat D-6T Dozers • 1 Cat 834K Rubber Tire Dozer • 2 Cat 14M3 Blades (Motor Grader) • 3 Ford F750 2000 Gallon Water Trucks
Fine Grading	September 2024	8 days	10 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 2 Cat 623K Motor Scrapers • 2 Ford F750 2000 Gallon Water Trucks

Table 3-9 Ontario Regional Sports Complex Phasing and Equipment

Subphase	Months	Duration (workdays)	Preliminary Off-Road Equipment Use
Utilities	September 2024–January 2025	80 days	25 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Paving	January 2025	20 days	15 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 1 Cat AP655F Paving Machine • 2 Cat CB44B Vibratory Rollers • 1 Cat 623K Motor Scraper • 1 Ford F750 2000 Gallon Water Truck
Landscaping Parkways	February 2025	20 days	20 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950K Loader • 2 Cat 414EL Skip Loaders • 1 Ford F750 2000 Gallon Water Truck
Chino Avenue: Vineyard Avenue to Cucamonga Creek (4.48 acres)			
Clear and Grub	April 2025	10 days	8 Construction Workers • 3 Cat 966G Loaders • 1 Cat 336EL Excavator • 1 Power Screen Crusher 320SR • 1 Ford F750 2000 Gallon Water Truck V8
Mass Grading	April–May 2025	12 days	10 Construction Workers • 4 Cat 637 Motor Scrapers • 2 Cat D-6T Dozers • 1 Cat 834K Rubber Tire Dozer • 2 Cat 14M3 Blades (Motor Grader) • 3 Ford F750 2000 Gallon Water Trucks
Fine Grading	May 2025	15 days	10 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 2 Cat 623K Motor Scrapers • 2 Ford F750 2000 Gallon Water Trucks
Utilities	May–August 2025	80 days	25 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks

Table 3-9 Ontario Regional Sports Complex Phasing and Equipment

Subphase	Months	Duration (workdays)	Preliminary Off-Road Equipment Use
Paving	August–October 2025	30 days	15 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 1 Cat AP655F Paving Machine • 2 Cat CB44B Vibratory Rollers • 1 Cat 623K Motor Scraper • 1 Ford F750 2000 Gallon Water Truck
Landscaping Parkways	October 2025	10 days	20 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950K Loader • 2 Cat 414EL Skip Loaders • 1 Ford F750 2000 Gallon Water Truck
Street A (2.96 acres)			
Fine Grading	January 2025	5 days	10 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 2 Cat 623K Motor Scrapers • 2 Ford F750 2000 Gallon Water Trucks
Utilities	January–March 2025	42 days	25 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Roadway Paving	March–April 2025	18 days	15 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 1 Cat AP655F Paving Machine • 2 Cat CB44B Vibratory Rollers • 1 Cat 623K Motor Scraper • 1 Ford F750 2000 Gallon Water Truck
Landscaping	April–May 2025	25 days	20 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950K Loader • 2 Cat 414EL Skip Loaders • 1 Ford F750 2000 Gallon Water Truck
Street B (1.10 acres)			
Fine Grading	March 2025	3 days	10 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 2 Cat 623K Motor Scrapers • 2 Ford F750 2000 Gallon Water Trucks

Table 3-9 Ontario Regional Sports Complex Phasing and Equipment

Subphase	Months	Duration (workdays)	Preliminary Off-Road Equipment Use
Utilities	March–April 2025	16 days	25 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Roadway Paving	April 2025	7 days	15 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 1 Cat AP655F Paving Machine • 2 Cat CB44B Vibratory Rollers • 1 Cat 623K Motor Scraper • 1 Ford F750 2000 Gallon Water Truck
Landscaping	April–May 2025	10 days	20 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950K Loader • 2 Cat 414EL Skip Loaders • 1 Ford F750 2000 Gallon Water Truck
Ontario Avenue (3.64 acres)			
Fine Grading	January 2025	10 days	10 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 2 Cat 623K Motor Scrapers • 2 Ford F750 2000 Gallon Water Trucks
Utilities	January–March 2025	50 days	25 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Roadway Paving	March–April 2025	26 days	15 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 1 Cat AP655F Paving Machine • 2 Cat CB44B Vibratory Rollers • 1 Cat 623K Motor Scraper • 1 Ford F750 2000 Gallon Water Truck
Landscaping	April–May 2025	25 days	20 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950K Loader • 2 Cat 414EL Skip Loaders • 1 Ford F750 2000 Gallon Water Truck

Table 3-9 Ontario Regional Sports Complex Phasing and Equipment

Subphase	Months	Duration (workdays)	Preliminary Off-Road Equipment Use
PHASE 1B. Baseball Stadium (PA 1) and Baseball Stadium Retail and Hospitality (PA 2 and PA 3)			
PA 1 Baseball Stadium			
Baseball Stadium Construction (including landscaping)	January 2025–February 2026	364 days (Mon-Sat)	10-110 Construction Workers • 2-3 Cat 14G Forklifts • 0-2 Gradal Telescope Forklifts • 0-2 Cat CB44B Mobile Cranes • 2 Bobcat Skid Steer Loaders • 0-1 Concrete Boom Pump
PA 1 Parking Structure A			
Utilities	December 2024–January 2025	22 days	8 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Building Construction	January–September 2025	9 months	10-40 Construction Workers • 2-3 Cat 14G Standard Forklift • 0-1 Gradal Telescope Forklift • 1-2 Cat CB44B Mobile Crane • 1-2 Bobcat Skid Steer Loader • 1 Concrete Boom Pump
Architectural Coating	August–September 2025	22 days	10 Construction Workers • No offroad equipment
Finishing/Landscaping	August–September 2025	40 days	20 Construction Workers • 1 Cat 14G Standard Forklift • 1 Gradal Telescope Forklift • 2 Bobcat Skid Steer Loader
PA 2 Retail Buildings			
Utilities	January–February 2025	22 days	8 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Building Construction	February–October 2025	9 months	22-55 Construction Workers • 2-3 Cat 14G Forklifts • 0-2 Gradal Telescope Forklifts • 0-2 Cat CB44B Mobile Cranes • 2 Bobcat Skid Steer Loaders • 0-1 Concrete Boom Pump
Architectural Coating	September–October 2025	22 days	10 Construction Workers • no offroad equipment

Table 3-9 Ontario Regional Sports Complex Phasing and Equipment

Subphase	Months	Duration (workdays)	Preliminary Off-Road Equipment Use
Finishing/Landscaping	September–October 2025	40 days	20 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950K Loader • 2 Cat 414EL Skip Loaders • 1 Ford F750 2000 Gallon Water Truck
PA 2 Surface Parking Lot			
Utilities	March– April 2025	22 days	8 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Paving	April–July 2025	80 days	10 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 1 Cat AP655F Paving Machine • 2 Cat CB44B Vibratory Rollers • 1 Cat 623K Motor Scraper • 1 Ford F750 2000 Gallon Water Truck
PA 3 Retail Buildings			
Utilities	February–March 2025	22 days	8 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Building Construction	March–September 2025	7 months	10-40 Construction Workers • 2-3 Cat 14G Forklifts • 0-2 Gradal Telescope Forklifts • 0-2 Cat CB44B Mobile Cranes • 2 Bobcat Skid Steer Loaders • 0-1 Concrete Boom Pump
Architectural Coating	August–September 2025	22 days	10 Construction Workers • No offroad equipment
Finishing/Landscaping	August–September 2025	40 days	20 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950 Loader • 2 Cat 414EL Skip loaders • 1 Ford F750 2000 Gallon Water Truck

Table 3-9 Ontario Regional Sports Complex Phasing and Equipment

Subphase	Months	Duration (workdays)	Preliminary Off-Road Equipment Use
PA 3 Hotel			
Utilities	February–March 2025	22 days	8 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Building Construction	March – September 2025	7 months	10-40 Construction Workers • 2-3 Cat 14G Forklifts • 0-2 Gradal Telescope Forklifts • 0-2 Cat CB44B Mobile Cranes • 2 Bobcat Skid Steer Loaders • 0-1 Concrete Boom Pump
Architectural Coating	August–September 2025	22 days	10 Construction Workers • No offroad equipment
Finishing/Landscaping	August–September 2025	40 days	20 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950 Loader • 2 Cat 414EL Skip loaders • 1 Ford F750 2000 Gallon Water Truck
PHASE 2. Baseball Stadium Retail and Hospitality South (PA 4) and City Park Active Fields (PA 5)			
Phase 2 Site Preparation			
Demolition	October 2024	5 days	18 Construction Workers 1,000 tons (building debris) • 2 Cat 966G Loaders • 2 Cat 336EL Excavators • 1 Power Screen Crusher 320SR • 1 Ford F750 2000 Gallon Water Truck V8
Manure Removal (56,000 cubic yards)	October–December 2024	28 days	4 Construction Workers • 2,800 trucks total • 3 Cat 966G Loaders (10-hours) • 1 Ford F750 2000 Gallon Water Truck V8
Mass Grading	December 2024–March 2025	50 days	10 Construction Workers • 6 Cat 633 Motor Scrapers • 1 Cat D-6T Dozer • 2 Cat 834K Rubber Tire Dozers • 2 Cat 14M3 Blades (Motor Grader) • 3 Ford F750 2000 Gallon Water Trucks

Table 3-9 Ontario Regional Sports Complex Phasing and Equipment

Subphase	Months	Duration (workdays)	Preliminary Off-Road Equipment Use
Fine Grading	February–April 2025	65 days	5 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 2 Cat 623K Motor Scrapers • 2 Ford F750 2000 Gallon Water Trucks
PA 4 Retail Buildings			
Utilities	December 2024–January 2025	22 days	8 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Building Construction	January–September 2025	9 months	10-40 Construction Workers • 2-3 Cat 14G Forklifts • 0-2 Gradal Telescope Forklifts • 0-2 Cat CB44B Mobile Cranes • 2 Bobcat Skid Steer Loaders • 0-1 Concrete Boom Pump
Architectural Coating	August–September 2025	15 days	10 Construction Workers • No offroad equipment
Finishing/Landscaping	August–October 2025	40 days	20 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950 Loader • 2 Cat 414EL Skip loaders • 1 Ford F750 2000 Gallon Water Truck
PA 4 Surface Parking Lot (2.0 acres)			
Utilities	January–February 2025	25 days	8 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Parking Lot Paving	February–April 20205	50 days	10 Construction workers • 2 Cat 14M3 Blades (Motor Grader) • 1 Cat AP655F Paving Machine • 2 Cat CB44B Vibratory Rollers • 1 Cat 623K Motor Scraper • 1 Ford F750 2000 Gallon Water Truck
PA 5 Multipurpose Fields			
Utility Construction	April–June 2025	50 days	8 Construction Workers • MISSING

Table 3-9 Ontario Regional Sports Complex Phasing and Equipment

Subphase	Months	Duration (workdays)	Preliminary Off-Road Equipment Use
Landscape Construction	May 2025–February 2026	220 days	20 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950K Loader • 2 Cat 414EL Skip Loaders • 1 Ford F750 2000 Gallon Water Truck
PA 5 Parking Structure B			
Utilities	June – July 2025	25 days	8 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Building Construction	July 2025–February 2026	9 months	10-40 Construction Workers • 2-3 Cat 14G Standard Forklift • 0-1 Gradal Telescope Forklift • 1-2 Cat CB44B Mobile Crane • 1-2 Bobcat Skid Steer Loader • 1 Concrete Boom Pump
Architectural Coating	January–February 2026	22 days	10 Construction Workers • No offroad equipment
Finishing/Landscaping	January–February 2026	40 days	20 Construction Workers • 1 Cat 14G Standard Forklift • 1 Gradal Telescope Forklift • 2 Bobcat Skid Steer Loader
PA 5 Surface Parking Lot (10.2 acres)			
Utilities	June–August 2025	35 days	8 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Parking Lot Paving	August–October 2025	60 days	10 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 1 Cat AP655F Paving Machine • 2 Cat CB44B Vibratory Rollers • 1 Cat 623K Motor Scraper 1 Ford F750 2000 Gallon Water Truck

Table 3-9 Ontario Regional Sports Complex Phasing and Equipment

Subphase	Months	Duration (workdays)	Preliminary Off-Road Equipment Use
PHASE 3. Indoor Athletic Facility (PA 6)			
Phase 3 Site Preparation			
Mass Grading	December 2024	10 days	10 Construction Workers • 6 Cat 633 Motor Scrapers • 1 Cat D-6T Dozer • 2 Cat 834K Rubber Tire Dozers • 2 Cat 14M3 Blades (Motor Grader) • 3 Ford F750 2000 Gallon Water Trucks
Fine Grading	December 2024	15 days	5 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 2 Cat 623K Motor Scrapers • 2 Ford F750 2000 Gallon Water Trucks
PA 6 Indoor Facility			
Utilities	September–October 2025	25 days	8 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Building Construction	November 2025–May 2026	6 months	10-40 Construction Workers • 2-3 Cat 14G Forklifts • 0-2 Gradal Telescope Forklifts • 0-2 Cat CB44B Mobile Cranes • 2 Bobcat Skid Steer Loaders • 0-1 Concrete Boom Pump
Architectural Coating	May 2026	15 days	10 Construction Workers • No offroad equipment
Finishing/Landscaping	May–June 2026	40 days	20 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950 Loader • 2 Cat 414EL Skip loaders • 1 Ford F750 2000 Gallon Water Truck
PA 6 Surface Parking Lot			
Utilities	October–November 2025	25 days	8 construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks

Table 3-9 Ontario Regional Sports Complex Phasing and Equipment

Subphase	Months	Duration (workdays)	Preliminary Off-Road Equipment Use
Parking Lot Paving	December 2025–February 2026	60 days	8 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 1 Cat AP655F Paving Machine • 2 Cat CB44B Vibratory Rollers • 1 Cat 623K Motor Scraper • 1 Ford F750 2000 Gallon Water Truck
Phase 4. Community Recreation Center (PA 7)			
Phase 4 Site Preparation			
Demolition	October 2024	8 days	18 Construction Workers 1,600 tons (building debris) • 2 Cat 966G Loaders • 2 Cat 336EL Excavators • 1 Power Screen Crusher 320SR • 1 Ford F750 2000 Gallon Water Truck V8
Mass Grading	December 2024	8 days	10 Construction Workers • 6 Cat 633 Motor Scrapers • 1 Cat D-6T Dozer • 2 Cat 834K Rubber Tire Dozers • 2 Cat 14M3 Blades (Motor Grader) • 3 Ford F750 2000 Gallon Water Trucks
Fine Grading	January 2025	10 days	5 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 2 Cat 623K Motor Scrapers • 2 Ford F750 2000 Gallon Water Trucks
PA 7 Community Center/Admin Building			
Utilities	June 2026	25 days	8 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Building Construction	June 2026–April 2027	11 months	10-40 Construction Workers • 2-3 Cat 14G Forklifts • 0-2 Gradal Telescope Forklifts • 0-2 Cat CB44B Mobile Cranes • 2 Bobcat Skid Steer Loaders • 0-1 Concrete Boom Pump
Architectural Coating	March–April 2027	22 days	10 Construction Workers • No offroad equipment

Table 3-9 Ontario Regional Sports Complex Phasing and Equipment

Subphase	Months	Duration (workdays)	Preliminary Off-Road Equipment Use
Finishing/Landscaping	March–May 2027	40 days	20 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950 Loader • 2 Cat 414EL Skip loaders • 1 Ford F750 2000 Gallon Water Truck
PA 7 Activity Area			
Utilities	April–May 2027	35 days	8 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Landscape Construction	May–September 2027	88 days	15 Construction Workers • 2 Cat 450F Backhoes • 1 Cat 950 Loader • 2 Cat 414EL Skip loaders • 1 Ford F750 2000 Gallon Water Truck
PA 7 Surface Parking Lot			
Utilities	May – July 2027	35 days	8 Construction Workers • 3 Cat 336EL Excavators • 3 Cat 950K Loaders • 2 Cat 450F Backhoes • 2 Cat 414EL Skip Loaders • 2 Ford F750 2000 Gallon Water Trucks
Paving	July–September 2027	65 days	10 Construction Workers • 2 Cat 14M3 Blades (Motor Grader) • 1 Cat AP655F Paving Machine • 2 Cat CB44B Vibratory Rollers • 1 Cat 623K Motor Scraper • 1 Ford F750 2000 Gallon Water Truck

Notes: Preliminary construction phasing and equipment provided by RJM Design Group, Inc.
[1] Asphalt debris crushed on-site with Power Screen 320SR.

3.3.4 General Plan Amendment and Rezone

3.3.4.1 THE ONTARIO PLAN AMENDMENTS

The Ontario Plan (TOP) is a dynamic framework that guides decisions throughout the city by integrating many components of City governance into a single system. TOP is composed of six components, including the

Policy Plan, which serves as the City's General Plan. The Policy Plan is organized into nine elements. The ORSC would require amendments to two elements, Land Use and Housing.

Land Use

On-Site General Plan Amendment (ORSC)

The Land Use Element of the Policy Plan establishes two land use designations in the ORSC site, Low-Density Residential and Medium Density Residential. The ORSC would require changing the existing land use designations to Open Space–Parkland (OS-R) and Hospitality (HOS) to allow for recreational facilities and regional-serving entertainment, retail, and service uses, including hotels/motels, and restaurants (see Figure 3-15, *Proposed General Plan Amendment of the Project Area,* and Table 3-10, *Proposed Land Use Designations of the Ontario Regional Sports Complex*). The ORSC would:

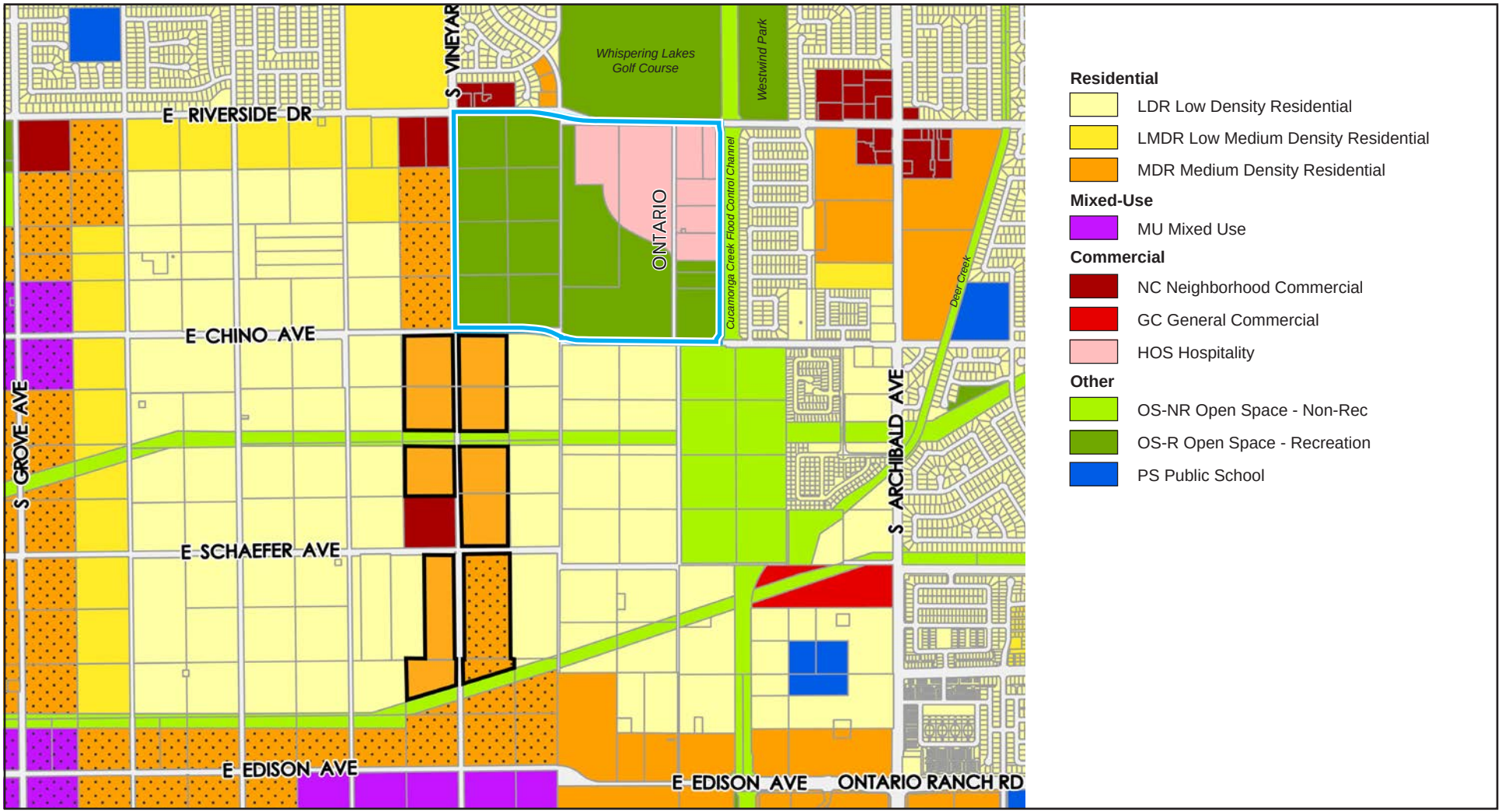
- Convert 134.42 acres of Low Density Residential (LDR) and Medium Density Residential (MDR) to Open Space-Parkland (OS-R).
- Convert 51.57 acres of Low Density Residential (LDR) to Hospitality (HOS) for a baseball stadium, ancillary/supportive retail, and lodging uses.

Table 3-10 Proposed Land Use Designations

Land Use	Zoning	Acres
Ontario Regional Sports Park Complex (On-Site Land Use Changes for the ORSC site)		
Hospitality (HOS)	Convention Center Support Retail (CCS)	51.57
Open Space–Parkland (OS-R)	Open Space–Recreation	134.42
Right-of-Way (ROW)[1]		13.01
ORSC (On-Site) Total		**199.00**
Off-Site General Plan Amendment and Rezone (Senate Bills 330 and 166 Compliance)		
Medium-Density Residential (MDR)	No proposed zoning change SP/AG (Specific Plan)	74.75
Medium-Density Residential (MDR)	SP/AG/AH (Specific Plan with Affordable Housing Overlay)	19.25
Senate Bill 330 (Off-Site) Total		**94.00**

Notes: SP = Specific Plan, AG = Agricultural, AH = Affordable Housing
[1] ROW is consistent with TOP 2050 estimates; it is not based on Table 3-1.

Figure 3-15 - Proposed General Plan Amendment of the Project Area



Source: Ontario 2023.

3. Project Description

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Off-Site General Plan Amendment (Senate Bill 330 Compliance)

Because the ORSC site would replace areas planned for residential use with nonresidential uses, the loss in residential capacity must be offset by increasing the residential capacity by an equal amount elsewhere in the city to comply with SB 330, which mandates no net loss of residential capacity citywide.

TOP 2050 planned for a total of 1,471 units in the areas designated LDR and MDR in the ORSC site. To offset this loss, 94 acres along the Vineyard Corridor, south of the ORSC site, would be assigned a more intense land use designation, changing from LDR to MDR (see Figure 3-15). The current land use designation in the Vineyard Corridor, LDR, allowed up to 424 units under TOP 2050. Because of SB 330, the combined capacity for the ORSC site and the Vineyard Corridor parcels must be maintained, meaning the Vineyard Corridor parcels must support a minimum capacity of 1,895 units (1,471 units to offset the ORSC site plus 424 units to account for the existing capacity on the parcels where growth potential would be reallocated). To achieve this, the Proposed Project requires a general plan amendment designating the Vineyard Corridor parcels (94 acres) as MDR instead of LDR, creating capacity for 2,075 units (see Figure 3-15), 180 units more than required to comply with SB 330.

The increase in residential capacity results from the way estimated capacity is calculated (Acreage x Assumed Density, as defined in TOP Table LU-03), which makes matching the exact capacity required to comply with SB 330 impossible without artificially assigning multiple land use designations to a single parcel. Instead, whole parcels are proposed to be redesignated, changing the citywide residential capacity from 129,562 units, as studied under TOP 2050, to 129,742 units, an insubstantial increase of 0.1 percent.

Housing

On-Site Rezone (ORSC site)

The ORSC site includes changing the designation of four parcels (36.2 acres) from MDR to OS-R in the ORSC site; their APNs are: 218-10-101, 218-10-102, 218-10-103, and 218-10-104. These four parcels were identified in the Housing Element's sites inventory as suitable to accommodate 194 units of low-and very low-income housing. Because the ORSC would preclude housing development, the four parcels would no longer support housing and must be removed from the Housing Element's sites inventory.

Off-Site Rezone (Senate Bill 166 Compliance)

SB 166 mandates that a jurisdiction maintain an inventory of sites suitable to fulfill its low and very low RHNA obligation at all times, and the 194 units that were allocated to the ORSC site must be reallocated to other suitable sites in the city. To comply with this requirement, two of the parcels in the Vineyard Corridor (19.25 of 94.00 acres) that were identified to accept the units reallocated from the ORSC site for SB 330 compliance would be added to the Housing Element's sites inventory; their APNs are: 218-18-102 and 218-18-115.

To be considered suitable for the development of low- and very low-income housing under state law, the sites must allow a density of 30 dwelling units or greater and meet other requirements. To achieve the required density, TOP land use designation on these properties would be changed to MDR, and the City's zoning designation would be updated to include the affordable housing overlay. The MDR designation allows densities

up to 30 units per acre for qualifying projects if the affordable housing overlay zoning district is also applied. With the application of the overlay, the Vineyard Corridor parcels would qualify as sites suitable to support housing affordable to low- and very low-income households. The entire residential capacity of these sites, however, cannot be counted toward the City's low- and very low-income RHNA obligation. Because the sites along the Vineyard Corridor and the rest of western Ontario Ranch do not have access to infrastructure, State law only allows a portion of the development capacity be counted toward meeting the City's RHNA obligation. The proportion of units that could be counted as suitable for low- and very low-income housing was based on the anticipated time frame when water and sewer would be available. Because the ORSC would bring backbone infrastructure to the Vineyard Corridor parcels earlier than was anticipated with Armstrong Ranch, it is estimated that the two sites can accommodate 212 units affordable to low- and very low-income households, which is 13 more affordable units than was supported by the four sites that would be removed from the inventory. This surplus of 13 low- and very low-income units in the Housing Element sites inventory can be used to meet future SB 166 requirements (see Figure 3-15).

The two parcels that would be added to the sites inventory contribute to complying with both SB 166 and SB 330, so adding the sites to the Housing Element sites inventory would not change the citywide development capacity beyond what was discussed under SB 330 compliance. The "surplus" units discussed do not represent additional development capacity, but rather refer to capacity identified in the Housing Element sites inventory that exceeds the City's RHNA obligation. Further, adding these parcels to the Affordable Housing Overlay zoning district would not alter the estimated development capacity because higher densities are only allowed within the Affordable Housing Overlay when projects meet specific requirements; since there is no project associated with the SB 166 map changes, assuming a higher density would be speculative and inconsistent with the assumptions of TOP 2050.

3.3.4.2 ZONE CHANGES

On-Site Rezone (ORSC site)

Approval of the ORSC would rescind the Armstrong Ranch Specific Plan and rezone the ORSC site with traditional zoning designations. The Open Space–Recreation (OS-R) zoning district would be applied to 134.43 acres to implement the Open Space - Parkland TOP designation, supporting sports fields, an aquatics center, and other public recreational uses, while the Convention Center Support Retail (CCS) zoning district would be applied to 51.57 acres to implement the Hospitality TOP designation, facilitating development of the regional sports complex, ancillary retail, and related lodging.

Off-Site Zoning Changes (SB 166 Compliance)

The two parcels (19.25 acres) in the Vineyard Corridor that would be added to the Housing Element sites inventory would also be added to the Affordable Housing Overlay zoning district. As discussed under TOP changes, adding these parcels to the Affordable Housing Overlay zoning district would not alter the estimated development capacity because higher densities are only allowed within the Affordable Housing Overlay when projects meet specific requirements; since there is no project associated with the SB 166 map changes, assuming a higher density would be speculative and inconsistent with the assumptions of TOP 2050.

3.3.4.3 ENVIRONMENTAL EFFECTS OF OFF-SITE TOP AMENDMENTS AND ZONE CHANGES

This EIR evaluates impacts associated with the Proposed Project. Future, site-specific, development consistent with the off-site GPA and Rezone are not evaluated at a project-level because these actions are solely for compliance with SB 330 and SB 166. Amendments to TOP and zoning maps to comply with SB 330 and SB 166 do not result in physical environmental impacts. However, this EIR evaluated the potential impacts associated with the change in the land use and zoning designation from Low Density Residential to Medium Density Residential at a program-level compared to impacts identified in The Ontario Plan 2050 Supplement EIR (SEIR), which was certified in 2022 (State Clearinghouse No. 2021070364) in Chapter 5, *Environmental Analysis*.

As discussed above, the calculated net change in residential units due to SB 330 and SB 166 compliance is the result of the capacity calculation methodology, and it would result in an insubstantial change (0.1 percent) compared to what is allowed under TOP 2050. Therefore, there would be no change in impacts compared to those identified in the 2022 SEIR for TOP 2050, which addressed the potential impacts associated with the growth anticipated from the implementation of TOP 2050, including from the development of housing and implementation of the Housing Element.

Furthermore, no development application is proposed at this time for projects in the Vineyard Corridor, shown on Figure 3-15, where housing capacity was reallocated to comply with SB 330 and SB 166, so the required map changes would not result in direct physical impacts to the environment that would warrant a project-level analysis. Future development must adhere to TOP 2050 policies and the City's zoning and development code as well as mitigation measures in the 2022 SEIR. As indicated in Section 5.17, *Transportation*, the transportation model was adjusted to reflect the compensatory SB 330 and SB 166 map proposed amendments. However, vehicle miles traveled outside the 199-acre ORSC site does not differ between the future baseline and future with-project conditions.

3.4 INTENDED USES OF THE EIR

This Draft EIR is a project EIR that examines the environmental impacts of the ORSC, including the sewer alignment in the Offsite Improvement Area. This Draft EIR also serves as a program EIR for the GPA and Rezone. It is the intent of this Draft EIR to evaluate the environmental impacts of the Proposed Project so that the City of Ontario, other responsible agencies, and interested parties can make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are in Table 3-11, *Project Approvals Needed*.

Table 3-11 Project Approvals Needed

Lead Agency	Action
City of Ontario	• Certification of the EIR • Revocation of the Armstrong Ranch Specific Plan • Approval of General Plan Amendments (GPA) and Rezone • Adoption of the Findings of Fact and Statement of Overriding Considerations • Adoption of the Mitigation Monitoring Program • Approvals and Permits necessary to execute the Stadium included, but not limited to grading permits, conditional use permit, building permits, etc. • Review of Fire Plan through Building and Safety
Responsible Agencies	**Action**
Southern California Edison (SCE)	• Relocation and/or Underground Utilities
Ontario International Airport (ONT) Inter-Agency Collaborative (IAC)	• Consistency determination with the ONT Airport Land Use Compatibility Plan (ALUCP)

3.5 REFERENCES

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4. Environmental Setting

4.1 INTRODUCTION

This section provides a "description of the physical environmental conditions in the vicinity of the ORSC Proposed Project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective" (Guidelines Section 15125[a]), pursuant to provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the Proposed Project.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The City of Ontario is in the southwestern corner of San Bernardino County and surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the city of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south; see Figure 3-1, *Regional Location,* in Chapter 3, *Project Description*. Regional circulation to and through the city is provided by Interstate 10 (I-10) and State Route 60 (SR-60) east-west, and by I-15 and SR-83 (Euclid Avenue) north-south.

The ORSC is in the Ontario Ranch community of the City of Ontario. Local access to the ORSC site under existing conditions is provided by Riverside Drive to the north; Chino Avenue to the south; and Ontario Avenue, which runs north-south through the ORSC site. The ORSC site is also bounded to the west by unimproved right-of-way for Vineyard Avenue, and to the east by the Cucamonga Creek Flood Control Channel.

4.2.2 Regional Planning Considerations

Southern California Association of Governments

The 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 for this region, which encompasses over 380,000 square miles. SCAG is a regional planning agency 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.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), "Connect SoCal," was adopted on September 3, 2020. Connect SoCal encompasses four principles—mobility, economy, healthy/complete communities, and environment—that are important to the region's future (SCAG 2020). Connect SoCal explicitly lays out goals related to housing, transportation technologies, equity, and resilience to adequately reflect the increasing importance of these topics in the region.

The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency. The ORSC's consistency with the applicable 2020-2045 RTP/SCS policies is analyzed in detail in Section 5.11, *Land Use and Planning*.

South Coast Air Quality Management District

The City of Ontario is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD). Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law, and standards are detailed in the SoCAB Air Quality Management Plan (AQMP). South Coast AQMD is responsible for preparing the AQMP in coordination with SCAG to attain the National and California AAQS. In December 2022 South Coast AQMD adopted the 2022 AQMP, which consists of regulatory control measures to reduce stationary and mobile-source emission, incentive-based programs, co-benefits from climate programs, mobile-source strategies, and reductions from federal sources such as aircrafts, locomotives, and ocean-going vessels.

Air pollutants for which ambient air quality standards (AAQS) have been developed are known as criteria air pollutants—ozone (O_3), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O_3, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet AAQS for that pollutant. Based on the SoCAB AQMP, the SoCAB is designated nonattainment for O_3, $PM_{2.5}$, PM_{10}, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO_2 under the California AAQS (CARB 2022). The ORSC's consistency with the applicable AAQS is discussed in Section 5.3, *Air Quality*.

California Air Resources Board

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order (EO) S-03-05, EO B-30-15, EO B-55-18, Assembly Bill 32 (AB 32), AB 1279, Senate Bill 32 (SB 32), and SB 375.

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), which lays out a path to achieve carbon neutrality by 2045 or earlier and to reduce the state's anthropogenic GHG emissions (CARB 2022). The Scoping Plan was updated to address the carbon neutrality goals of EO B-55-18 and the ambitious GHG reduction target as directed by AB 1279. Previous Scoping Plans focused on specific GHG reduction targets for our industrial, energy, and transportation sectors to meet 1990 levels by 2020, then the more aggressive 40 percent below 1990 levels for the 2030 target. This plan expands on earlier Scoping Plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. Carbon neutrality takes it one step further by expanding actions to capture and store carbon, including through natural and working lands and mechanical technologies, while drastically reducing anthropogenic sources of carbon pollution. The ORSC's ability to meet these regional GHG emissions reduction target goals is analyzed in Section 5.8, *Greenhouse Gas Emissions*.

Santa Ana Regional Water Quality Control Board

Ontario is in the Chino and Cucamonga subregions of the Middle Santa Ana River Watershed. The Santa Ana River originates in the San Bernardino Mountains and flows more than 75 miles southwest to the Pacific Ocean; the river's watershed spans some 2,650 square miles. The primary drainage features in Ontario are lined channels carrying water from streams originating in the San Gabriel Mountains and flowing south to the Santa Ana River. These channels include the Cucamonga Flood Control Channel, Day Creek Channel, Etiwanda Creek Channel, and West Cucamonga Channel.

Under the Porter-Cologne Water Quality Act, that is, California's water quality control law, the State Water Resources Control Board has ultimate control over water quality policy and allocation of state water resources. The State Water Board, through its nine Regional Water Quality Control Boards, carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan. Ontario is in the Santa Ana River Basin, Region 8.

The Santa Ana Regional Water Quality Control Board administers the local National Pollution Discharge Elimination System permits for local permittees. As a condition of the permit, new developments and significant redevelopments must implement appropriate measures in the water quality management plans. The water quality control plan for the Santa Ana River Basin was last updated in 2019. This basin plan gives direction on the beneficial uses of the state waters in Region 8; describes the water quality that must be maintained to support such uses; and provides programs, projects, and other actions necessary to achieve the standards in the basin plan (Santa Ana RWQCB 2019). Water quality impacts associated with the ORSC are discussed in Section 5.10, *Hydrology and Water Quality*.

Chino Basin Watermaster

The city is situated over the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin. The Chino Basin Watermaster monitors the water quality and supply of the eight major water channels of the Chino Basin: the San Antonio, West Cucamonga, Cucamonga, Deer Creek, Day Creek, San Sevaine, West Fontana, and DeClez channels. The Watermaster initiated a stormwater recharge program in 2003 that could increase the Chino Basin water safe yield by about 12,000 acre-feet per year. Ontario's share of this yield would be 2,489 acre-feet per year. The Watermaster, Inland Empire Utilities Agency, Chino Basin Water Conservation District,

and San Bernardino County Flood District are working together to monitor this recharge program, which would expand and improve 19 recharge basins, supplying the Chino Basin with a greater annual supply of water. This would help the Inland Empire Utilities Agency region reach its goal of being "droughtproof," and reduce its dependence on imported water. For fiscal years 2018–2019 and 2019–20, respectively, the stormwater recharge program supplied 12,817 and 9,967 acre-feet to the Chino Basin (CBWM 2019; Wildermuth 2020). The water use associated with the ORSC is discussed in Section 5.19, *Utilities and Service Systems*.

Chino Basin Watermaster 2020 State of the Basin Report

The 2020 State of the Basin Report addresses groundwater supply and demand trends across the Chino Groundwater Basin. The report noted groundwater levels increased by approximately 10 feet in the western portion of Ontario and decreased by between 10 and 30 feet in the eastern portion of the city between 2000 and 2020 and attributed the changes to effective basin management, changes in groundwater flows over time, and increased use of recycled water and alternative water sources throughout the Basin (CBWM 2020). Groundwater impacts associated with the ORSC are discussed in Sections 5.10, *Hydrology and Water Quality*, and 5.19, *Utilities and Service Systems.*

Regional/Statewide Efforts for Agricultural Preservation

The California Land Conservation Act of 1965, or Williamson Act, allows city or county governments to preserve agricultural land or open space through contracts with landowners. Ontario Ranch—the part of the city south of Riverside Drive—has areas that are under contract through the Williamson Act to preserve agricultural land and prevent the conversion of agriculture land to nonagricultural land uses. Contracts last 10 to 20 years and are automatically renewed unless a notice of nonrenewal is issued by the landowner. Williamson Act contracts were administered by the County of San Bernardino until Ontario Ranch was incorporated into the city in 1999, when administration of the contracts became the responsibility of the City of Ontario.

Agricultural Uses on the ORSC Site

The ORSC site consists of agricultural uses primarily associated with livestock and dairy operations owned by various property owners. According to the Department of Conservation's Farmland Mapping and Monitoring Program, the ORSC site contains 17.8 acres of grazing land, 53 acres of prime farmland, and 125 acres of land designated as "other" (CDOC 2020). There are no active Williamson Act contacts on the ORSC site. Refer to Section 5.2, *Agriculture and Forestry Resources,* for more information on the existing agricultural types and uses within the ORSC site.

Regional Habitat Conservation Plans and Areas

Delhi Sands Flower-Loving Fly

The Delhi sands flower-loving fly is a federally listed endangered species. By 1997, studies indicated that over 97 percent of the area containing the Colton Dunes soil type (consisting of Delhi soil series) had been converted to agriculture, developed for urban or commercial uses, or otherwise altered. The fly has been observed in northeastern Ontario.

Critical habitat has not been designated for this species. In 1998, only six sites, totaling less than 45 acres, were known to be occupied, and only one is permanently protected. A recovery plan for the fly was prepared in 1997 and amended in 2019. The former range of the species was divided into three recovery units: Jurupa, Colton, and Ontario. Approximately 60 percent of the Ontario recovery unit, about 21.7 square miles, is in the city. According to the recovery plan, there is restorable habitat for the fly along the Southern California Edison right-of-way, in a shallow wash in southwestern Ontario (West Cucamonga Channel), and in a few other locations in the unit. The planned recovery of the fly is partially dependent on the restoration, management, and preservation of such areas.

There is one approved habitat conservation plan in the city. The Oakmont Industrial Group Habitat Conservation Plan was established for the protection of the fly on approximately 19 acres adjacent to the intersection of Greystone Drive and Stanford Avenue near the eastern city boundary (Ontario 2022). The biological impacts associated with the ORSC are discussed in Section 5.4, *Biological Resources*.

Airport Planning

The State Aeronautics Act of 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 or alternative. San Bernardino County opted for an alternative to the commission and delegated responsibility to prepare an airport land use compatibility plan (ALUCP) to each airport jurisdiction.

The Ontario International Airport–Inter Agency Collaborative (ONT-IAC) was formed to implement the policies and criteria of the ALUCP to prevent potential incompatible land uses surrounding the Ontario International Airport (ONT) and minimizing the public's exposure to excessive noise and safety hazards related to the airport. ONT-IAC is responsible for reviewing proposed major airport and land use actions for consistency with the policies in the ONT ALUCP; preparing written consistency evaluations; and soliciting input and comments from the FAA, Caltrans Division of Aeronautics, pilot groups, and others regarding compatibility planning matters, when necessary (Ontario International Airport 2018).

The adopted ALUCP for Chino Airport was approved in 1991 and does not reflect the most recently adopted 2003 Airport Master Plan. Also, the existing Chino Airport Land Use Compatibility Plan does not reflect the 2011 Caltrans Airport Land Use Planning Handbook (Handbook). Public Utilities Code Section 21670.1(c) requires local jurisdictions that opt for an alternative to an airport land use commission to rely upon the Handbook to prepare compatibility plans and to use the Handbook's height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the alternative process to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone that addresses Chino Airport's impacts on Ontario, consistent with policies and criteria in the Handbook (Caltrans 2011). The ORSC's compatibility with ALUCPs is discussed in Sections 5.9, *Hazards and Hazardous Materials*, and 5.11, *Land Use and Planning*.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Project Location

As shown in Chapter 3, Figure 3-1, *Regional Location,* Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial Photograph*, the ORSC site is in the southern portion of Ontario, which is known as the Ontario Ranch. The ORSC site is on the southeast corner of Vineyard Avenue and Riverside Drive in the Armstrong Ranch Specific Plan Area. The ORSC site is bounded to the north by Riverside Drive, to the south by Chino Avenue, to the west by the unimproved right-of-way for Vineyard Avenue, and to the east by the Cucamonga Creek Flood Control Channel. Vineyard Avenue currently terminates at Riverside Drive.

4.3.2 Existing Land Use

The site consists of mostly flat topography. Existing land uses in the ORSC site are shown in Figure 3-3, *Aerial Photograph*. Much of the ORSC site is presently vacant and was primarily used for agricultural purposes, including the raising of livestock and dairy farming. Other land uses in the ORSC site include a nursery east of Ontario Avenue. Several residential units are scattered throughout the site. Figures 4-1a through 4-1c, *Existing Site Conditions*, show the existing conditions at the site as of September 27, 2023.

4.3.3 Surrounding Land Use

Existing agricultural and industrial/commercial land uses abut the ORSC site to the west and south, including Madre Tierra Nursery, Mountain View RV and Boat Storage, Infinity Recycling, Artesia Sawdust Products, and several dairy farms. Whispering Lakes Golf Course and Westwind Park are north and northeast of the site, respectively, across Riverside Drive. A commercial center is at the northeast corner of Vineyard Avenue and East Riverside Drive. Residential land uses surrounding the site include the Countryside residential community to the east, separated from the ORSC site by the concrete channel; Whispering Lakes Apartment Complex and single-family residential uses in the Vineyard South neighborhood across Riverside Drive and adjacent to the Whispering Lakes Golf Course; residential uses to the northeast in the Arcadian Shores residential neighborhood; and rural residential uses associated with existing agricultural uses on Baker Avenue to the west. Other sensitive land uses include the Sunrise Children Center across Riverside Drive and the Archibald Christian Preschool at Chino Avenue and Archibald Avenue to the southeast.

4.3.4 Land Use Designations

The ORSC site is in an urbanizing area of the city surrounded by agricultural, residential, and commercial uses. The ORSC site is currently zoned Specific Plan, which implements the development standards of the Armstrong Ranch Specific Plan, as shown in Figure 4-2, *Existing Zoning*. The General Plan land use designation for the site is Residential Low Density and Residential Medium Density, as shown in Figure 4-3, *Existing TOP Land Use Designations*. Section 5.11, *Land Use and Planning,* provides further analysis of regional and local land use plans applicable to the ORSC.

Figure 4-1a - Existing Site Conditions

View of project site from northern boundary.

View of Riverside Drive.

Source: PlaceWorks 2023.

4. Environmental Setting

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Figure 4-1b - Existing Site Conditions

View of dairy farm from Ontario Avenue.

View of nursery from Ontario Avenue.

Source: PlaceWorks 2023.

4. Environmental Setting

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Figure 4-1c - Existing Site Conditions

View from south of project site along unimproved Vineyard Avenue.

View of Chino Avenue.

Source: PlaceWorks 2023.

4. Environmental Setting

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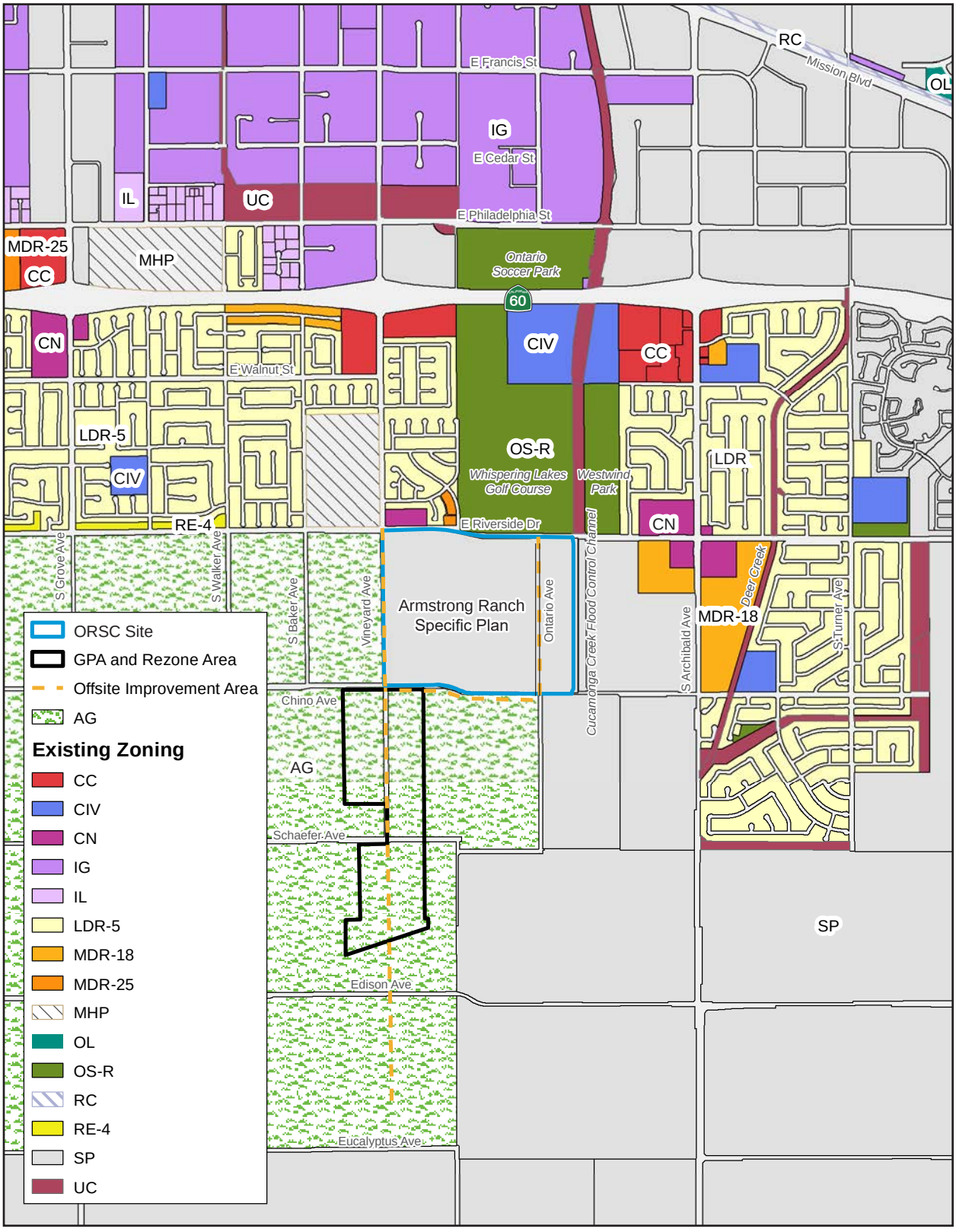
Figure 4-2 - Existing Zoning



Source: Ontario 2023.

4. Environmental Setting

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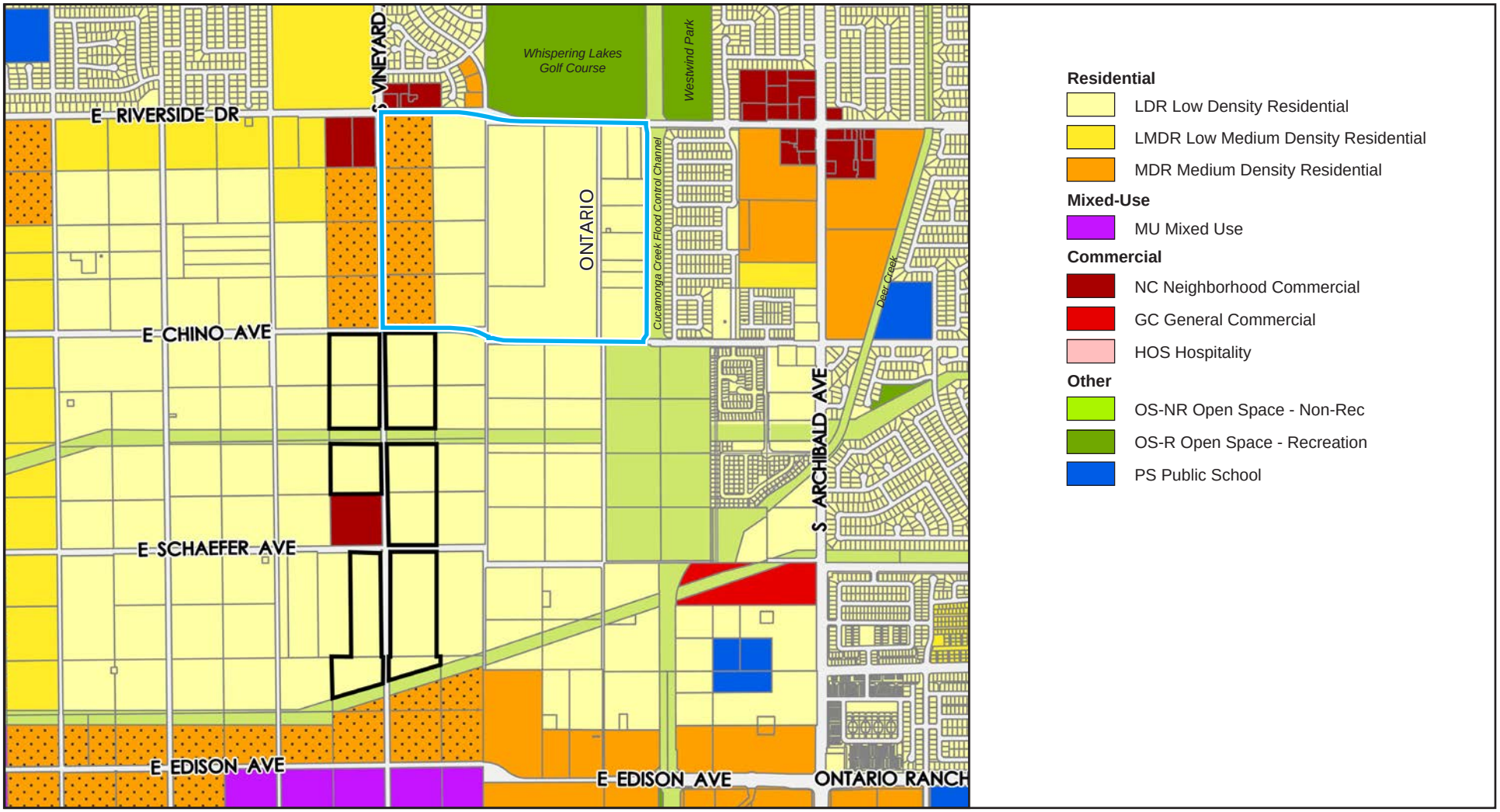
Figure 4-3 - Existing TOP Land Use Designations



Source: Ontario 2023.

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4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines 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. Section 15355 of the Guidelines defines cumulative impacts to be "…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 CEQA Guidelines (Section 15130 [b][1]) state 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; or

B. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impact analyses in this EIR use a combination of methods A and B. Generally, the growth projections that are identified in TOP 2050 have been utilized for the general plan forecast year conditions. Table 4-1, *Cumulative Projects Within a Three-Mile Radius*, provides a list of cumulative projects.

Table 4-1 Cumulative Projects Within a Three-Mile Radius

Project/Applicant Name	Location	Project Type/Size	Status
Piemonte/Airport Area			
File No. PDEV20-008 – Industrial Development	Northeast corner of Airport Drove/Haven Avenue	200,291 SF of industrial building space	Entitled
File No. PDEV 19-025 Palmer Apartments / Commercial Retail	Southeast corner of Vineyard and Inland Empire Blvd	950 residential units 5,000 SF of commercial building space	Entitled, under construction
File PDEV19-067: Hyatt Dual Hotel 265 Rooms	Southeast corner of Archibald/Inland Empire	157,370 SF of commercial building space	Entitled
File No. PDEV19-054-Townhomes	Southwest corner of Via Alba/Via Villagio	72 residential units	Entitled, under construction
File No. PDEV19-061 - Townhomes	Northeast corner of Ontario Center Parkway/ Via Alba	110 residential units	Entitled, under construction
File No. 21-013 - Retail Shopping Center	Southeast corner of Haven Ave. and 4th Street	91,163 SF of commercial building space	Entitled, under construction
File No. PDEV17-016 - Cambria Hotel- 124 Rooms	535 N Turner Avenue	83,500 SF of commercial building space	Entitled
PDEV21-018 - Industrial Development	Southeast corner of Jurupa/Milliken	168,172 SF of industrial building space	Entitled

Table 4-1 Cumulative Projects Within a Three-Mile Radius

Project/Applicant Name	Location	Project Type/Size	Status
PDEV22-014 Residential/Commercial Development	Southeast and Southwest corners of Via Piemonte and Via Villagio	694 residential units 63,655 SF of commercial building space	Entitled
File No. PDEV21-047 - Industrial	East of Haven Avenue, west of Doubleday and Dupont Avenues, north of Jurupa Street and south of Airport Drive	4,263,454 SF of industrial building space	Entitled
File No. PDEV19-057-Industrial	Northeast corner of Haven Ave. and 60FWY	281,000 SF of industrial building space	Entitled, in process
File PDEV18-031 - Commercial/Industrial	Southwest corner of Riverside Drive and Hamner	52,000 SF of commercial building space 968,092 SF of industrial building space	Entitled, in process
File No. PDEV19-059-Industrial	Northwest corner of Riverside Drive and Milliken Avenue	5,552 SF of commercial building space 295,991 SF of industrial building space	Entitled, in process
File No. PDEV21-003-Industrial	1486 East Holt	26,000 SF of industrial building space	Entitled, in process
File No. PDEV22-009-Industrial	Southeast corner of Sultana Avenue and Mission Blvd	79,323 SF of industrial building space	Entitled
File No. PDEV21-035-Industrial	Southeast corner of Sultana Avenue and Belmont Street	59,984 SF of industrial building space	Entitled
File No. PDEV21-037-Industrial	1516 South Bon View Avenue	167,400 SF of industrial building space	Entitled
File No. PDEV22-012 - Commercial	West side of Archibald Avenue approximately 300 feet south of Philadelphia Street	7,225 SF of commercial building space	Entitled
File No. PDEV21-045 - Commercial	2575 South Archibald Avenue	1,796 SF of commercial building space	Entitled
TOTAL		**1,826** residential units **783,590** SF of commercial space **6,509,707** SF of industrial space	

Depending on the environmental category, the cumulative impact analysis may use either source A or B. Some impacts are site specific, such as cultural resources, and others might have impacts outside the city boundaries, such as regional air quality. Please refer to Chapter 5, *Environmental Analysis*, for a discussion of the cumulative impacts associated with development and growth in the city and region for each environmental resource area.

In addition, transportation modeling uses the City's traffic analysis model. The City's model assumes buildout of TOP 2050. To account for SB 330 and SB 166, the City's traffic model has been calibrated to reflect the replacement zoning that is triggered by the ORSC; and is therefore, considered in the cumulative baseline scenario for transportation and traffic noise.

Cumulative impact analyses for several topical sections are also based on the most appropriate geographic boundary for the respective impact. Several potential cumulative impacts that encompass regional boundaries

(e.g., air quality and traffic) have been addressed in the context of various regional plans and defined significance thresholds. Climate change is a global issue, and the cumulative impacts analysis has been addressed in the context of state regulations and regional plans designed to address the global cumulative impact.

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5. Environmental Analysis

Chapter 5 examines the environmental setting of the Proposed Project and analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental issue area. The scope was determined based on public and agency comments received during the Notice of Preparation (NOP) comment periods and scoping meeting. The City prepared an NOP for a Subsequent EIR which began on September 15, 2023, and ended on October 16, 2023 (see Appendix A) and the associated scoping meeting held on September 27, 2023. However, subsequent to this notice, the City decided to proceed with a new EIR rather than a Subsequent EIR for the Proposed Project. The NOP for the EIR was reissued on November 14, 2023, through December 15, 2023, and the second scoping meeting associated with this NOP release was held on December 6, 2023. Environmental issues and their corresponding sections are:

- 5.1 Aesthetics
- 5.2 Agriculture and Forestry Resources
- 5.3 Air Quality
- 5.4 Biological Resources
- 5.5 Cultural Resources
- 5.6 Energy
- 5.7 Geology and Soils
- 5.8 Greenhouse Gas Emissions
- 5.9 Hazards and Hazardous Materials
- 5.10 Hydrology and Water Quality
- 5.11 Land Use and Planning
- 5.12 Mineral Resources
- 5.13 Noise
- 5.14 Population and Housing
- 5.15 Public Services
- 5.16 Recreation
- 5.17 Transportation
- 5.18 Tribal Cultural Resources
- 5.19 Utilities and Service Systems
- 5.20 Wildfire

Sections 5.1 through 5.20 provide a detailed discussion of the environmental setting, impacts associated with the Proposed Project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of mitigation measures are also discussed.

5.1 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

To assist the reader with comparing information between environmental issues, each section is organized under 10 major headings:

- Environmental Setting
- Thresholds of Significance
- Plans, Programs, and Policies
- Environmental Impacts

- Cumulative Impacts
- Level of Significance Before Mitigation
- Mitigation Measures
- Level of Significance After Mitigation
- References

In addition, Chapter 1, *Executive Summary,* has a table that summarizes all impacts by environmental issue.

5.2 TERMINOLOGY USED IN THIS DRAFT EIR

The level of significance is identified for each impact in this 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 CEQA and the CEQA Guidelines:

- **No impact.** The project would not change the environment.
- **Less than significant.** 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.

5.1 AESTHETICS

This section of the Draft Environmental Report (DEIR) discusses the potential impacts to the visual character of the ORSC site and its surroundings from development of the Proposed Project, which include the Ontario Regional Sports Complex (ORSC site), Offsite Improvement Area, and the General Plan Amendment and Rezone (GPA and Rezone). The discussion includes a review of the aesthetic characteristics of the existing environment that would potentially be altered by the Proposed Project's implementation. Impacts from the ORSC site are analyzed on a project level while impacts from the GPA and Rezone are analyzed at a programmatic level. The analysis in this section is based in part on the existing conditions observed at the ORSC site on September 27, 2023, and nighttime simulations of ORSC site lighting prepared for the ORSC site. Lighting plans for the proposed baseball stadium, multiuse baseball fields, soccer fields, and Community Recreation Center have been prepared by Musco Sports Lighting, LLC. and are included as Appendix C, *Musco Lighting Plans*, to this Draft EIR.

Terminology

The **foot-candle** (fc) is a unit based on English measurements. Although foot-candles are considered obsolete in some scientific circles, they are nevertheless used because many existing light meters are calibrated in foot-candles. Moonlight produces approximately 0.01 fc, and sunlight can produce up to 10,000 fc. The general benchmarks for light levels are shown in Table 5.1-1, *General Light Levels Benchmark*.

Table 5.1-1 General Light Levels Benchmark

Outdoor Light	Foot-Candles
Direct Sunlight	10,000
Full Daylight	1,000
Overcast Day	100
Dusk	10
Twilight	1
Deep Twilight	0.1
Full Moon	0.01
Quarter Moon	0.001
Moonless Night	0.0001
Overcast Night	0.00001
Gas station canopies	25–30
Typical neighborhood streetlight and parking garage	1.0–5.0

Source: The Engineering Toolbox 2023.

- **Horizontal foot-candle.** The amount of light received on a horizontal surface such as a roadway or parking lot pavement.

- **Vertical foot-candle.** The amount of light received on a vertical surface such as a billboard or building façade.

- **Glare** means lighting entering the eye directly from a light fixture or indirectly from reflective surfaces that causes visual discomfort or reduced visibility. Glare can be generated by building-exterior materials, surface-paving materials, vehicles traveling or parked on roads and driveways, and sports lights. Any highly reflective façade material is a concern because buildings can reflect bright sunrays. The concepts of spill light, direct glare, and light trespass are illustrated on Figure 5.1-1, *Spill Light, Direct Glare, and Light Trespass*, adapted from the Institution of Lighting Engineers (ILE 2003).

- **Direct glare** is caused by looking at an unshielded lamp or a light at maximum candlepower. Direct glare is dependent on the brightness of the light source, the contrast in brightness between the light source and the surrounding environment, the size of the light source, and its position.

- **Illuminance** is the amount of light on a surface or plane, typically expressed in a horizontal plane (e.g., on the ground) or in a vertical plane (e.g., on the side of a building).

- **Lumen** means the unit of measure used to quantify the amount of visible light produced by a light source or emitted from a luminaire (as distinct from "watt," a measure of power consumption).

- **Luminaire** means outdoor electrically powered illuminating devices that include a light source, outdoor reflective or refractive surfaces, lenses, electrical connectors and components, and all parts used to mount the assembly, distribute the light, and/or protect the light source, whether permanently installed or portable. An important component of luminaires is their shielding:

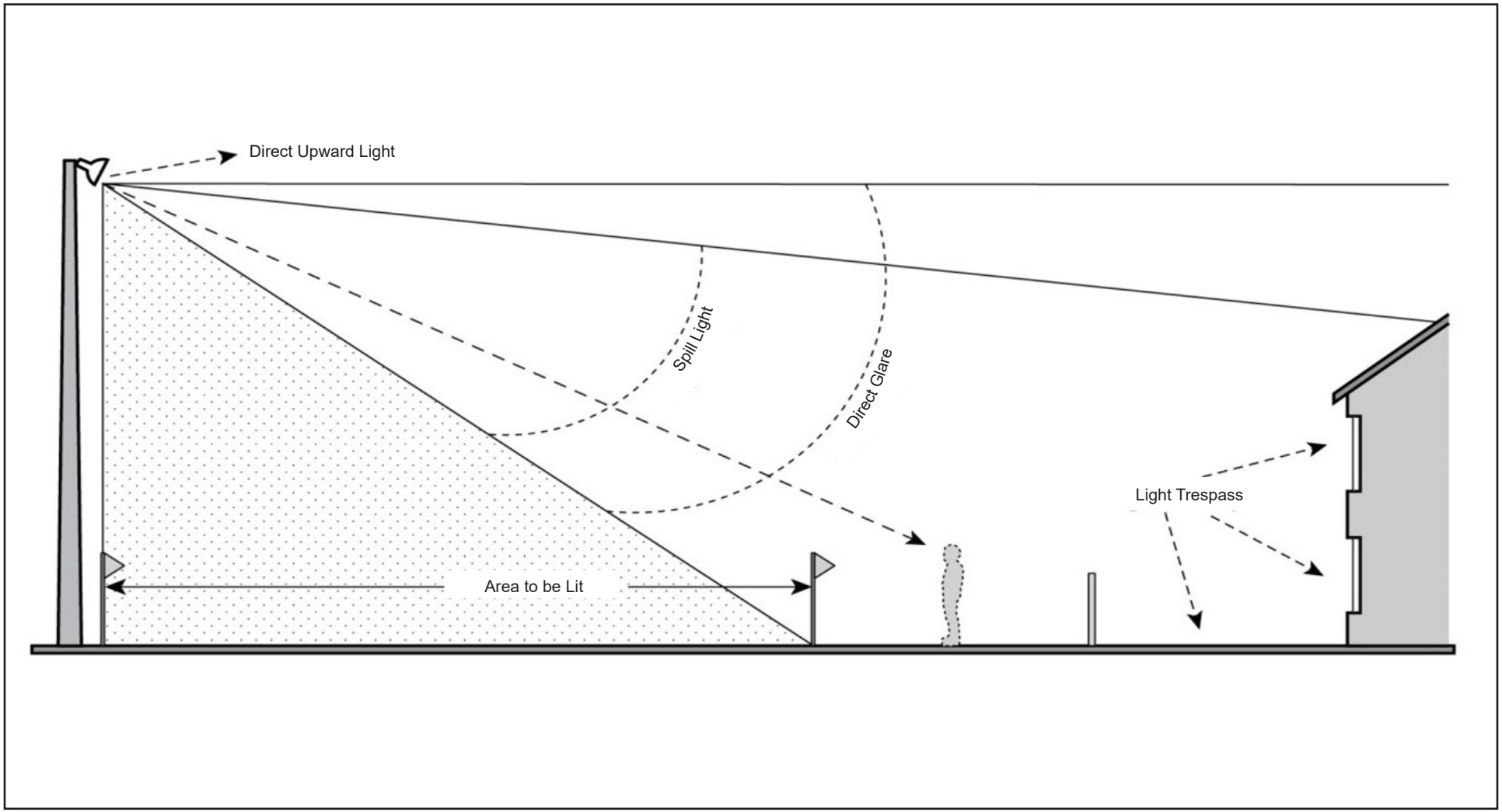
  - **Fully shielded.** A luminaire emitting no light above the horizontal plane.
  - **Shielded.** A luminaire emitting less than 2 percent of its light above the horizontal plane.
  - **Partly shielded.** A luminaire emitting less than 10 percent of its light above the horizontal plane.
  - **Unshielded.** A luminaire that may emit light in any direction.

- Light trespass means light that falls beyond the property on which it originates. The amount of trespass is expressed in foot-candles and is measured in the vertical plane at five feet above grade at the property line of the site on which the light(s) is located. If the adjacent property is a street, alley, or sidewalk, the point at which trespassing light is measured is the center of the street, alley, sidewalk, or right-of-way. Field measurements to determine light trespass compliance do not include the effect of light produced by streetlights.

  As a general rule, taller poles allow fixtures to be aimed more directly on the playing surface, which reduces the amount of light spilling into surrounding areas. Proper fixture angles ensure even light distribution across the playing area and reduce spill light, as shown on Figure 5.1-2, P*ole Heights and Lighting Angles* (ILE 2003).

- Sky Glow is light that reflects into the night sky and reduces visibility of the sky and stars.

Figure 5.1-1 - Spill Light, Direct Glare, and Light Trespass



Source: Institution of Lighting Engineers 2003.

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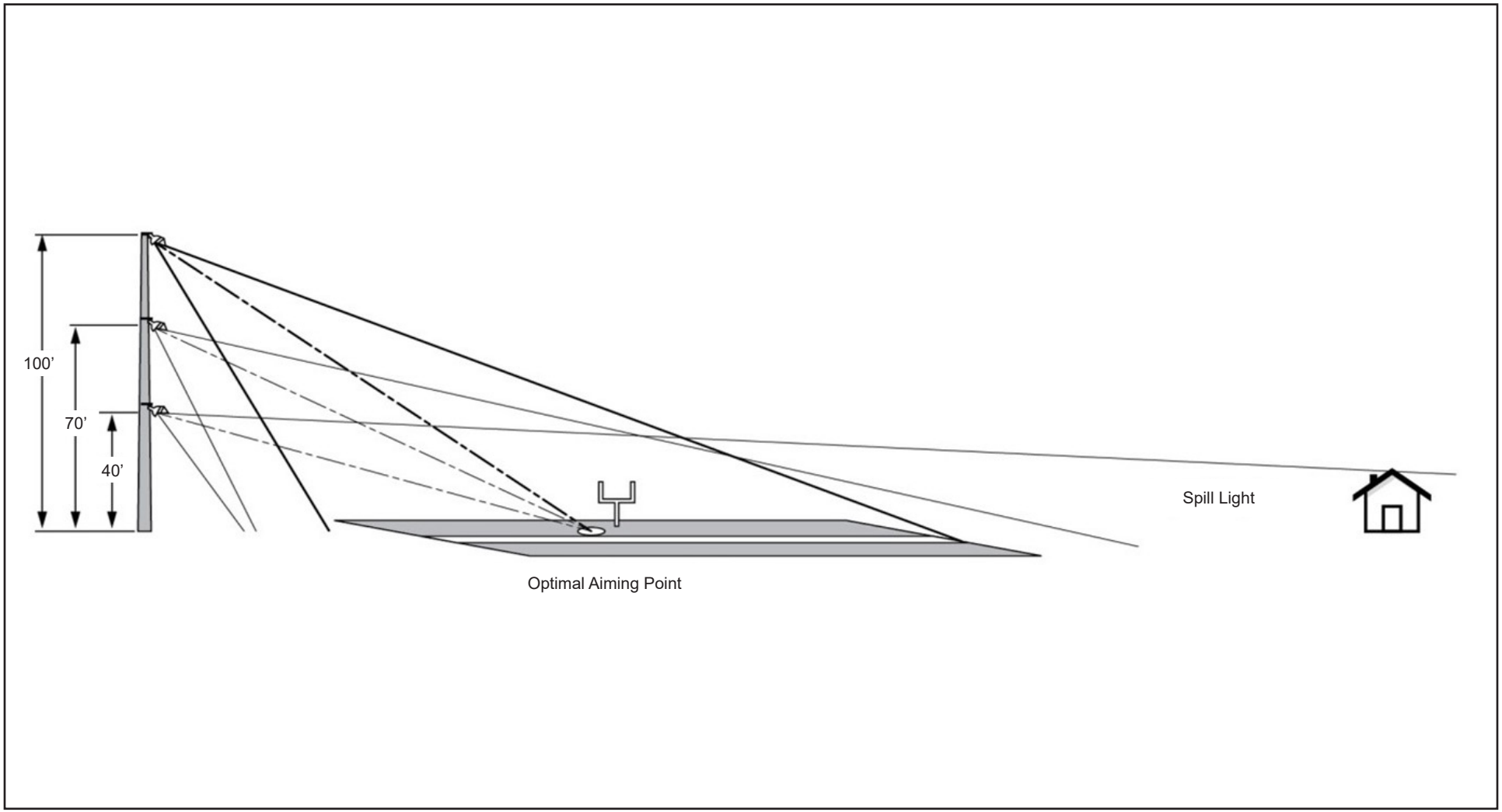
Figure 5.1-2 - Pole Heights and Lighting Angles



Source: Institution of Lighting Engineers 2003.

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5.1.1 Environmental Setting

5.1.1.1 REGULATORY BACKGROUND

State Regulations

Caltrans Scenic Highway Program

In 1963, California's Scenic Highway Program was created to preserve and protect the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The state laws governing this program are in the Streets and Highway Code, Sections 260 to 26484, and Caltrans oversees the program. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on three criteria described in Caltrans' Guidelines for Official Designation of Scenic Highway (2008):

- **Vividness.** The extent to which the landscape is memorable. This is associated with the distinctiveness, diversity, and contrast of visual elements.
- **Intactness.** The integrity of visual order and the extent to which the natural landscape is free from visual intrusions (e.g., buildings, structures, equipment, grading).
- **Unit.** The extent to which development is sensitive to and visually harmonious with the natural landscape.

California Building Standards Code

Title 24 in the California Code of Regulations (CCR) is the California Building Standards Code. Part 6 of Title 24 is the California Energy Code (CEC) which stipulates allowances for lighting power and provides lighting control requirements for various lighting systems, with the aim of reducing energy consumption through efficient and effective use of lighting equipment. CEC Section 130.2 sets forth requirements for Outdoor Lighting Controls and Luminaire Cutoff. All outdoor luminaires rated above 6,200 initial luminaire lumens or greater shall comply with the backlight, up light, and glare "BUG" in accordance with IES TM-15-11, Annex A and Title 24, Part 11, Section 5.106.8. Title 24, Part 11 is the California Green Building Standards Code (CALGreen), and Section 5.106.8, Light Pollution Reduction, includes Table 5.106.8 [N], Maximum Allowable Backlight, Uplight, and Glare (BUG) Ratings.

Local Regulations

The Ontario Plan

Future development of all land in Ontario is guided by The Ontario Plan (TOP), which was adopted by the City Council in August 2022. The Community Design Element, Land Use Element, and Parks and Recreation Element include policies pertaining to aesthetics and visual resources.

City of Ontario Municipal Code

The Ontario Municipal Code contains regulations regarding historical preservation and general design guidelines that address the aesthetic aspects of residential, commercial, and industrial development:

- **Development Code, Chapter 5,** Zoning and Land Use, contains general development requirements and exceptions, standards related to development density, screening and setback requirements, signage, street lighting and tree planting, landscape and design, conformity with district regulations, mixed-use requirements, fences and walls, grading, height limitations, and lighting.

- **Development Code, Chapter 6,** Development and Subdivision Regulations, contains regulations for walls, fences, landscaping, public art, and property appearance. Generally, lighting shall be such as to provide general security while minimizing adverse impacts of light spillover.

With regard to lighting standards, the Municipal Code Section 4-11, Security Standards for Buildings, states that open parking lots and carports shall be provided with a maintained minimum of one (1) footcandle of light on the parking surface during the hours of darkness.

5.1.1.2 EXISTING CONDITIONS

An aerial photograph of the ORSC site under existing conditions is shown on Figure 3-3, *Aerial Photograph,* in Chapter 3, *Project Description*. Much of the ORSC site is presently vacant and is primarily used for agricultural purposes, including dairy farming and fields. Other land uses in the ORSC site include a nursery east of Ontario Avenue. Vineyard Avenue currently terminates at Riverside Drive and continues south of the ORSC site after Chino Avenue. As seen on Figure 4-1a, *Existing Site Conditions,* the northwestern portion of the site viewed from Riverside Drive contains flat, fallow fields. As seen on Figure 4-1b, the portion of the site along Ontario Avenue contains dairy farm uses, including holding pens and feeding and housing structures to the west and a nursery to the east. As shown on Figure 4-1c, the southern portion of the ORSC site viewed from Chino Avenue contains dirt trails and ruderal vegetation.

Visual Character

The ORSC site surrounded by a variety of low density residential, commercial and agricultural uses. Existing agricultural and industrial/commercial land uses abut the ORSC site to the west and south, including Madre Tierra Nursery, Mountain View RV and Boat Storage, Infinity Recycling, Artesia Sawdust Products, and several dairy farms. Whispering Lakes Golf Course and Westwind Park are north and northeast of the site, respectively, across Riverside Drive. A commercial center is at the northeast corner of Vineyard Avenue and East Riverside Drive. Residential land uses surrounding the site include the Countryside residential community to the east, separated from the ORSC site by the concrete channel; Whispering Lakes Apartment Complex and single-family residential uses in the Vineyard South neighborhood across Riverside Drive and adjacent to the Whispering Lakes Golf Course; residential uses to the northeast in the Arcadian Shores residential neighborhood; and rural residential uses associated with existing agricultural uses on Baker Avenue to the west. Other sensitive land uses include the Sunrise Children Center across Riverside Drive and the Archibald Christian Preschool at Chino Avenue and Archibald Avenue to the southeast.

Landform and Topography

The ORSC site is located on gently sloping undeveloped terrain with a relatively uniform slope from the north to the south at an approximate one percent grade. The ORSC site is underlain by middle Holocene age young alluvial-fan deposits associated with the Cucamonga Creek Channel (Ontario 2022).

Natural Features and Views

The ORSC site is agricultural in character and does not contain any unique visual features that have been identified in TOP 2050. The dominant scenic resources for the ORSC site are views of the Santa Ana Mountains and San Gabriel Mountains. The Santa Ana Mountains are approximately 14 miles south of the ORSC site and reach a maximum elevation of approximately 5,600 feet. These mountains can be seen from the south of the ORSC site, as shown on Figure 5.1-3a, *Views From the ORSC Site*.

The San Gabriel Mountains are approximately 10 miles north of the ORSC site and reach a maximum elevation of approximately 10,000 feet. Views of the San Gabriel Mountains can be seen to the north of the ORSC site, as shown on Figure 5.1-3b. There are no scenic views to the west and east of the ORSC site, as shown on Figure 5.1-3c. While both mountain ranges are visible from the ORSC site, TOP 2050 SEIR identifies the San Gabriel Mountains as the most prominent scenic vista in or around Ontario (Ontario 2022).

Scenic Corridors

The ORSC site does not front any designated scenic highways and is approximately seven miles northeast of the closest eligible scenic highway route, SR-142 through the Chino Hills (Caltrans 2023). Additionally, the City does not designate roadways in the vicinity of the ORSC site as locally scenic routes. The ORSC site is 2.3 miles east of the Euclid Avenue and 1.75 miles southwest of Mission Boulevard, which are the City's primary scenic corridors.

5.1.2 Thresholds of Significance

Appendix G of the CEQA Guidelines states that, "except as provided in Public Resources Code Section 21099," a project would normally have a significant effect on the environment if the project would:

AE-1 Have a substantial adverse effect on a scenic vista.

AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

AE-3 In non-urbanized 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.

AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.1.2.1 NIGHTTIME SPILL

Due to the general lack of standards, codes, or ordinances in Ontario regarding obtrusive light standards, quantitative lighting standards utilized in CEQA documents and planning and design standards were evaluated for their applicability for determining potential spill light impacts associated with the ORSC. Based on this research, three quantitative approaches were identified for potential use in this EIR.

- The international standards in the International Commission on Illumination (CIE) *Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations* provides quantitative metrics to analyze the impact of light and glare. The standards in this guidance document for the "E3" Environmental Lighting Zone (Suburban surrounding: Medium District Brightness), which is most applicable to the City of Ontario, are 10 lumens per square meter (lux) pre-curfew (0.9 fcs), or 2 lux post-curfew (0.2 fc) (CIE 2017). Because stadium and sports park lights would have a curfew of 10:00 pm, the pre-curfew standard of 0.9 fc would be applicable to the ORSC site.

- The Illuminating Engineering Society (IES) and the International Dark-Sky Association (IDA)'s *Model Lighting Ordinance* (MLO) provides guidance for communities to develop effective lighting control ordinances. The MLO's standards for Lighting Zone 2 (LZ-2) are recommended for light commercial business districts or mixed use residential districts. The maximum vertical illuminance permitted at any point in the plane of the property line is 0.3 fc for LZ-2 (IES & IDA 2011).

- San Bernardino County adopted a Light Trespass Ordinance in 2021 requiring that light spill not exceed a maximum of 0.5 fc measured at the property line of any adjacent residential property for development in the Valley Region of the unincorporated County (San Bernardino 2024). The City of Ontario is located in the Valley Region of the County and has an urban setting similar to development in this region of the unincorporated County.

Of the three standards identified above, the CIE's 0.9 fc pre-curfew threshold for Lighting Zone E3 most closely matches the land use setting of the ORSC from among the thresholds presented above. In addition, this threshold was selected because it includes both pre- and post-curfew standards that consider the time of day at which lighting impacts would occur, which is an important consideration for lighting associated with the ORSC. Due to this level of specificity, this threshold is therefore selected as the threshold for the lighting analysis presented in Impact 5.1-4 below.

Figure 5.1-3a - Views from the ORSC Site

Photo 1. Southern View from Riverside Drive.

Photo 2. Southern View from Chino Avenue.

Source: PlaceWorks 2023.

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Figure 5.1-3b - Views from the ORSC Site

Photo 3. Northern View from Ontario Avenue.

Photo 4. Northern View from Chino Avenue.

Source: PlaceWorks 2023.

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Figure 5.1-3c - Views from the ORSC Site

Photo 5. View West of the ORSC Site.

Photo 6. View from East of the ORSC Site.

Source: PlaceWorks 2023.

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5.1.3 Environmental Impacts

5.1.3.1 METHODOLOGY

A lighting illumination summary was prepared for the ORSC site based on computer calculations and includes a grid summary of the minimum and maximum maintained horizontal foot-candles for the multiuse baseball fields, Minor League Baseball Stadium, soccer fields, and Community Recreation Center (see Appendix C).

5.1.3.2 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.1-1: The ORSC would not have an adverse impact on scenic vistas. [Thresholds AE-1]

Scenic vistas generally provide visual access or panoramic views to a large geographic area. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of scenic or panoramic views might include an urban skyline, valley, mountain range, large open space, the ocean, or other bodies of water. TOP 2050 recognizes the San Gabriel Mountains as a scenic resource (Ontario 2022). As described in Section 5.1.1.2, *Existing Conditions*, the San Gabriel Mountains are visible to the north (see Figure 5.1-3b) and views of the Santa Ana Mountains are visible to the south (see Figure 5.1-3a). The current uses to the north of the ORSC site from Riverside Drive include a golf course, a shopping center, a children's day care center, and single-family homes, as seen on Figure 3-3. Additional dairy farm and livestock operations are located south of the ORSC site on Chino Avenue.

Development of the ORSC was evaluated for potential impacts to scenic vistas. The below-ground sewer alignment within the Offsite Improvement Area would not have the potential to impact scenic vistas. The ORSC includes a variety of recreation-oriented uses including baseball fields, soccer fields, supporting hospitality and commercial uses, community park amenities, indoor recreation facilities, two parking garages, and a Minor League Baseball stadium, as shown on Figure 3-6, *Conceptual Land Use Plan*. The baseball stadium, located at the northeastern portion of the ORSC site west of Ontario Avenue, would include the tallest structures (light poles) among the proposed uses of the ORSC site. Figure 5.1-4, *Stadium Elevations*, depicts the heights above sea level for each level associated with the proposed stadium and above ground level for the heights of the light poles. The stadium's concourse level would be at ground level, and the field and dugout levels would be below ground level. The following summarizes the heights of the stadium levels, as depicted on Figure 5.1-4, from ground level—above ground level (agl) and below ground level (bgl):[1]

- Roof: 33 feet agl
- Low Roof: 29 feet, 6 inches agl
- Club: 15 feet, 6 inches agl
- Concourse: ground level

[1] Note that the heights depicted on Figure 5.1-4 are expressed in height above sea level.

- Field Level: 14 feet, 6 inches bgl
- Dugout Level: 17 feet, 4 inches bgl

The highest point of the stadium structure is the roof at 33 feet agl, but the proposed stadium would include lighting fixtures mounted at approximately 99 to 110 feet agl. The lighting fixtures for all other parts of the ORSC site would not exceed the lighting heights for the stadium. The agl heights for lighting at the multiuse baseball fields, soccer fields, and Community Recreation Center (Planning Area 7) are:

- Multiuse Baseball Fields: 60 to 80 feet agl
- Soccer Fields: 55 to 85 feet agl
- Community Recreation Center: 40 to 50 feet agl

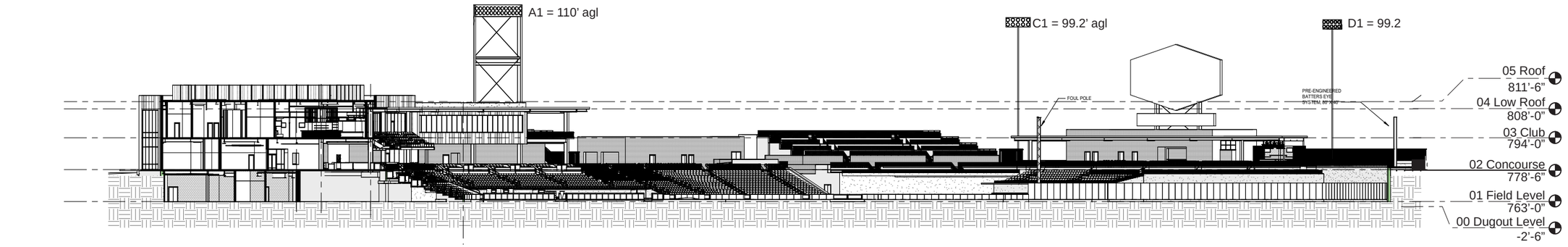
Figure 5.1-5, *ORSC Buildings Massing Model*, presents the preliminary heights of the proposed structures on the ORSC site which, in addition to the 33 foot-tall stadium, include the following heights:

- Parking Structure A: 33 feet agl
- Parking Structure B: 44 feet agl
- Hotel: 24 feet agl
- Ancillary Retail/Commercial: 14 feet agl
- Community Center: 24 feet agl
- Gym: 25 feet agl

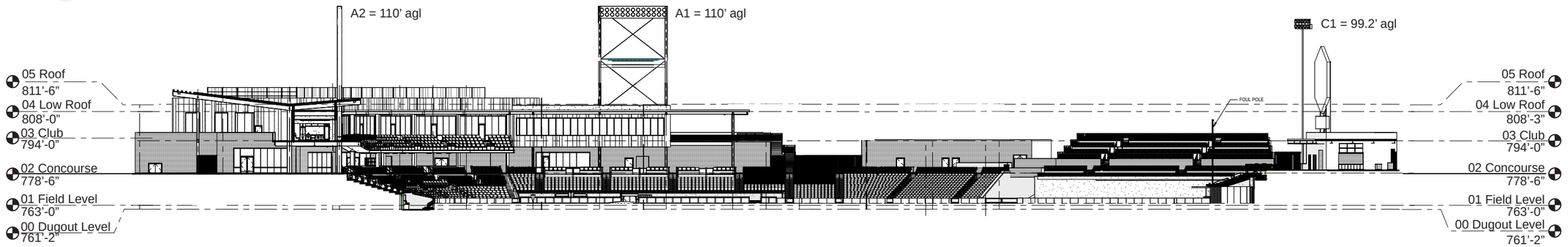
Parking Structure B (at 44 feet) and the sports field lighting fixtures (at a maximum of 110 feet) would be the tallest features across the ORSC site. While the San Gabriel and Santa Ana Mountains are visible to the north and south of the ORSC site, there are no protected public views within the vicinity of the ORSC site. The City's major scenic corridors, Euclid Avenue and Mission Boulevard, are approximately two miles away from the ORSC site. Additionally, the ORSC would comply with TOP 2050 Policy CD-1.5 which requires that all major north-south streets be designed to feature views of the San Gabriel Mountains and to avoid visual clutter, including billboards.

As shown Figure 5.1-5, the ORSC site buildings and structures would be spread over the ORSC site and would not obstruct views of the mountains from north-south streets in the vicinity of the ORSC site including Ontario Avenue and Vineyard Avenue. To ensure that the stadium is compatible with the scale of the surrounding neighborhood, the site is being graded to lower the field elevations, which reduces the height of the stadium structures, including the stands. As described above, the tallest structures of the ORSC site are the proposed light poles which would be featured across multiple portions of the ORSC site and range from 55 to 110 feet in height above ground level. As shown in Figures 5.1-3a through c, the existing electrical power lines partially obscure views of the mountains across the northern and southern boundaries of the ORSC site on Chino Avenue and Riverside Drive. The proposed sports lighting poles would result in similar viewing conditions at the ORSC site, and the mountains would continue to be visible due to the narrowness of the poles, though partially obstructed.

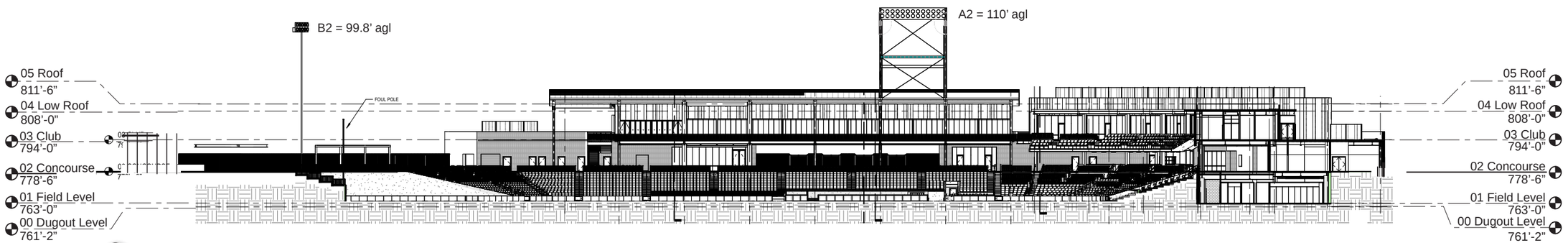
Figure 5.1-4 - Stadium Elevations



③ Section Through Center Field Looking West



② Section Through Left Field Looking West



① Section Through Right Field Looking South

Note: The building height values listed measured at above sea level (asl).
Light poles range from 99 to 110 feet above grade level (agl).

0 40
Scale (Feet)

Source: Populous 2024.

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Figure 5.1-5 - ORSC Buildings Massing Model

Source: PlaceWorks 2024.

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The ORSC would comply with the City's policies protecting scenic views and corridors would not obstruct any protected public views. Therefore, impacts to scenic resources would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Impact 5.1-2: The ORSC would not alter scenic resources within a state scenic highway. [Threshold AE-2]

There are no State-designated scenic highways through or in the vicinity of the city and ORSC site. The nearest eligible state highway is SR-142, located seven miles southwest of the ORSC site, and the closest officially designated scenic highway is SR-91 in Anaheim, approximately 21 miles southwest of the ORSC site. Therefore, development of the ORSC site would not damage scenic resources, including trees, rock outcroppings, and historic buildings, within a state scenic highway.

Level of Significance Before Mitigation: No impact.

Impact 5.1-3: The ORSC would alter the visual appearance of the ORSC site. [Threshold AE-3]

As shown on Figure 4-1, the ORSC site is largely agricultural in character, containing fields, nurseries, a dairy farm, and interspersed single-family homes originating from the mid-20th century. Properties to the west and south of the ORSC site contain similar agricultural uses, while north and east of the site are developed with more urban uses, including a commercial/retail center, the Whispering Lakes Golf Course, and single-family subdivisions. As defined by CEQA Section 21071, an "urbanized area" is an incorporated city that either has a population of at least 100,000 persons, or if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. The population of Ontario, as reported by the Department of Finance is 180,717 residents, so it qualifies as an "urbanized area" according to CEQA (DOF 2023). This impact analysis addresses whether, for an urbanized area, the ORSC would conflict with zoning or other regulations governing scenic quality.

Development of the ORSC was evaluated for potential aesthetic impacts. The below-ground sewer alignment within the Offsite Improvement Area would not result in above-ground improvements that have the potential to change the visual appearance of the local area. The ORSC would result in development of the site with city parks and recreational uses in addition to a Minor League Baseball Stadium and associated retail/commercial and hospitality buildings, which would change the existing visual character of the ORSC site. Features of the proposed stadium and its general aesthetic quality are shown on Figure 5.1-6, *Stadium Concept Plan*. The stadium building would reach a maximum height of 33 inches agl and would contain lighting fixtures that reach up to 110 feet agl. Therefore, the stadium in combination with the proposed commercial/retail and hotel, parking structures, and recreation facilities would transform the visual appearance of the ORSC site into a more urbanized setting when compared to existing conditions. The design and scale of the proposed stadium would create a new distinctive visual element observable from roadways and viewing areas surrounding the ORSC site.

The incorporation of edge treatments, landscaping, and new street trees would change the visual environment along the street corridors, making the visual environment more interesting to pedestrians and motorists. The

stadium would be a distinct visual feature in the city, especially at night when it would be accentuated by distinctive lighting and signage. To ensure that the stadium is compatible with the scale of the surrounding residential neighborhoods to the north and east, the ORSC would result in substantial landform modification to lower the elevations of the stadium. As a result of the grading, the field elevations would be lowered below grade, which reduces the height of the stadium structures.

Overall, the ORSC would be consistent with the City's vision in TOP 2050. TOP 2050's Community Design Element seeks to achieve distinct neighborhoods, centers, corridors, and districts in addition to vibrant places that enhance value and livability. The ORSC would be subject to TOP 2050 policies governing design quality for development, which are discussed in more detail in Section 5.11, *Land Use and Planning*. The ORSC would be developed as a new destination in the city for community recreation, entertainment, and commercial activity. The aesthetic character of the development would be distinctive from the current low density and agricultural uses in the vicinity of the ORSC site; however, the ORSC would implement a more aesthetically interesting use of the site with high quality design, consistent with the TOP 2050 vision and policies.

The ORSC would also require amending the zoning of the ORSC site from the Armstrong Specific Plan to Convention Center Support Retail and Open Space-Recreation. The design and development of the uses on the ORSC site would comply with the applicable provisions for these zoning designations in Section 5.03, Supplemental Land Use Regulations, of the Ontario Development Code. Therefore, the ORSC would not conflict with applicable zoning and other regulations governing scenic quality nor substantially degrade the existing visual character of site. Impacts would be less than significant.

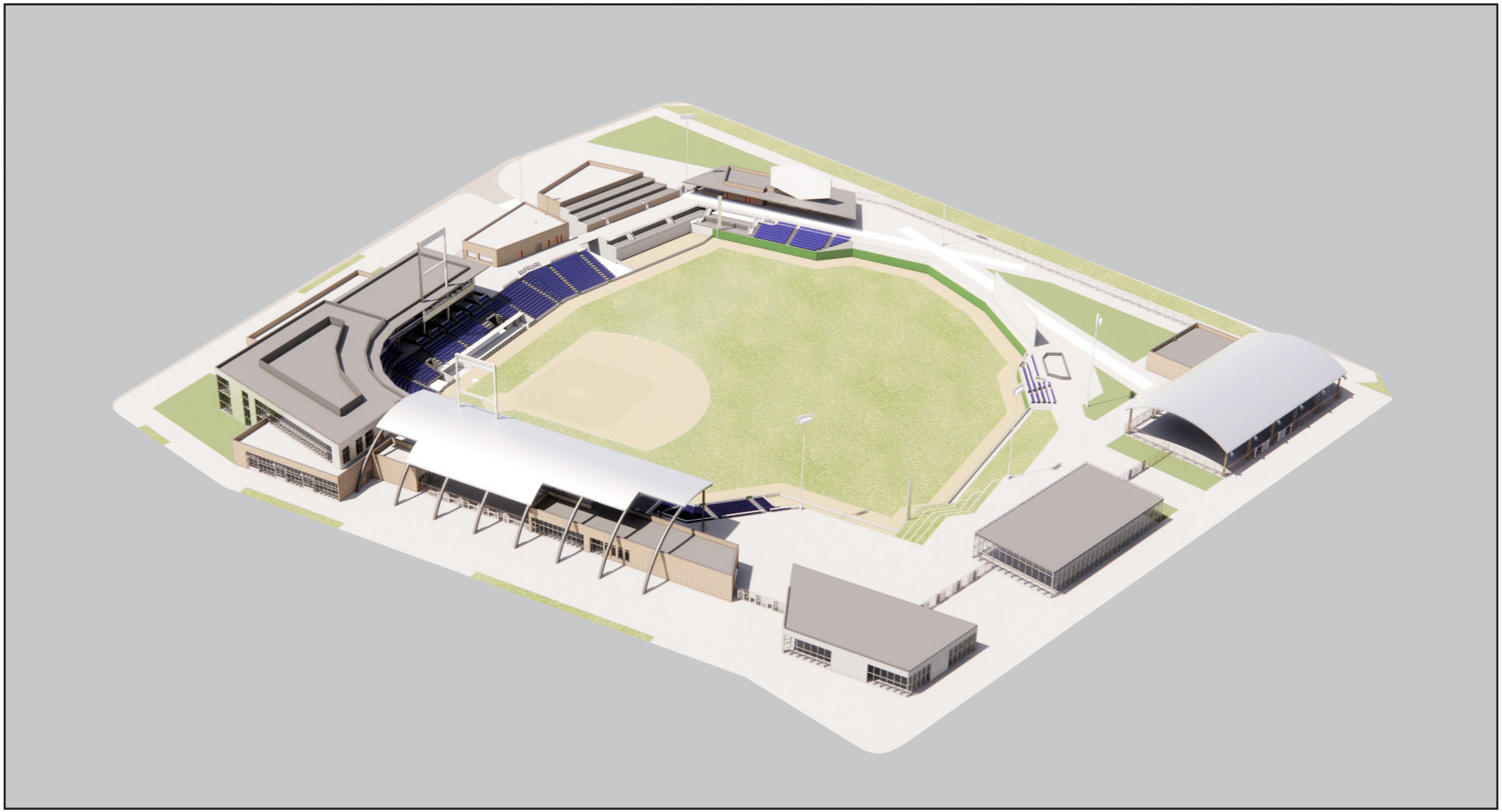
Level of Significance Before Mitigation: Less than significant.

Impact 5.1-4: The ORSC would generate additional nighttime lighting on the ORSC site but would not adversely affect nighttime views in the area. [Threshold AE-4]

Nighttime illumination and glare impacts are the effects of a project's exterior lighting on adjoining uses and areas. Light and glare impacts are determined through a comparison of the existing light sources with the proposed lighting plan or policies. In some cases, excessive light and glare can be annoying to residents or other sensitive land uses; be disorienting or dangerous to drivers; impair the character of rural communities; and/or adversely affect wildlife. If the project has the potential to generate spill light on adjacent sensitive receptors or generate glare on reflective surfaces that causes discomfort or reduced visibility for receptors in the vicinity of the ORSC site, mitigation measures can be provided to reduce potential impacts, as necessary. Relevant lighting assessment terminology used in this analysis is provided above under *Terminology* in Section 5.1.1.

Development of the ORSC was evaluated for potential light and glare impacts. The below-ground sewer alignment within the Offsite Improvement Area would not result in light and glare impacts. A lighting illumination summary was prepared for the ORSC based on computer calculations and includes a grid summary of the minimum and maximum maintained horizontal foot-candles for the multiuse baseball fields, Minor League Baseball Stadium, soccer fields, and Community Recreation Center (see Appendix C).

Figure 5.1-6 - Stadium Concept Plan



Source: Ontario 2023.

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The two major causes of light pollution are glare and spill light. Spill light is caused by misdirected light that illuminates outside the intended area. Glare is the result of a bright object against a dark background, such as oncoming vehicle headlights or an unshielded light bulb. Spill light and glare impacts are the effects of a project's exterior lighting upon adjoining uses and areas.

Existing sources of light and glare on the ORSC site are minimal. Operations of the dairy farm and other commercial businesses on the ORSC site largely occur during the day, and nighttime light sources are primarily associated within the on-site residences. No major sources of glare exist on the ORSC site. Existing sensitive receptors to light and glare from the ORSC site would include the single-family homes at the end of a cul-de-sac on Spyglass Court and the homes that border the Cucamonga Creek Channel in the Countryside neighborhood (see Figure 3-3).

Nighttime Light and Glare

Stadium and City Park Lighting

The ORSC would introduce many new sources of nighttime lighting to the ORSC site. Stadium and sports field lights would have a curfew of 10:00 pm. The proximity of the proposed lights to residential areas in the vicinity of the ORSC site presents the potential for light spillover and glare. Lighting plans for the proposed baseball stadium, Little League baseball fields, soccer fields, and tennis courts have been prepared by Musco Sports Lighting, LLC. (see Appendix C).

As discussed above, for the purposes of this analysis, a standard of 0.9 foot-candle was used for a significance determination because this standard considers both the type of adjacent land uses as well as the time of day the lights would be on. The spill light and light trespass from the proposed lighting at the 0.9 fc contour is shown on Figure 5.1-7a, *Sports Field and Stadium Lighting Spill (0.9 Foot-Candle Threshold).* Additionally, the light spill at the 0.5 fc and 0.3 fc contours is provided in Figures 5.1-7b, *Sports Field and Stadium Lighting Spill (0.5 Foot-Candle Threshold),* and 5.1-7c, *Sports Field and Stadium Lighting Spill (0.3 Foot-Candle Threshold)*, respectively.

The baseball stadium would include lighting to illuminate the fields during evening games. The lighting would be turned on at 5:00 pm on game days and would be turned off approximately one hour after the evening game concludes. The lighting would include eight light poles, the heights of which would range from 99 to 110 feet. The guaranteed average maintained horizontal foot-candles for the lighting in the infield would be 100 fc, and 70 fc for the outfield. The nearest sensitive receptors to the stadium would be the residence on 2945 Spyglass Court, however, as shown on Figures 5.1-7a through c, no spill light from the stadium would impact the residence (0.0 fc at residence). Lighting levels at 0.9 fc would cast into a small portion of the Whispering Lakes Golf Course. For a discussion of the potential impacts of lighting on sensitive animal species that may inhabit the golf course, see Section 5.4, *Biological Resources*.

The eight multipurpose fields would be lit be for practices and games, which are expected to extend to 10:00 pm Monday through Sunday. Lighting for the multiuse baseball/softball/Little League fields would be provided via 84 light poles, the heights of which would range from 60 to 80 feet tall. The guaranteed average maintained horizontal foot-candles for the lighting in the infield would 50 fc, and 30 fc for the outfield. The soccer fields would be lit by 36 light poles ranging from 55 to 85 feet in height. The guaranteed average maintained horizontal

foot-candles would be 30 fc. As seen on Figures 5.1-7a through c, the light spill from the soccer fields would extend into Riverside Drive but would not reach the residences north of the ORSC site on Spyglass Court (0.0 fc at residences). Light spill from the multiuse baseball fields would remain within the boundaries of the ORSC site.

Nighttime lighting for the Little League field, skate park, aquatics facility, and tennis/pickleball courts at the Community Recreation Center portion of the ORSC would be provided until 10:00 pm. A total of 32 lighting poles would be provided ranging from 40 to 50 feet agl. Lighting for the tennis courts and pools would have a guaranteed average horizontal foot-candle of 50 fc, the skate park 30 fc, and pool deck 20 fc. As shown on Figures 5.1-7a through c, light spill from the Little League Field and tennis/pickleball courts would reach the edge of the Cucamonga Creek Flood Channel. However, this lighting would not intrude on the residences east of the flood channel.

Light levels would continue to decrease as the distance increases from the light source. The luminaires would be shielded and directed downward and away from the adjacent sensitive uses and public rights-of-way so that glare impacts are minimized. Therefore, based on this analysis, the ORSC would not create a substantial source of new lighting that would affect nighttime views for sensitive receptors; impacts would be less than significant.

Daytime Glare

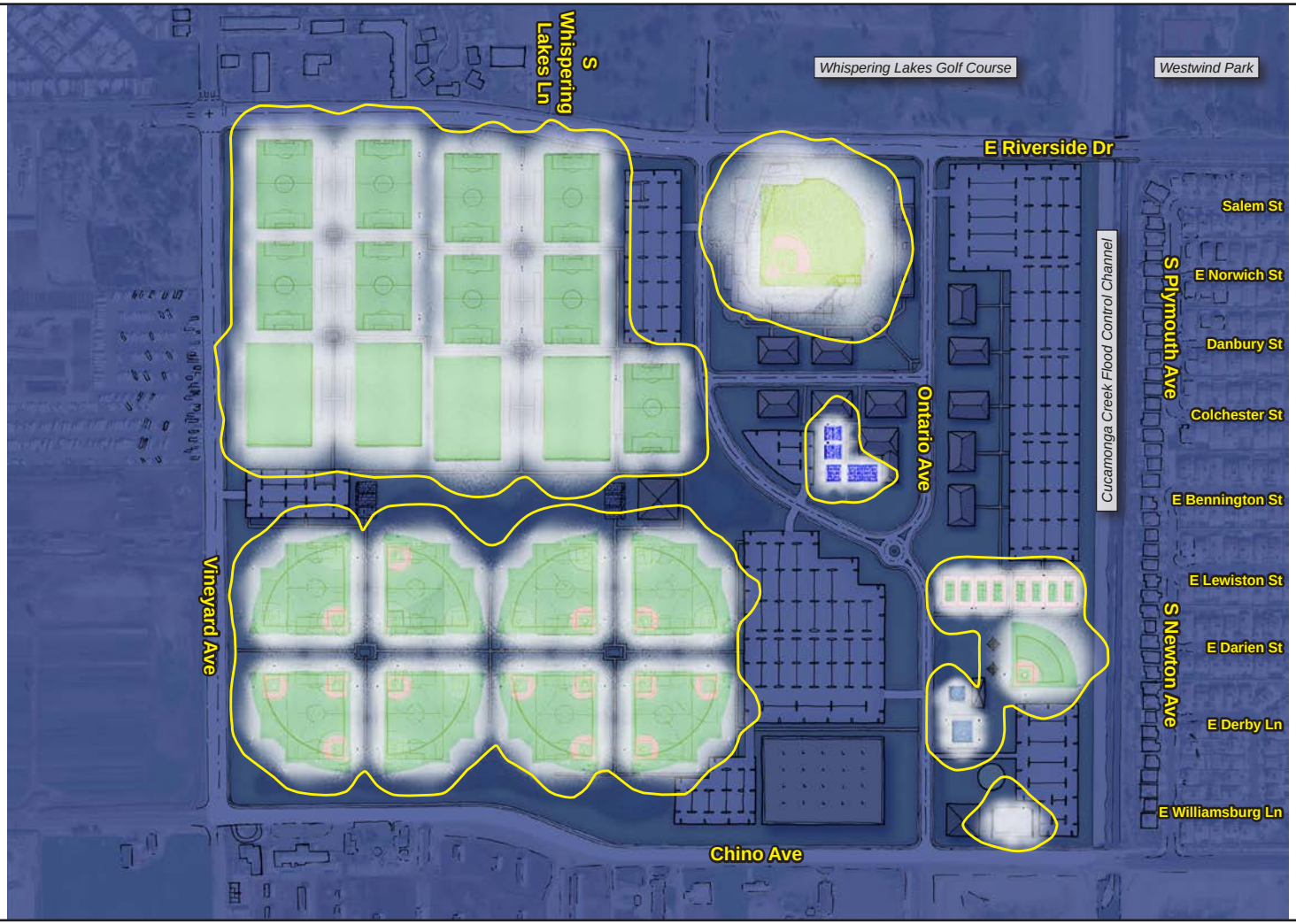
The ORSC would result in more reflective surfaces compared to existing conditions on the ORSC site. ORSC buildings would be required to comply with the California Building Standards Code including the standards for lighting and glare set forth in the CEC (Title 24, Part 6) and CALGreen (Title 24, Part 11). In compliance with these standards, building materials and design would be required to meet the applicable maximum allowable glare rating in Table 5.106.8 [N] of the California Building Standards Code. The ORSC would not create a new source of substantial glare. Therefore, glare impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

5.1.3.3 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF THE OFF-SITE GENERAL PLAN AMENDMENTS AND REZONE

The Proposed Project would require compliance with SB 330 and SB 166 to ensure no net loss of residential units in the City. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the ORSC would require concurrent redesignation and rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the ORSC site in TOP. The parcels proposed for redesignation and rezoning are located south of ORSC site on Vineyard Avenue. This increase in density would allow more housing units to be developed on these parcels (2.1-5 dwelling units per acre under LDR to 11.1 to 25 dwelling units per acre under MDR), which would result in greater building heights and denser building forms than currently allowed.

Figure 5.1-7a - Sports Field and Stadium Lighting Spill (0.9 Foot-Candle Threshold)



Light Spill Contour 0.9 Foot-candle (fc)

0 600
Scale (Feet)

Source: PlaceWorks 2024.

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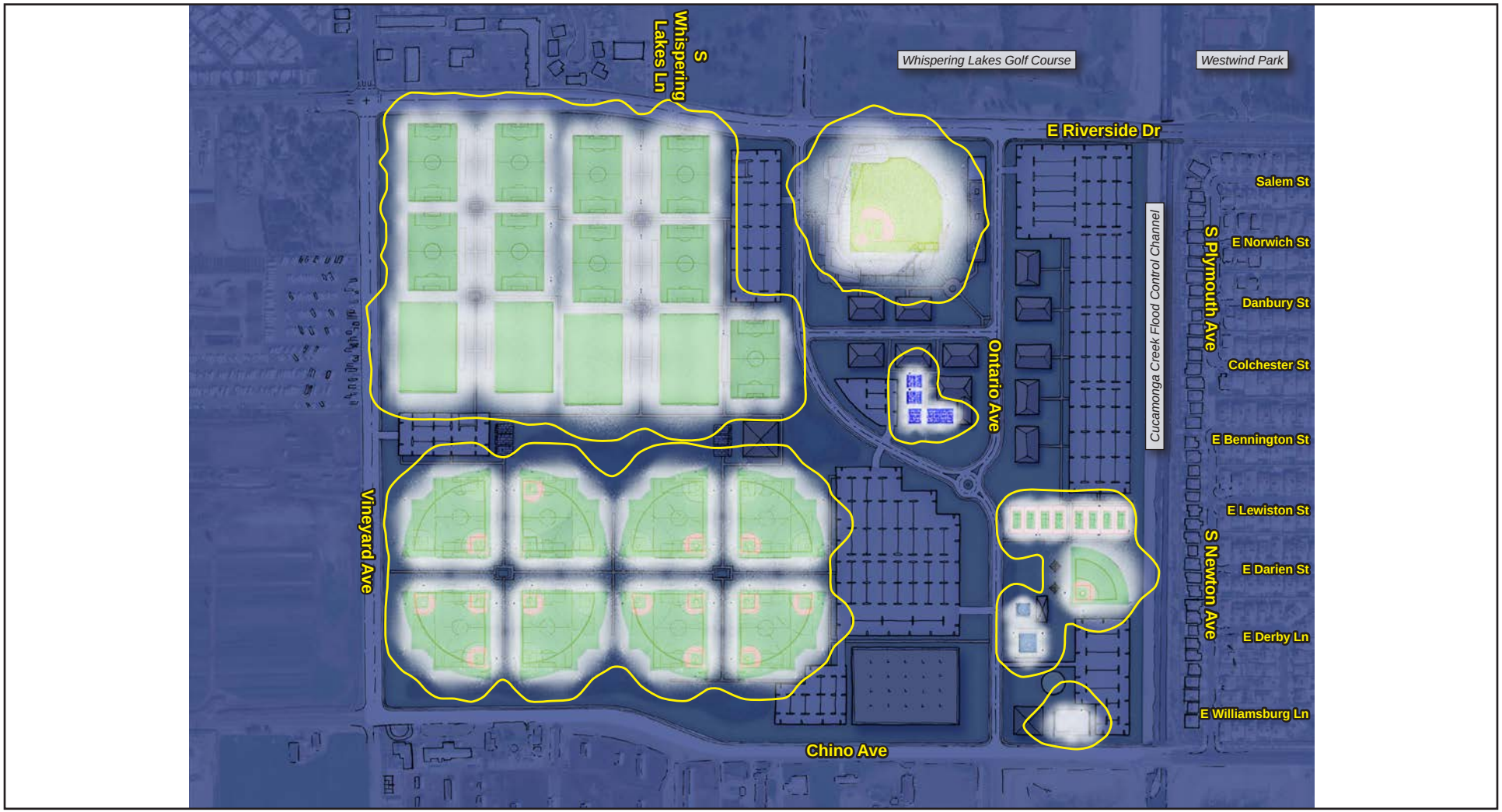
Figure 5.1-7b - Sports Field and Stadium Lighting Spill (0.5 Foot-Candle Threshold)



Source: PlaceWorks 2024.

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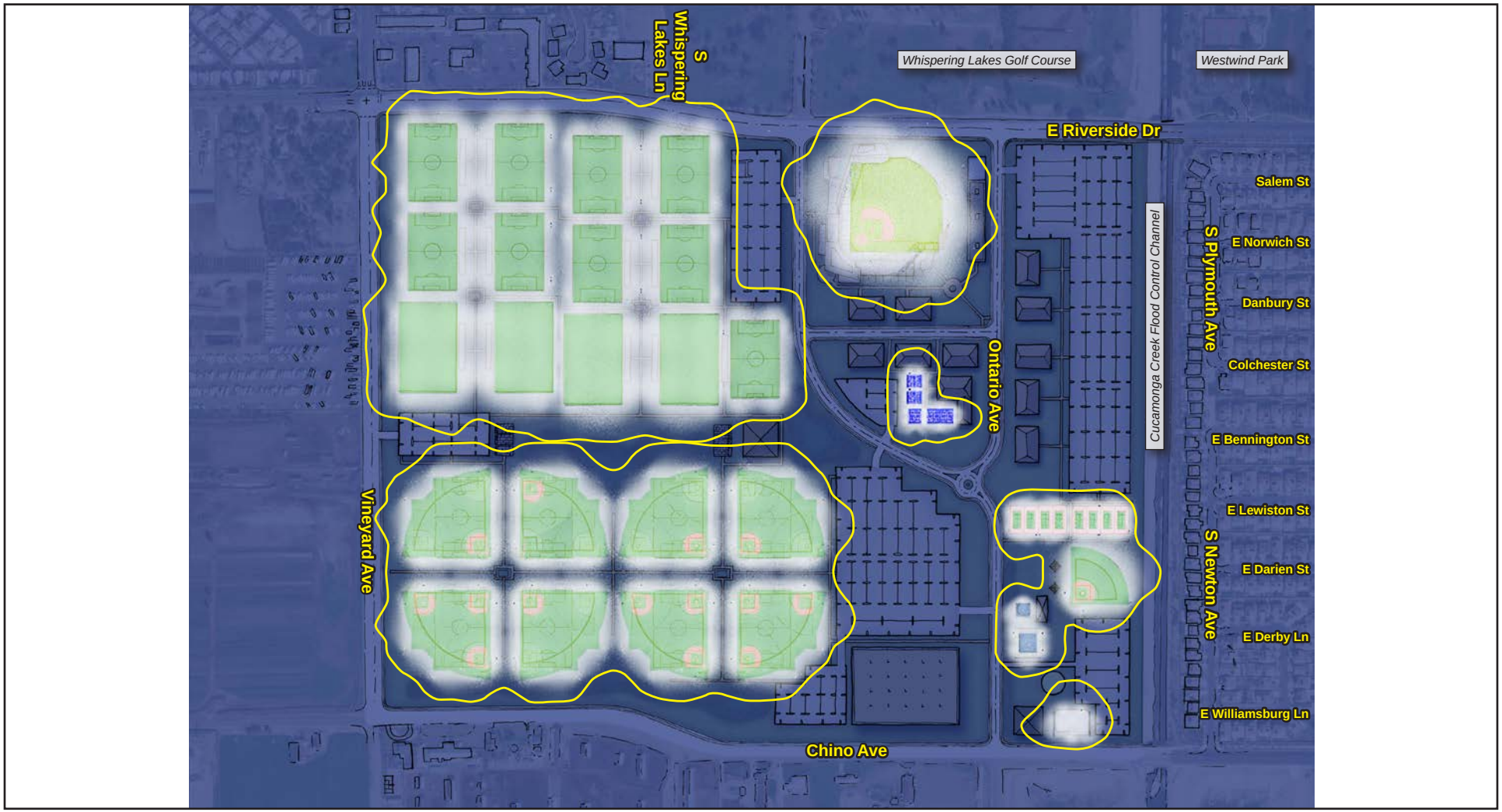
Figure 5.1-7c - Sports Field and Stadium Lighting Spill (0.3 Foot-Candle Threshold)



Source: PlaceWorks 2024.

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- **Scenic Vistas and Highways.** Future development of these parcels in accordance with TOP could partially obstruct views of the San Gabriel Mountains and Santa Ana Mountains when viewed from north or south of Schaefer Avenue near its intersection with Vineyard Avenue and south of Chino Avenue near its intersection with Vineyard Avenue (see Figure 3-4b, *Assessor's Parcels SB 330/SB 166 Compliance (GPA and Rezone Area)*). However, there are no protected public views within the vicinity of these parcels and the City's scenic corridors, Euclid Avenue and Mission Boulevard, are over two miles west and north of the GPA and Rezone area, respectively. Additionally, development under the existing designation would also have similar impacts on the viewsheds since development of any structures on these parcels could partially obscure views of the mountains from nearby roadways. All development would be subject to TOP 2050 Policy CD-1.5 to ensure that major north-south streets are designed to feature views of the San Gabriel Mountains. Impacts to scenic vistas from rezoning would not be increased when compared to the existing development designation. Like the ORSC site, there are no designated or eligible scenic highways that could be affected by development at the GPA and Rezone area since the nearest eligible route (SR-142) is over seven miles west of the Area.

- **Scenic Quality.** Future development of these parcels would comply with the provisions of the Ontario Development Code, Chapter 6, and the policies in the Community Design Element of TOP 2050. Compliance with these standards and policies would ensure that development is consistent with the City's regulations governing scenic quality.

- **Light/Glare.** While this denser scale of development under the proposed rezoning would potentially create more new sources of glare and light when compared to development under the existing designation, the development would comply with the California Building Standards Code regulations concerning light and glare. Additionally, residential development in the City is subject to specific light and glare standards contained in Section 6.01.010, Residential Zoning Districts, of the Ontario Development Code which require that exterior light fixtures prevent glare and light spillover on to adjacent properties, buildings, and public and private streets and roadways. Compliance with these standards would ensure that lighting and glare impacts are less than significant.

5.1.4 Cumulative Impacts

Aesthetic impacts are localized to the ORSC site and its immediate surroundings. No projects are approved, planned, or anticipated for the general vicinity of the ORSC site in the near future; however, the area is expected to continue to develop according to TOP 2050's land use plan. As such, agricultural uses in the vicinity of the ORSC site would be expected to convert to more urban uses over time as projects are proposed. Therefore, while the ORSC would create a distinct visual attraction in the area and result in a more urbanized character at the ORSC site when compared to existing conditions, as the vicinity of the ORSC site continues to urbanize, the aesthetic character of the ORSC would become increasingly more compatible with its surroundings. As discussed above, the Proposed Project, including both the ORSC and the GPA and Rezone would not impact scenic views of the San Gabriel Mountains, and new projects in the vicinity of the ORSC site would similarly be required to preserve views of the mountains, in accordance with TOP 2050 policies. Also described above, the ORSC and GPA and Rezone would add to nighttime light and glare in the Ontario Ranch area but would not result in substantial impacts to sensitive residential receptors. Other projects in the vicinity subject to CEQA

would also be required to comply with the standards of the California Building Standards Code and Ontario Development Code that reduce impacts from light and glare to less than significant levels. Their impacts would therefore not combine with those of the Proposed Project to adversely impact existing or planned sensitive receptors, such as residential uses. Therefore, the Proposed Project's contribution to cumulative aesthetic impacts is less than considerable, and therefore is less than cumulatively significant.

5.1.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.1-1, 5.1-2, and 5.1-3.

5.1.6 Mitigation Measures

No mitigation measures are required.

5.1.7 Level of Significance After Mitigation

All aesthetic impacts would be less than significant.

5.1.8 References

California Department of Transportation (Caltrans). 2023, December 13 (accessed). California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

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5.2 AGRICULTURE AND FORESTRY RESOURCES

This section of the Draft EIR discusses the potential impacts from the loss of agricultural resources associated with the Ontario Regional Sports Complex (ORSC) on the ORSC site and the associated Off-Site General Plan Amendment and Rezone (GPA and Rezone) on Vineyard Corridor. This section evaluates potential impacts of the ORSC site on a project level while impacts of GPA and Rezone at a program level.

5.2.1 Environmental Setting

5.2.1.1 REGULATORY BACKGROUND

State Regulations

California General Plan Law

The California Government Code (Section 65302(d)) requires the general plan to include an open space and conservation element for the conservation, development, and utilization of natural resources—including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element must consider the effect of development on natural resources that are on public lands.

In October 2017, the state legislature passed SB 732, which authorizes a city to develop an agricultural land component of the open space element or a separate agricultural element in its general plan. For local governments that choose this option, the bill authorizes the California Department of Conservation (CDOC) to award grants, bond proceeds, and other assistance provided the element meets certain requirements.

Farmland Mapping and Monitoring Program

The California Natural Resources Agency is charged with restoring, protecting, and maintaining the state's natural, cultural, and historical resources. Within it, the CDOC provides technical services and information to promote informed land use decisions and sound management of the state's natural resources. CDOC manages the Farmland Mapping and Monitoring Program, which supports agriculture throughout California by developing maps and statistical data for analyzing land use impacts to farmland. About every two years, the program publishes a field report for each county in the state. The field report categorizes land by agricultural production potential and according to the following classifications:

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

- **Farmland of Statewide Importance** is similar to Prime Farmland, but with minor shortcomings, such as steeper 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** consists of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include nonirrigated orchards or vineyards as found in some climatic zones in California. Land must have been farmed at some time during the four years prior to the mapping date.
- **Farmland of Local Importance** includes all farmable land not meeting the definitions of "prime farmland," "farmland of statewide importance," and "unique farmland." This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock or dairy facilities, aquaculture, poultry facilities, and dry grazing. It also includes lands previously designated by soil characteristics as "prime farmland," "farmland of statewide importance," or "unique farmland" but has become idle.
- **Grazing Land** is the land on which the existing vegetation is suited to the grazing of livestock.
- **Confined Animal Agriculture** lands include poultry facilities, feedlots, dairy facilities, and fish farms. In some counties, confined animal agriculture is a component of the farmland of local importance category.
- **Nonagricultural and Natural Vegetation** includes heavily wooded, rocky, or barren areas; riparian and wetland areas; grassland areas that do not qualify for grazing land due to their size or land management restrictions; small water bodies; and recreational water ski lakes. Constructed wetlands are also included in this category.
- **Semi-Agricultural and Rural Commercial Land** includes farmstead, agricultural storage and packing sheds, unpaved parking areas, composting facilities, equine facilities, firewood lots, and campgrounds.
- **Vacant or Disturbed Land** includes open field areas that do not qualify for an agricultural category, such as mineral and oil extraction areas, off-road vehicle areas, electrical substations, channelized canals, and rural freeway interchanges.
- **Rural Residential Land** includes residential areas of one to five structures per 10 acres.
- **Urban and Built-Up Land** is occupied by structures with a building density of at least one unit per 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples include residential structures, industrial structures, commercial structures, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment structures, and water control structures.
- **Water** is used to describe perennial water bodies with an extent of at least 40 acres.

California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965, known as the Williamson Act, conserves agricultural and open space lands through property tax incentives and voluntary restrictive land use contracts administered by local governments under State regulations. Private landowners voluntarily restrict their land to agricultural and compatible open space uses under minimum 10-year, rolling-term contracts, with counties and cities also acting voluntarily. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use rather than potential market value. Nonrenewal status is applied to Williamson Act contracts that are

within the 9-year termination process, during which the annual tax assessment for the property gradually increases.

Forestland and Timberland Protection

State regulations such as the Forest Taxation Reform Act of 1976 and the Z'berg-Nejedly Forest Practice Act of 1973 (California Forest Practice Act) provide for the preservation of forest lands from encroachment by other, incompatible land uses and for oversight of the management of forest practices and forest resources.

Public Resources Code Section 12220(g)

Public Resources Code Section 12220(g) defines "forest land" for the purposes of CEQA. According to the Code, "forest land" is 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.

Government Code Section 51104(g)

The California Timberland Productivity Act of 1982, like the Land Conservation Act, was passed to encourage the production of timber resources. Government Code Section 51104(g) defines "Timber," "Timberland," and "Timberland Production Zone" for the purposes of CEQA and "Timberland Preserve Zone," which may be used in city and county general plans.

- **Timber** means trees of any species maintained for eventual harvest for forest production purposes, whether planted or of natural growth, standing or down, on privately or publicly owned land, including Christmas trees, but does not mean nursery stock.

- **Timberland** means privately owned land, or land acquired for State forest purposes, that is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre.

- **Timberland Production Zone (TPZ)** means an area that has been zoned pursuant to Section 51112 or 51113 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). With respect to the general plans of cities and counties, "Timberland Preserve Zone" means "Timberland Production Zone."

County boards of supervisors may designate areas of timberland preserve, referred to as Timberland Production Zones, which restrict the land's use to the production of timber for an initial 10-year term in return for lower property taxes.

Local Regulations

The Ontario Plan

Future development of all land in Ontario is guided by The Ontario Plan (TOP), which was adopted by the City Council in August 2022. The Environmental Resources Element contains policies relevant to agricultural resources.

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 5, Zoning and Land Use, Division 5.01.005, Establishment of Base Zoning Districts, Section F, Overlay Zoning Districts.** The purpose of the AG (Agriculture) Overlay Zoning District is to accommodate the continuation of agricultural uses in 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.

5.2.1.2 EXISTING CONDITIONS

Agriculture

Ontario Ranch

The Ontario Ranch area, which includes the ORSC site, 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 of Ontario named its portion the "New Model Colony" (Ontario 2022a). There are four sections of agricultural preserve in the Ontario Ranch, totaling 200 acres in the southwestern portion of the city. 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 Ontario 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 Ontario for the Central Valley (Ontario 2022a).

Mapped Farmland

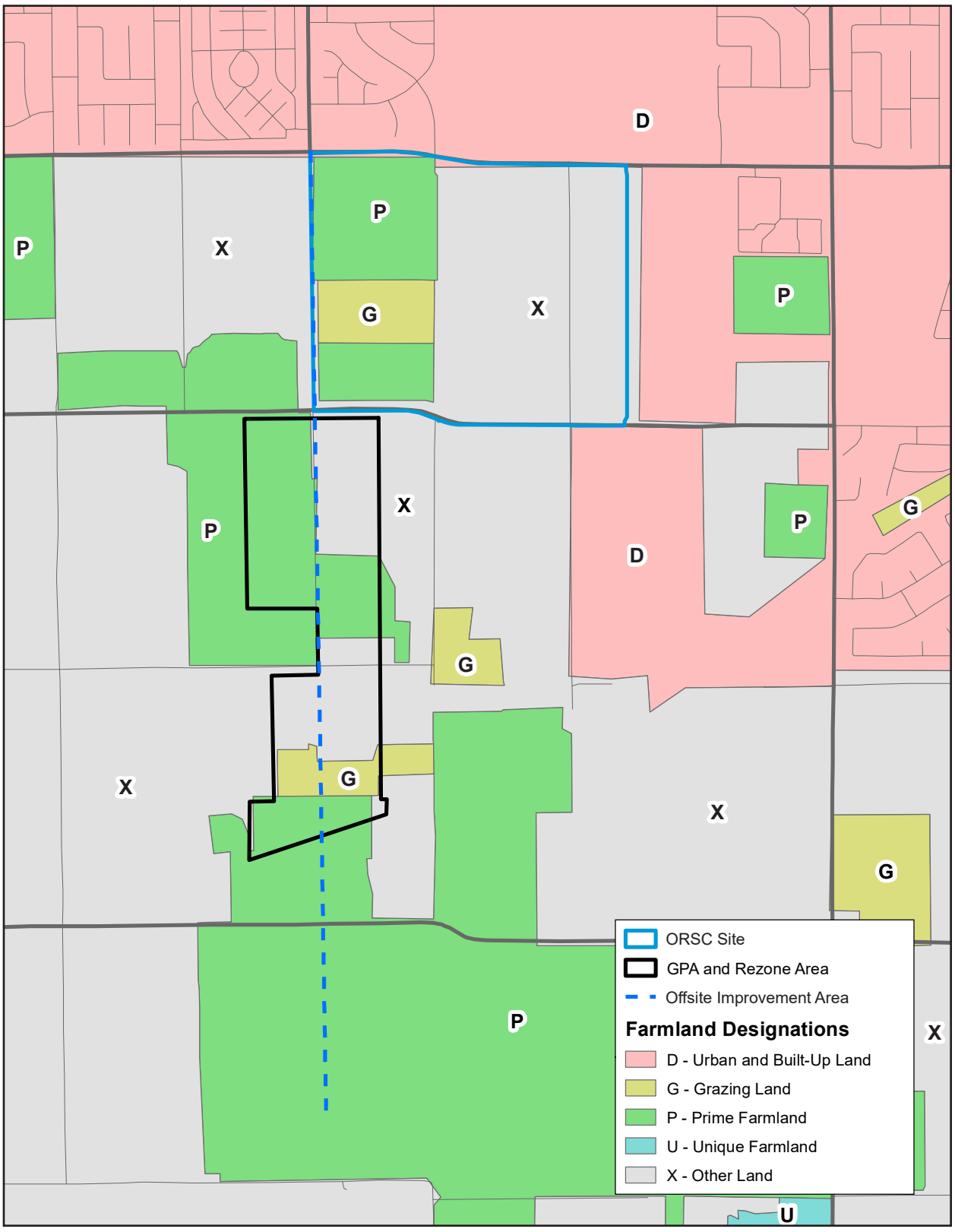
Similar to other properties in the Ontario Ranch, the ORSC site has historically been used for agricultural production and related uses, including dairies, row crops, field crops, and a horse farm. The ORSC site contains approximately 53 acres of Prime Farmland, as designated by the CDOC. The ORSC site also contains 17.8 acres of grazing land and 125.5 acres of land designated as "Other" (CDOC 2020).[1] Figure 5.2-1, *Farmland Designations,* shows the existing designated farmland types on the ORSC site.

California Land Conservation Act (Williamson Act)

There are no active Williams Act contracts on the ORSC site according to the CDOC's most recently updated database (CDOC 2023).

[1] Acreages were determined using GIS data from the CDOC's 2020 FMMP File Geodatabase.

Figure 5.2-1 - Farmland Designations



Source: California Department of Conservation 2018.

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Zoning Designation

The AG (Agriculture) Overlay District accommodates the continuation of agricultural uses in the city on an interim basis until development is slated consistent with the Policy Plan component of TOP and the underlying zoning district. The ORSC site is not zoned for agricultural uses and is not in the AG Overlay District. The off-site General Plan Amendment and Rezone area is currently zoned with the AG Overlay.

Forest Land and Timberland

The ORSC site does not contain any land that would meet the definition of forest land per California Public Resource Code Section 12220(g).

5.2.2 Thresholds of Significance

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

AG-1 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.

AG-2 Conflict with existing zoning for agricultural use, or a Williamson Act contract.

AG-3 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)).

AG-4 Result in the loss of forest land or conversion of forest land to non-forest use.

AG-5 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.

5.2.3 Environmental Impacts

5.2.3.1 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.2-1: The ORSC would convert 53 acres of California Resource Agency designated Prime Farmland to recreational and hospitality land use. [Threshold AG-1 and AG-5 (part)]

The ORSC would develop the ORSC site with various recreational and supporting uses including a baseball stadium, retail buildings, a hotel, indoor recreational facilities, sports fields, a city park, and parking. The ORSC site contains 53 acres of Prime Farmland, all of which would be converted to non-agricultural use. The sewer

alignment in the Offsite Improvement Area would not have the potential impact Farmland because these improvements would be below-ground.

The ORSC site is currently designated for residential uses under TOP 2050. While the ORSC would amend the land use designations of the ORSC site to support the proposed commercial, recreation, and stadium uses, the agricultural impacts of developing the ORSC site with the proposed uses would be similar to development under the current designation of the ORSC site. Nonetheless, the ORSC would have a significant impact with regard to the conversion of agricultural land on the ORSC site.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.2-2: The ORSC would not conflict with existing zoning for agricultural use or a Williamson Act contract. [Threshold AG-2]

The ORSC site and Offsite Improvement Area does not contain any active Williamson Act contracts; therefore, development of the ORSC site would not conflict with a Williamson Act contact. Additionally, the ORSC site is not zoned for agricultural use and is not in the AG Overlay District. The sewer alignment in the Offsite Improvement Area would not conflict with existing zoning because improvements within the Offsite Improvement Area would be below-ground. The ORSC's redesignation of the site to Open Space-Parkland (OS-R) and Hospitality designations would not conflict with agricultural zoning, and the ORSC would have no impact.

Level of Significance Before Mitigation: No impact.

Impact 5.2-3: The ORSC would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production, or result in the loss of forest land or conversion of forest land to nonforest use. [Threshold AG-3, AG-4, and AG-5 (part)]

There is no forest land in the ORSC site or Offsite Improvement Area. Existing land uses on the ORSC site consist primarily of agricultural land (ranching and farming), a limited number of residences, and miscellaneous commercial uses such as a nursery. The ORSC would not conflict with zoning for forest land or result in the loss of forest land. No impact would occur.

Level of Significance Before Mitigation: No impact.

5.2.3.2 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF THE OFF-SITE GENERAL PLAN AMENDMENTS AND REZONE

The Proposed Project would require compliance with SB 330 and SB 166 to ensure no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the ORSC site in TOP. The parcels proposed for rezoning are located south of ORSC site on Vineyard Avenue.

- **Loss of Important Farmland.** The GPA and Rezone area includes 45.8 acres of Prime Farmland as designated by the Department of Conservation (CDOC 2020). Development of the parcels pursuant to their existing LDR designation would likely result in significant and unavoidable impacts since development on these parcels would require the conversion of Important Farmland to an urban use. Regardless of the type of urban development proposed, the farmland at these parcels would need to be converted, therefore the proposed GPA and Rezone of the parcels from a lower density residential to a higher density residential use would have no additional impact on these resources. The proposed GPA and Rezone would have no additional impact on important farmland compared to that identified in the 2022 EIR because this land has already been designated urban land uses in TOP, but would result in significant and unavoidable impacts if the parcels are developed.

- **Agricultural Zoning/Williamson Act Contract.** Like the ORSC site, the GPA and Rezone area does not encompass land under active Williamson Act contracts. Additionally, the proposed GPA and Rezone would not change the Agricultural Overlay zoning of these parcels. As described in Section 3.3.4, a 19.25-acre portion of the parcels on Vineyard Avenue proposed for the land use change would in addition to the AG Overlay, have an Affordable Housing Overlay to meet the requirements of SB 166. The GPA and Rezone would have no impacts on Williamson Act contracts or agricultural zoning.

- **Loss of Forestland/Conflicts with Timberland Zoning.** The GPA and Rezone area does not contain forestland or timberland zoning and therefore would result in no impacts.

5.2.4 Cumulative Impacts

The area considered for cumulative impacts to agriculture and forestry resources is the City of Ontario. Throughout the City, numerous development projects would result in the conversion of agricultural land—including Prime Farmland and Important Farmland and land under Williamson Act contracts—to nonagricultural uses, specifically within Ontario Ranch. This land has been designated for nonagricultural use under TOP and will continue to be developed in accordance with this adopted land use plan. The Proposed Project, including the ORSC and GPA and Rezone, would, nonetheless, contribute to the reduction of agricultural resources in the City 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 and the Ontario Ranch area, the Proposed Project would result in a cumulatively considerable impact to agricultural resources.

5.2.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.2-2 and 5.2-3.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.2-1** The ORSC would convert 53 acres of California Resource Agency designated Prime Farmland to recreational and hospitality land use.

5.2.6 Mitigation Measures

In compliance with CEQA, "each public agency shall mitigate or avoid the significant effects on the environment of any project it carries out or approves whenever it is feasible to do so" (Public Resources Code, Section 21002.1[b]). The term "feasible" is defined in CEQA to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors" (Public Resources Code, Section 21061.1).

For loss of Farmland, it is the policy of Ontario to mitigate impacts within the City boundaries because this is the area the City has direct jurisdictional control over. In accordance with this policy, the City has determined there is no suitable replacement acreage within the City and there are no feasible mitigation measures that would reduce the Proposed Project's significant impacts regarding agricultural conversion to levels that would be less than significant. The following mitigation measures to reduce the impacts on agriculture have been considered; however, none of the measures would feasibly be able to reduce the significant impacts to levels less than significant:

- **Retention of On-Site Agricultural Uses**. This measure would allow create or maintain islands of agricultural uses within an urbanized setting, exacerbating potential land use conflicts and land use incompatibilities. The TOP land use plan does not establish or maintain any "Agricultural" Land Use designations within the City. However, Section 6.01.035(C)(1), AG (Agricultural) Overlay Zoning District, of the Ontario Development Code allows the continuation of existing agricultural uses on an interim basis until such time that the land is developed in accordance with TOP. The AG Overlay provides means for temporary agricultural use of existing farmland in the City but the City's adopted land use plan and policies would not allow for the permanent retention of agricultural uses once development is proposed. The "Retention of On-Site Agricultural Uses" mitigation strategy would therefore conflict with adopted land use plan and would require amendments to the land use plan. Such an amendment to the land use plan would also conflict with the goals of the regional plans and policies from the Southern California Association of Government (SCAG) which require that the City's land use plan facilitate the development of City's remaining agricultural land. For example, to comply with its SCAG-designated Regional Housing Needs Allocation (RHNA), the City's Housing Element must provide capacity for new housing development. The City's adopted 2021-2029 designates approximately 82 percent[2] of the City's housing capacity within Ontario Ranch (Ontario 2022b). Furthermore, the mitigation strategy would conflict with SCAG's Regional Transportation Plan/Sustainable Communities Strategy (known as Connect SoCal) which prioritizes the development of land within the City's existing Spheres of Influence to avoid further sprawl and conversion of agricultural land. Based on the preceding, retention of on-site agricultural uses is considered infeasible.

- **Replacement of Agricultural Resources Off-Site.** Replacement of agricultural resources at an off-site location would require the City 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 TOP

[2] As shown in Table 5-16, Availability of Land to Meet RHNA, 2021–2029, in the Housing Element, the City's total realistic capacity is 26,197 housing units and the total number of housing units of the Opportunity Areas within Ontario Ranch is 21,587 units.

land use plan policies and vision as summarized previously and would require comprehensive amendment of the Policy Plan, which would in turn conflict with the City's Housing Element and Connect SoCal. Using another area within Ontario Ranch for mitigation of impacts related to the Proposed Project would result in the same issues as previously described in consideration of on-site mitigation. Therefore, there is no suitable replacement acreage within the City to mitigate for loss of Farmland. Similar to the reasons why on-site mitigation is not feasible, off-site mitigation within Ontario Ranch is also infeasible. Off-site areas may not have sufficient water needed to support agricultural practices. It is also speculative as to whether replacement of agricultural resources off-site meets the additionality requirements of CEQA. Furthermore, it is the policy of Ontario to mitigate impacts within the City boundaries because this is the area the City has direct jurisdictional control over..[3] 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.

- **Relocation of Prime 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 measure would have its own environmental impacts, including increased truck traffic on local roadways from both hauling soil off-site and replacement soil onsite; increased diesel truck emissions; construction noise; and increased duration of construction. The relocation of prime farmland soils on another active farm would increase other environmental impacts and is therefore considered infeasible. This would be contrary to the TOP land use plan policies and vision as summarized previously and would require comprehensive amendment of the Policy Plan. Furthermore, the ORSC site is an active dairy, which resulted in soils onsite with high organic content. The ORSC entails removal of soils with high organic content prior to development. Therefore, removal of high organic content topsoil is already a component of the ORSC. The redesignation of land that is currently designated for urban development to agricultural use would also be inconsistent with the City's Housing Element and Connect SoCal.

- **Establishment of Conservation Easement or Preserves.** The "Establishment of Conservation Easement or Preserves" mitigation strategy would require comprehensive amendment to the Policy Plan, resulting in the same conflicts with local and regional land use plans/policies discussed above. Local and regional policies have long since slated the Ontario Ranch for suburban development. The City has not indicated that such amendment is warranted or desired and has initiated no such action. At the ORSC site, establishment of agricultural conservation easements or preserves would negate the Proposed Project, requiring the No-Project Alternative which was rejected for failing meet the Proposed Project objectives

[3] In a recent court of appeal decision, *King & Gardiner Farms v County of Kern (2020) 45 CA5th 814*, the court held that a measure requiring conservation easements over off-site farmland would not provide adequate mitigation for the loss of farmland that would result from the project.

(see Chapter 7, *Alternatives*). Based on the preceding, the "Establishment of Conservation Easement or Preserves" mitigation strategy is considered infeasible.

- **Payment in Lieu or Transfer of Development Rights**. Transferring development rights would involve the purchasing of the right to develop land from a currently undeveloped piece of land and transferring those rights to farmland within the City. The City of Ontario has not implemented a Transfer of Development Rights (TDR) Program. Implementation of a TDR program would require amending the City Development Code and comprehensive amendment of the Policy Plan. While such a program could be developed to preserve farmland in San Bernardino County, the Important Farmland on the ORSC site would still be developed, resulting in a net loss of Important Farmland in the City. 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 Proposed Project. Furthermore, an offsite fee mitigation program would not avoid the loss of farmland; would not minimize the effect of the Proposed 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 Proposed Project.

Overall, no feasible mitigation measures have been identified, which would substantially lessen the Proposed Project's significant impacts related to the loss of Prime Farmland and conversion of farmland to nonagricultural use. This finding is consistent with the finding in 2010 TOP EIR (State Clearinghouse No. 2008101140) and Armstrong Ranch Specific Plan EIR (State Clearinghouse No. 2006111009); that there are no feasible mitigation measures to reduce impacts on Important Farmland or the conversion of agricultural land to nonagricultural uses, and thus impacts would be significant and unavoidable.

5.2.7 Level of Significance After Mitigation

Impact 5.2-1

Conversion of agricultural-designated land to urban land uses is a significant and unavoidable impact. As summarized above, there are no feasible mitigation measures that would reduce the Proposed Project's significant impacts to agricultural resources to levels that would be less than significant. While conversion of agricultural lands and loss of farmland resulting from the Proposed Project were already considered and addressed in the 2010 TOP EIR and Armstrong Ranch Specific Plan EIR, the ORSC would result in the direct loss of 53 acres of Prime Farmland. None of the mitigation measures considered by the City would feasibly be able to reduce the significant project and cumulative impacts to levels less than significant and impacts would be ***significant and unavoidable***.

5.2.8 References

California Department of Conservation (CDOC). 2020. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/

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5. Environmental Analysis
AGRICULTURE AND FORESTRY RESOURCES

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5.3 AIR QUALITY

This section of the Draft EIR evaluates the potential for the Ontario Regional Sports Complex (ORSC) and the off-site General Plan Amendment and Rezone (GPA and Rezone) to impact air quality in a local and regional context. The potential air quality impacts of the ORSC are evaluated as project-level, while those of the GPA and Rezone are evaluated a programmatic level.

This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (South Coast AQMD). The analysis focuses on air pollution from regional emissions and localized pollutant concentrations. In this section, "emissions" refers to the actual quantity of pollutant, measured in pounds per day (lbs./day), and "concentrations" refers to the amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million, parts per billion, or micrograms per cubic meter. Criteria air pollutant emissions modeling is included in Appendix D1, A*ir Quality and Greenhouse Gas Emissions Modeling*. An evaluation of localized ambient air quality and health risk during project construction is in Appendix D2, *Health Risk Assessment*. Cumulative impacts related to air quality are based on the regional boundaries of the South Coast Air Basin (SoCAB) and South Coast AQMD's Multiple Air Toxics Exposure Study mapping.

5.3.1 Environmental Setting

Key Terminology

The following terms are commonly used in air quality analyses:

- **AAQS.** Ambient Air Quality Standards
- **CES.** CalEnviroScreen. CES is a mapping tool that helps identify the California communities most affected by sources of pollution and where people are often especially vulnerable to pollution's effects.
- **Concentrations.** Refers to the amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu g/m^3$).
- **Criteria Air Pollutants.** Those air pollutants specifically identified for control under the Federal Clean Air Act (currently seven—carbon monoxide, nitrogen oxides, lead, sulfur oxides, ozone, and coarse and fine particulates).
- **DPM.** Diesel particulate matter.
- **Emissions.** Refers to the actual quantity of pollutant, measured in pounds per day or tons per year.
- **MER.** Maximally exposed receptor.
- **ppm.** Parts per million.

- **Sensitive receptor.** Land uses that are considered more sensitive to air pollution than others due to the types of population groups or activities involved. These land uses include residential, retirement facilities, hospitals, and schools.
- **TAC.** Toxic air contaminant.
- **µg/m³.** Micrograms per cubic meter.
- **VMT.** Vehicle miles traveled.

5.3.1.1 AIR POLLUTANTS OF CONCERN

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_X), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, CO, SO_2, nitrogen dioxide (NO_2), PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that ambient air quality standards have been established for them. VOC and NO_X are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and NO_2 are the principal secondary pollutants.

Each of the primary and secondary criteria air pollutants and its known health effects are described below.

- **Carbon Monoxide** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion, engines and motor vehicles operating at slow speeds are the primary source of CO in the SoCAB. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (South Coast AQMD 2005, 2022; USEPA 2023a). The SoCAB is designated as being in attainment under the California AAQS and attainment (serious maintenance) under the National AAQS (CARB 2022a).
- **Volatile Organic Compounds** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources include evaporative emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (South Coast AQMD 2005). There are no AAQS for VOCs. However, because they contribute to the formation of O_3, South Coast AQMD has established a significance threshold (South Coast AQMD 2023a). The health effects for ozone are described later in this section.

- **Nitrogen Oxides** are a by-product of fuel combustion and contribute to the formation of ground-level O_3, PM_{10}, and $PM_{2.5}$. The two major forms of NO_X are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of NO_X produced by combustion is NO, but NO reacts quickly with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO_2 is only potentially irritating. NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO_2 exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO_2 concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (South Coast AQMD 2005, 2022; USEPA 2023b). The SoCAB is designated in attainment (maintenance) under the National AAQS and attainment under the California AAQS (CARB 2022a).

- **Sulfur Dioxide** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_X). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO_2, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing) at lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (South Coast AQMD 2005, 2022; USEPA 2023c). The SoCAB is designated as attainment under the California and National AAQS (CARB 2022a).

- **Suspended Particulate Matter (PM_{10} and $PM_{2.5}$)** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤0.01 millimeter). Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns or less (i.e., ≤0.002.5 millimeter). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The US Environmental Protection Agency's (EPA) scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory

symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (South Coast AQMD 2005; South Coast AQMD 2022). There has been emerging evidence that ultrafine particulates, which are even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.0001 millimeter) have human health implications because their toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (South Coast AQMD 2022). However, the EPA and the California Air Resources Board (CARB) have not adopted AAQS to regulate these particulates. Diesel particulate matter is classified by CARB as a carcinogen (CARB 1999). Particulate matter can also cause environmental effects such as visibility impairment,[1] environmental damage,[2] and aesthetic damage[3] (South Coast AQMD 2005, 2022; USEPA 2023d). The SoCAB is a nonattainment area for $PM_{2.5}$ under California and National AAQS and a nonattainment area for PM_{10} under the California AAQS (CARB 2022a).[4]

- **Ozone (O_3)** is a key ingredient of "smog" and is a gas that is formed when VOCs and NO_X, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O_3 can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O_3 also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O_3 also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O_3 harms sensitive vegetation during the growing season (South Coast AQMD 2005, 2022; USEPA 2023e). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2022a).

- **Lead (Pb)** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (South Coast AQMD 2005; South Coast AQMD 2022b). The major sources of lead emissions have historically been mobile and industrial

1 $PM_{2.5}$ is the main cause of reduced visibility (haze) in parts of the United States.

2 Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.

3 Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

4 CARB approved the South Coast AQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM_{10} standards from 2004 to 2007. The EPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

sources. As a result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. However, in 2008 the EPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.[5] As a result of these violations, the Los Angeles County portion of the SoCAB is designated as nonattainment under the National AAQS for lead (South Coast AQMD 2012; CARB 2022a). However, lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011 (South Coast AQMD 2012). CARB's State Implementation Plan (SIP) revision was submitted to the EPA for approval. Because emissions of lead are found only in projects that are permitted by South Coast AQMD, lead is not a pollutant of concern for the Proposed Project.

Table 5.3-1, *Criteria Air Pollutant Health Effects Summary*, summarizes the potential health effects associated with the criteria air pollutants.

Table 5.3-1 Criteria Air Pollutant Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	• Chest pain in heart patients • Headaches, nausea • Reduced mental alertness, light-headedness. • Death at very high levels	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O_3)	• Cough, chest tightness • Difficulty taking a deep breath • Worsened asthma symptoms • Lung inflammation	Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO_2)	• Increased response to allergens • Aggravation of respiratory illness	Same as carbon monoxide sources
Particulate Matter (PM_{10} and $PM_{2.5}$)	• Hospitalizations for worsened heart diseases • Emergency room visits for asthma • Premature death	Cars and trucks (particularly diesels) Fireplaces and woodstoves Windblown dust from overlays, agriculture, and construction
Sulfur Dioxide (SO_2)	• Aggravation of respiratory disease (e.g., asthma and emphysema) • Reduced lung function	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	• Behavioral and learning disabilities in children • Nervous system impairment	Contaminated soil

Source: CARB 2023a.

[5] Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (South Coast AQMD 2012).

Toxic Air Contaminants

CARB has identified other air pollutants as TACs, which are pollutants that may cause serious, long-term effects. People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (USEPA 2023f). By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. There are no air quality standards for TACs. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most relevant to the Proposed Project being particulate matter from diesel-fueled engines.

Diesel Particulate Matter

In 1998, CARB identified DPM as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs. Long-term (chronic) inhalation of DPM is likely a lung cancer risk. Short-term (i.e., acute) exposure can cause irritation and inflammatory systems and may exacerbate existing allergies and asthma systems (USEPA 2002).

5.3.1.2 REGULATORY BACKGROUND

Ambient air quality standards 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 ORSC is in the SoCAB and is subject to the rules and regulations imposed by the South Coast AQMD as well as the California AAQS adopted by CARB and National AAQS adopted by the EPA. Federal, state, and regional laws, regulations, plans, or guidelines that are potentially applicable to the Proposed Project are summarized in this section.

Federal and State

Ambient Air Quality Standards

The Clean Air Act was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The Clean Air Act allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

These National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants. As shown in Table 5.3-2, *Ambient Air Quality Standards for Criteria Pollutants*, these pollutants are O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and Pb. In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 5.3-2 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Ozone (O_3)[3]	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO_2)[5]	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Respirable Fine Particulate Matter ($PM_{2.5}$)[4]	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	
Lead (Pb)	30-Day Average	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m^3	
	Rolling 3-Month Average	*	0.15 µg/m^3	

Table 5.3-2 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Sulfates (SO_4)	24 hours	25 µg/m^3	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	*	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	*	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	*	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2016.
Notes: ppm: parts per million; µg/m^3: micrograms per cubic meter
* Standard has not been established for this pollutant/duration by this entity.
1 California standards for O3, CO (except 8-hour Lake Tahoe), SO2 (1 and 24 hour), NO2, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2 National standards (other than O3, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
4 On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m3 to 12.0 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m3, as was the annual secondary standard of 15 µg/m3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
5 On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

California has also adopted a host of other regulations that reduce criteria pollutant emissions.

- **Assembly Bill (AB) 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces greenhouse gas (GHG) emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.
- **Heavy-Duty (Tractor-Trailer) GHG Regulation.** The tractors and trailers subject to this regulation must either use EPA SmartWay-certified tractors and trailers or retrofit their existing fleet with SmartWay-verified technologies. The regulation applies primarily to owners of 53-foot or longer box-type trailers,

including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. These 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. There are also requirements for trailers to have low-rolling-resistance tires and aerodynamic devices.

- **California Code of Regulations (CCR) Title 20: Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR sections 1601–1608) were adopted by the California Energy Commission on October 11, 2006, and 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.

- **24 CCR, Part 6: Building and Energy Efficiency Standards.** Energy conservation standards for new residential and nonresidential buildings adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977.

- **24 CCR, Part 11: Green Building Standards Code.** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[6]

Tanner Air Toxics Act and Air Toxics Hot Spot Information and Assessment Act

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and reduce exposure to them. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health" (17 CCR sec. 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 US Code sec. 7412[b]) is a TAC. Under state law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit that TAC. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate "toxics best available control technology" to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

[6] The green building standards became mandatory in the 2010 edition of the code.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

CARB has promulgated the following specific rules to limit TAC emissions:

- **13 CCR Chapter 10 Section 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.** Generally restricts on-road diesel-powered commercial motor vehicles with a gross vehicle weight rating of greater than 10,000 pounds from idling more than five minutes.

- **13 CCR Chapter 10 Section 2480: Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools.** Generally restricts a school bus or transit bus from idling for more than five minutes when within 100 feet of a school.

- **13 CCR Section 2477 and Article 8: Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate.** Regulations established to control emissions associated with diesel-powered TRUs.

Regional

Air Quality Management Planning

The South Coast AQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. South Coast AQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). The AQMP is a regional strategy plan to achieve air quality standards by examining emissions, looking at regional growth projections, and the impact of existing and proposed control measures to provide healthful air in the long-term. Since 1979, a number of AQMPs have been prepared.

The Clean Air Act requires CARB to develop a SIP that describes how an area will attain national AAQS. The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the SIP. Areas are classified as attainment or nonattainment areas for a particular pollutant depending on whether they meet the AAQSs. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

- ***Unclassified.*** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.

- ***Attainment.*** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a three-year period.

- ***Nonattainment.*** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- ***Nonattainment/Transitional.*** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

2022 AQMP

South Coast AQMD adopted the 2022 AQMP on December 2, 2022, as an update to the 2017 AQMP. On October 1, 2015, the EPA strengthened the National AAQS for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb) (2015 Ozone National AAQS.). The SoCAB is currently classified as an "extreme" nonattainment for the 2015 Ozone National AAQS. Meeting the 2015 federal ozone standard requires reducing NO_X emissions, the key pollutant that creates ozone, by 67 percent more than is required by adopted rules and regulations in 2037. The only way to achieve the required NO_X reductions is through extensive use of zero emission (ZE) technologies across all stationary and mobile sources. South Coast AQMD's primary authority is over stationary sources which account for approximately 20 percent of NO_X emissions. The overwhelming majority of NO_X emissions are from heavy-duty trucks, ships and other State and federally regulated mobile sources that are mostly beyond the South Coast AQMD's control. The region will not meet the standard absent significant federal action. In addition to federal action, the 2022 AQMP requires substantial reliance on future deployment of advanced technologies to meet the standard. The control strategy for the 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available ZE and low-NO_X technologies and (2) developing new ZE and ultra-low NO_X technologies for use in cases where the technology is not currently available. South Coast AQMD is prioritizing distribution of incentive funding in Environmental Justice areas and seeking opportunities to focus benefits on the most disadvantaged communities (South Coast AQMD 2022).

South Coast AQMD $PM_{2.5}$ Redesignation Request and Maintenance Plan

In 1997, the EPA adopted the 24-hour fine $PM_{2.5}$ standard of 65 $\mu g/m^3$. In 2006, this standard was lowered to a more health-protective level of 35 $\mu g/m^3$. The SoCAB is designated nonattainment for both the 65 $\mu g/m^3$ and 35 $\mu g/m^3$ 24-hour $PM_{2.5}$ standards (24-hour $PM_{2.5}$ standards). In 2020, monitored data demonstrated that the SoCAB attained both 24-hour $PM_{2.5}$ standards. The South Coast AQMD has developed the "2021 Redesignation Request and Maintenance Plan" for the 1997 and 2006 24-hour $PM_{2.5}$ Standards for the SoCAB $PM_{2.5}$ Redesignation Request and Maintenance Plan, demonstrating that the SoCAB has met the requirements to be redesignated to attainment for the 24-hour $PM_{2.5}$ standards (South Coast AQMD 2021c).

AB 617, Community Air Protection Program

AB 617 (C. Garcia, Chapter 136, Statutes of 2017) requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens. In response to AB 617, CARB has established the Community Air Protection Program.

Air districts are required to host workshops to help identify disadvantaged communities that are disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations

have been identified and the communities have been selected, new community monitoring systems would be installed to track and monitor community-specific air pollution goals. In 2018 CARB prepared an air monitoring plan, the Community Air Protection Blueprint (Blueprint) that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, the Blueprint is required to be updated every five years.

Under AB 617, CARB is also required to prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology; adopt new rules requiring the latest best available retrofit control technology for all criteria pollutants for which an area has not achieved attainment of California AAQS; and provide uniform, statewide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the communities impacted by air pollution that CARB identifies.

Lead Implementation Plan

In 2008, the EPA designated the Los Angeles County portion of the SoCAB as a nonattainment area under the federal lead (Pb) classification because of the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in the City of Vernon and the City of Industry that exceeded the new standard in the 2007 to 2009 period. The remainder of the SoCAB outside the Los Angeles County nonattainment area remains in attainment of the new 2008 lead standard. On May 24, 2012, CARB approved the SIP revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval.

South Coast AQMD Rules and Regulations

All projects within the SoCAB are subject to South Coast AQMD rules and regulations in effect at the time of activity.

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than three minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the US Bureau of Mines.

- **Rule 402, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons or the public, or that 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 is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth-moving and grading activities.

- **Rule 445, Wood Burning Devices.** In general, the rule prohibits new developments from the installation of wood-burning devices. This rule is intended to reduce the emission of particulate matter from wood-burning devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.

- **Rule 1113, Architectural Coatings.** This rule serves to limit the VOCs content of architectural coatings used on projects in the South Coast AQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the South Coast AQMD must comply with the current VOC standards set in this rule.

- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

5.3.1.3 EXISTING CONDITIONS

The ORSC site and the GPA and Rezone area are in the SoCAB, which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant and high mountains around the remainder of the perimeter. The region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (South Coast AQMD 2005).

Meteorology

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station nearest to the ORSC site with temperature data is the Fontana Kaiser Monitoring Station (ID 043120). The average low is reported at 41.5 °F in January, and the average high is 96.2 °F in August (WRCC 2023).

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 18.81 inches per year in the vicinity of the area (WRCC 2023).

Humidity

Although the SoCAB has a semiarid climate, the air near the Earth's surface is typically moist because of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog are frequent because of the air basin's location along the coast. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (South Coast AQMD 1993).

Wind

Wind patterns across the southern coastal region are characterized by westerly or 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 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 SoCAB 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 inhibit the eastward transport and diffusion of pollutants. Air quality in the SoCAB 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 (South Coast AQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions 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 Air Basin (South Coast AQMD 2005).

SoCAB Nonattainment Areas

The attainment status for the SoCAB is shown in Table 5.3-3, *Attainment Status of Criteria Air Pollutants in the South Coast Air Basin*.

Table 5.3-3 Attainment Status of Criteria Air Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM_{10}	Serious Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment[1]
CO	Attainment	Attainment
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only)[2]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2023a.

[1] The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal $PM_{2.5}$ standards. The *2021* $PM_{2.5}$ *Redesignation Request and Maintenance Plan* demonstrates that the SoCAB meets the requirements of the CAA to allow US EPA to redesignate the SoCAB to attainment for the 65 $\mu g/m^3$ and 35 $\mu g/m^3$ 24-hour $PM_{2.5}$ standards. CARB has reviewed and adopted submit the *2021* $PM_{2.5}$ *Redesignation Request and Maintenance Plan* to the US EPA as a revision to the California State Implementation Plan (SIP) (CARB 2021).

[2] In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new 2008 federal AAQS as a result of large industrial emitters. Remaining areas for lead in the SoCAB are unclassified. However, lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011 (South Coast AQMD 2012). CARB's SIP revision was submitted to the EPA for approval.

Multiple Air Toxics Exposure Study V

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on existing ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In April 2021, South Coast AQMD released the latest update to the MATES study, MATES V. The first MATES analysis, MATES I, began in 1986 but was limited because of the technology available at the time. Conducted in 1998, MATES II was the first MATES iteration to include a comprehensive monitoring program, an air toxics emissions inventory, and a modeling component. MATES III was conducted in 2004 to 2006, with MATES IV following in 2012 to 2013.

MATES V uses measurements taken during May 2018 and April 2019, with a comprehensive modeling analysis and emissions inventory based on 2018 data. The previous MATES studies quantified the cancer risks based on the inhalation pathway only. MATES V includes information on the chronic noncancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic noncancer risks from MATES II through IV measurements have been reexamined using current Office of Environmental Health Hazards Assessment and CalEPA risk assessment methodologies and modern statistical methods to examine the trends over time.

The MATES V study showed that multiple-pathway cancer risk in the SoCAB decreased to 454 in a million from 997 in a million in the MATES IV study. Overall, air toxics cancer risk in the SoCAB decreased by 54 percent since 2012 when MATES IV was conducted. MATES V showed the highest risk locations near the Los

Angeles International Airport and the Ports of Long Beach and Los Angeles. DPM continues to be the major contributor to air toxics cancer risk (approximately 72 percent of the total cancer risk). As a result, goods movement and transportation corridors that accommodate high volumes of diesel-fueled heavy-duty vehicles have the highest cancer risk. Transportation sources account for 88 percent of carcinogenic air toxics emissions, and the remainder is from stationary sources, which include large industrial operations such as refineries and power plants as well as smaller businesses such as gas stations and chrome-plating facilities. (South Coast AQMD 2021a).

Figure 5.3-1, *South Coast AQMD MATES V Cancer Risk in the Proposed Project Area*, identifies that the maximum cancer risk in the plan area is 600 per million, which is higher than 93 percent of the South Coast AQMD population (South Coast AQMD 2023c). The primary factor contributing to this risk is DPM, accounting for approximately 71.3 percent of the contributing pollutants (South Coast AQMD 2023c).

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the ORSC site are best documented by measurements made by South Coast AQMD. The ORSC site is in Source Receptor Area (SRA) 33.[7] The air quality monitoring stations closest to the project are the 1350 San Bernardino Road Monitoring Station (O_3, NO_2, and PM_{10}) and the Ontario-Route 60 Monitoring Station ($PM_{2.5}$). Data from these stations are summarized in Table 5.3-4, *Ambient Air Quality Summary*. The data show that the area regularly exceeds the state and federal O_3 standards and the state PM_{10} and federal $PM_{2.5}$ standards. The NO_2 standard has not been exceeded in the last five years in the project vicinity.

Table 5.3-4 Ambient Air Quality Monitoring Summary

Pollutant/Standard[1]	Number of Days Thresholds Were Exceeded and Maximum Levels		
	2020	2021	2022
Ozone (O_3)[1]			
State 1-Hour ≥ 0.09 ppm (days exceed threshold)	82	42	45
State 8-hour ≥ 0.07 ppm (days exceed threshold)	118	81	69
Federal 8-Hour > 0.070 ppm (days exceed threshold)	116	78	67
Max. 1-Hour Conc. (ppm)	0.158	0.124	0.155
Max. 8-Hour Conc. (ppm)	0.124	0.100	0.100
Nitrogen Dioxide (NO_2)[1]			
State 1-Hour ≥ 0.18 ppm (days exceed threshold)	0	0	0
Max. 1-Hour Conc. (ppm)	55.4	64.6	53.3
Coarse Particulates (PM_{10})[1]			
State 24-Hour > 50 µg/m^3 (days exceed threshold)	NA	NA	NA
Federal 24-Hour > 150 µg/m^3 (days exceed threshold)	1	0	0
Max. 24-Hour Conc. (µg/m^3)	174.8	124.3	144.9

[7] Locations of the SRAs and monitoring stations are shown here: http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf.

Table 5.3-4 Ambient Air Quality Monitoring Summary

Pollutant/Standard[1]	Number of Days Thresholds Were Exceeded and Maximum Levels		
	2020	2021	2022
Fine Particulates ($PM_{2.5}$)[2]			
Federal 24-Hour > 35 µg/m^3 (days exceed threshold)	14	14	1
Max. 24-Hour Conc. (µg/m^3)	65.6	105.8	41.8

Source: CARB 2023b.
Notes: ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter; * = Data not available
[1] Data from the 1350 San Bernardino Road Monitoring Sation
[2] Data from the Ontario-Route 60 Near Road.

Existing Emissions

The ORSC site currently generates criteria air pollutant emissions from area sources (e.g., consumer cleaning products, landscaping equipment, and VOC emissions from paints), energy consumption (e.g., natural gas used for cooking, heating), and mobile sources (employee and vendor vehicle trips) from existing businesses onsite.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution (i.e., TACs) than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent because the majority of workers tend to stay indoors most of the time. In addition, the workforce is generally the healthiest segment of the population.

The nearest receptors to the project site are at the single-family housing approximately 80 feet north of the ORSC site along East Riverside Drive, single family housing approximately 60 feet south of the ORSC site along Chino Avenue, and single-family housing approximately 200 feet east of the ORSC site along the Cucamonga Channel.

5.3.2 Thresholds of Significance

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

AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.

AQ-2 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.

AQ-3 Expose sensitive receptors to substantial pollutant concentrations.

AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

5.3.2.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT THRESHOLDS

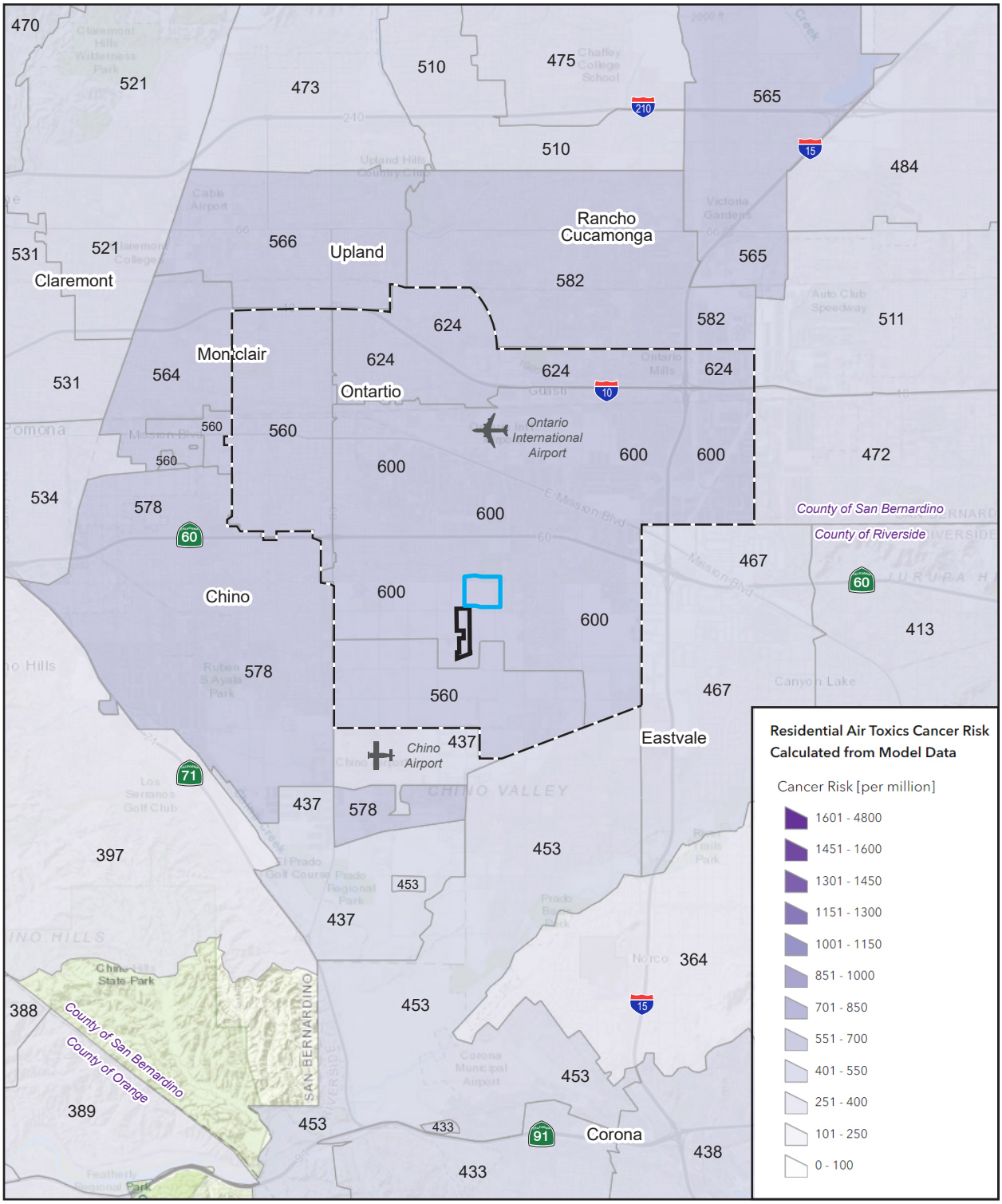
South Coast AQMD has established thresholds of significance for air quality for construction activities and project operation in the SoCAB, as shown in Table 5.3-5, *South Coast AQMD Regional Significance Thresholds*. The table lists thresholds that are applicable for all projects uniformly, regardless of size or scope. As discussed above, there is growing evidence that although ultrafine particulate matter contributes a very small portion of the overall atmospheric mass concentration, it represents a greater proportion of the health risk from PM. However, because the EPA and CARB have not adopted AAQS to regulate ultrafine particulate matter, South Coast AQMD has not developed thresholds for it.

Table 5.3-5 South Coast AQMD Regional Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROG)	75 lbs./day	55 lbs./day
Carbon Monoxide (CO)	550 lbs./day	550 lbs./day
Nitrogen Oxides (NO_X)	100 lbs./day	55 lbs./day
Sulfur Oxides (SO_X)	150 lbs./day	150 lbs./day
Particulates (PM_{10})	150 lbs./day	150 lbs./day

Source: South Coast AQMD 2023a.

Figure 5.3-1 - South Coast AQMD MATES V Cancer Risk in the Proposed Project Area



5. Environmental Analysis
AIR QUALITY

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Health Outcomes Associated with the AQMD Regional Significance Thresholds

Projects that exceed the AQMD's regional significance threshold contribute to the nonattainment designation of the SoCAB. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health effects. Exposure to fine particulate pollution and ozone causes myriad health impacts, particularly to the respiratory and cardiovascular systems:

- Increases cancer risk ($PM_{2.5}$, TACs)
- Aggravates respiratory disease (O_3, $PM_{2.5}$)
- Increases bronchitis (O_3, $PM_{2.5}$)
- Causes chest discomfort, throat irritation, and increased effort to take a deep breath (O_3)
- Reduces resistance to infections and increases fatigue (O_3)
- Reduces lung growth in children ($PM_{2.5}$)
- Contributes to heart disease and heart attacks ($PM_{2.5}$)
- Contributes to premature death (O_3, $PM_{2.5}$)
- Contributes to lower birth weight in newborns ($PM_{2.5}$) (South Coast AQMD 2015a)

Exposure to fine particulates and ozone aggravates asthma attacks and can amplify other lung ailments such as emphysema and chronic obstructive pulmonary disease. Exposure to current levels of $PM_{2.5}$ is responsible for an estimated 4,300 cardiopulmonary-related deaths per year in the SoCAB. In addition, University of Southern California scientists, in a landmark children's health study, found that lung growth improved as air pollution declined for children aged 11 to 15 in five communities in the SoCAB (South Coast AQMD 2015b).

South Coast AQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals exposed to elevated concentrations of air pollutants in the SoCAB and has established thresholds that would be protective of these individuals. To achieve the health-based standards established by the EPA, South Coast AQMD prepares an AQMP that details regional programs to attain the AAQS. Mass emissions thresholds shown in Table 5.3-5 are not correlated with concentrations of air pollutants but contribute to the cumulative air quality impacts in the SoCAB. These thresholds are based on the trigger levels for the federal New Source Review Program, which was created to ensure projects are consistent with attainment of health-based federal AAQS. Regional emissions from a single project do not trigger a regional health impact, and it is speculative to identify how many more individuals in the air basin would be affected by the health effects listed previously. Projects that do not exceed the South Coast AQMD regional significance thresholds in Table 5.3-5 would not violate regional air quality standards or contribute substantially to an existing or projected air quality violation.

If projects exceed the emission levels presented in Table 5.3-5, then those emissions would cumulatively contribute to the nonattainment status of the air basin and would contribute to elevating health effects associated with these criteria air pollutants regionally. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would contribute to reducing possible health effects related to criteria air pollutants. However, for projects that exceed the

emissions in Table 5.3-5, it is speculative to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment, because mass emissions are not correlated with concentrations of emissions or how many additional individuals in the air basin would be affected by the health effects cited previously.

South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health to address the issue raised in *Sierra Club v. County of Fresno* (Friant Ranch, L.P.) (2018) 6 Cal.5th 502, Case No. S21978. South Coast AQMD currently does not have methodologies that would provide the City with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a project's mass emissions.[8] Ozone concentrations are dependent on 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 ozone concentrations in relation to the National and California AAQS, and the absence of modeling tools that could provide statistically valid data and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects, it is not possible to link specific health risks to the magnitude of emissions exceeding the significance thresholds. However, if a project in the SoCAB exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to the AAQS is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels, as well as implementation of control technology on industrial facilities, CO concentrations in the SoCAB and the state have steadily declined.

In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for attainment by South Coast AQMD did not predict a violation of CO

[8] In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing *Sierra Club v. County of Fresno (2018) 6 Cal.5th 502* ("Friant Ranch") in the review and analysis of Proposed Projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects within the South Coast AQMD region.

standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.[9] As identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the SoCAB in years before the 2007 redesignation were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—to generate a significant CO impact (BAAQMD 2023).[10]

Localized Significance Thresholds

South Coast AQMD identifies localized significance thresholds (LST), shown in Table 5.3-6, *South Coast AQMD Localized Significance Thresholds*. Emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at a project site could expose sensitive receptors to substantial concentrations of criteria air pollutants. Off-site mobile-source emissions are not included in the LST analysis. A project would generate a significant impact if it generates emissions that, when added to the local background concentrations, violate the AAQS.

Table 5.3-6 South Coast AQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO_2 Standard (CAAQS)	0.18 ppm
Annual NO_2 Standard (CAAQS)	0.03 ppm
24-Hour PM_{10} Standard – Construction (South Coast AQMD)	10.4 µg/m^3
24-Hour $PM_{2.5}$ Standard – Construction (South Coast AQMD)	10.4 µg/m^3
24-Hour PM_{10} Standard – Operation (South Coast AQMD)	2.5 µg/m^3
24-Hour $PM_{2.5}$ Standard – Operation (South Coast AQMD)	2.5 µg/m^3
Annual Average PM_{10} Standard (South Coast AQMD)	1.0 µg/m^3

Source: South Coast AQMD 2023a.
ppm – parts per million; µg/m^3 – micrograms per cubic meter

[9] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

[10] The CO hotspot analysis refers to the modeling conducted by the Bay Area Air Quality Management District for its CEQA Guidelines because it is based on newer data and considers the improvement in mobile-source CO emissions. Although meteorological conditions in the Bay Area differ from those in the Southern California region, the modeling conducted by BAAQMD demonstrates that the net increase in peak hour traffic volumes at an intersection in a single hour would need to be substantial. This finding is consistent with the CO hotspot analysis South Coast AQMD prepared as part of its 2003 AQMP to provide support in seeking CO attainment for the SoCAB. Based on the analysis prepared by South Coast AQMD, no CO hotspots were predicted for the SoCAB. As noted in the preceding footnote, the analysis included some of Los Angeles' busiest intersections, with daily traffic volumes of 100,000 or more peak hour vehicle trips operating at LOS E and F (South Coast AQMD 2003).

To assist lead agencies, South Coast AQMD developed screening-level LSTs to back-calculate the mass amount (pounds per day) of emissions generated on-site that would trigger the levels shown in Table 5.3-6 for projects under five acres. These "screening-level" LST tables are the LSTs for all projects of five acres and less and are based on emissions over an 8-hour period; however, they can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required. Because the ORSC would involve the disturbance of approximately 199 acres, the localized emissions analysis does not rely on the construction screening-level LSTs and instead relies on dispersion modeling to identify the potential for localized exceedances of AAQSs or South Coast AQMD thresholds, consistent with South Coast AQMD guidance.

The construction screening-level LSTs in SRA 33 are shown in Table 5.3-7, *South Coast AQMD Construction Screening-Level Localized Significance Thresholds*. For construction, LSTs are based on the maximum screening size of five acres.

Table 5.3-7 South Coast AQMD Operational Screening-Level Significance Thresholds

	Threshold (lbs./day)			
Acreage Disturbed	Nitrogen Oxides (NO_X)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
5 Acres[1]	270	2,193	16	9

Source: South Coast AQMD 2009.
[1] LSTs are based on sensitive receptors within Source Receptor Area 33 for a 5-acre site 25 meters from the nearest sensitive receptor.

The operational screening-level LSTs in SRA 33 are shown in Table 5.3-8, *South Coast AQMD Operational Screening-Level Localized Significance Thresholds*. For operation, LSTs are based on the maximum screening size of five acres.

Table 5.3-8 South Coast AQMD Operational Screening-Level Significance Thresholds

	Threshold (lbs./day)			
Acreage Disturbed	Nitrogen Oxides (NO_X)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
5 Acres[1]	270	2,193	4	2

Source: South Coast AQMD 2009.
[1] LSTs are based on sensitive receptors within Source Receptor Area 33 for a 5-acre site 25 meters from the nearest sensitive receptor.

Health Risk

Whenever a project would require use of chemical compounds that have been identified in South Coast AQMD Rule 1401, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the South Coast AQMD. Table 5.3-9, *South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds*, lists the TAC incremental risk thresholds for construction and operation of a project. The type of land uses that typically generate substantial quantities of criteria air pollutants and TACs from operations include industrial (stationary sources) and warehousing (truck idling) land uses (CARB 2005). General retail, commercial, and recreational uses do not use

substantial quantities of TACs; thus, these thresholds are typically applied to new industrial projects' operations only. These thresholds are applied to the ORSC construction due to the scope and nature of the ORSC. Additionally, the purpose of this environmental evaluation is to identify the significant effects of the Proposed Project on the environment, not the significant effects of the environment on the Proposed Project (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478)).

Table 5.3-9 South Coast AQMD Toxic Air Contaminants Incremental Risk Thresholds

Maximum Incremental Cancer Risk (Project-Level)	≥ 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 AQMD 2023a.

5.3.3 Environmental Impacts

5.3.3.1 METHODOLOGY

The project-level air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with future development that would be accommodated by the ORSC. South Coast AQMD's CEQA Air Quality Handbook and updates on its website are intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. The Handbook provides standards, methodologies, and procedures for conducting air quality analyses in EIRs and were used in this analysis.

Regional air pollutant emissions are calculated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod compiles an emissions inventory of construction (fugitive dust, off-gas emissions, on-road emissions, and off-road emissions), area sources, indirect emissions from energy use, mobile sources, indirect emissions from waste disposal (annual only), and indirect emissions from water/wastewater (annual only). Following is a summary of the assumptions used for the project-level analysis of the ORSC.

The concurrent TOP and Zone changes that are required concurrent with the ORSC site development are evaluated programmatically compared to that identified in The Ontario Plan 2050 Supplement EIR (SEIR), which was certified in 2022 (State Clearinghouse No. 2021070364). Furthermore, no development application is proposed at this time for projects in the Vineyard Corridor.

Regional Construction Emissions Analysis

As discussed in Section 3.3.3, *Construction Phase*, and illustrated in Figure 3-14, *Phasing Plan*, the ORSC would be constructed over four phases across seven planning areas and includes construction in the Offsite Improvement Area. Phase 1A would consist of mass grading and demolition activities across the approximately 199-acre ORSC site and construction of on-site roadways—Ontario Avenue and Streets A and B—and off-site utility and roadway improvements along Vineyard Avenue, Riverside Drive, and Chino Avenue. Phases 1B through 4

would consist of fine grading, paving, and building construction activities associated with the rest of the ORSC site, as identified in Table 3-9, *Ontario Regional Sports Complex Phasing and Equipment*.

Construction HRA

A construction health risk assessment (HRA) was conducted for TACs associated with construction equipment exhaust for the ORSC. Sources evaluated in the HRA include off-road construction equipment and heavy-duty diesel trucks along the truck haul route. Modeling is based on the EPA's AERMOD, v. 22112, air dispersion modeling program and the latest HRA guidance from the Office of Environmental Health Hazard Assessment (OEHHA) to estimate excess lifetime cancer risks and chronic noncancer hazard indices at the nearest maximum exposed off-site receptors (OEHHA 2015).

DPM emissions were based on the CalEEMod construction model runs using annual exhaust PM_{10} construction emissions presented in pounds (lbs.) per day for each development component (e.g., Planning Area 1 Parking Garage). Average daily emission rates from construction equipment used were determined by dividing the annual average emissions for each development component for each construction year by the number of construction days per year for each calendar year of construction for that development component. The off-site hauling emission rates were adjusted to evaluate localized emissions from the 2 miles of potential haul routes within 1,000 feet of the ORSC site.

Air dispersion modeling using the Lakes Environmental AERMOD program was conducted to assess the impact of emitted compounds on sensitive receptors. The model is a steady-state Gaussian plume model and is an approved model by South Coast AQMD for estimating ground-level impacts from point and fugitive sources in simple and complex terrain. Meteorological data from the South Coast AQMD for the nearest representative meteorological station (Upland Monitoring Station) with the five latest available years (2012 to 2016) of records were used to represent local weather conditions and prevailing winds.

An emission rate expressed in grams per second was used for each development component, which were represented in the model as individual sources. The emission rates were proportioned over the poly-area sources (i.e., area source) for on-site construction emissions and divided between the volume sources for off-site hauling emissions. The maximum modeled concentrations at each nearby receptor type were then used to identify the maximally exposed receptor (MER) for each receptor type. The DPM concentration at each MER for each construction year was used to calculate total cancer risk at that receptor. The residential MER conservatively assumes that the risk consists of a pregnant woman in the third trimester that subsequently gives birth to an infant during the construction period spanning from 2024 to 2027. All other MERs assume a start age which corresponds to their respective age of entry. For instance, because the Sunrise Children Center, a nearby daycare facility, allows the admission of infants, a start age of 0 years was used for daycare receptors at that location. In addition, it was conservatively assumed that all MERs were outdoors 8 hours a day and exposed to all of the daily construction emissions.

Operational Phase Emissions Analysis

As identified in Chapter 3, *Project Description*, the City intends to construct the stadium to attract a new Minor League Baseball team. Attracting a new Minor League Baseball team to the stadium is the most conservative

analysis for evaluating physical impacts to the environment because attracting a new team means that all trips and VMT associated with the stadium are new trips and VMT that do not currently occur in the City or San Bernardino region. The City of Rancho Cucamonga identified the potential for the Quakes to relocate from LoanMart to the ORSC site. In the event that the Quakes team relocates to Ontario, VMT impacts would be substantially lessened because trips to LoanMart Field are existing trips and VMT. Therefore, this scenario is not evaluated below, and the impact analysis provides a conservative analysis of air quality impacts generated by the ORSC.

- **Transportation.** The primary source of mobile criteria air pollutant emissions is tailpipe exhaust emissions from the combustion of fuel (i.e., gasoline and diesel). For particulate matter, brake and tire wear and fugitive dust are created by vehicles traveling on roadways. Transportation criteria pollutant emissions assumed a horizon year of 2027 for the ORSC. Trips generated are based on the trip generation and VMT provided by Fehr and Peers (see Appendix L1, *VMT Memorandum*).

- **Area Sources.** Area sources generated from use of consumer products and cleaning supplies are based on CalEEMod default emission rates and on the assumed building and land use square footages.

- **Energy.** The CalEEMod (v. 2022.1) default energy (i.e., electricity and natural gas) rates for nonresidential land uses other than the Baseball Stadium are based on the CEC's 2018-2030 Uncalibrated Commercial Sector Forecast (commercial forecast), which was compiled by the CEC in 2019. Use of the CalEEMod default energy rates results in conservative estimates compared to the recently adopted 2022 Building Energy Efficiency Standards because the commercial forecast is based on the energy demand per square foot of building space, land use subtype, and end use for the year 2019. It is anticipated that new buildings under the 2022 Standards would generally result in lower electricity use. For the Baseball Stadium, the building would be designed all electric, and electricity consumption estimates for similar facilities provided by the City were used to characterize the energy consumption for this analysis, which demonstrates an approximate consumption rate of 19.4 kilowatt-hours per year per square foot (Appendix D1).

5.3.3.2 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.3-1: The ORSC would conflict with the South Coast AQMD's Air Quality Management Plan. [Threshold AQ-1]

South Coast AQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SoCAB to achieve the National and California AAQS and has responded to this requirement by preparing an AQMP. The South Coast AQMD Governing Board adopted the 2022 AQMP, which is a regional and multiagency effort (South Coast AQMD, CARB, SCAG, and EPA).

A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns

are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The two principal criteria for conformance with an AQMP are:

1. Whether the project would exceed the assumptions in the AQMP.

2. Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

SCAG is South Coast AQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Regional population, housing, and employment projects developed by SCAG are based, in part, on general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP.

Criterion 1: Consistency with Regional Growth Assumptions

Section 15206(b)(2) of the CEQA Guidelines states that a project is of statewide, regional, or area-wide significance if the project would constitute a proposed residential development of more than 500 dwelling units; a proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space; a proposed hotel/motel development of more than 500 rooms; or a proposed industrial, manufacturing, processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 50 acres of land, or encompassing more than 650,000 square feet of floor area.

As shown in Table 3-1, *Ontario Regional Sports Complex Amenities Summary*, the ORSC would involve the development and operation of a variety of land uses on the approximately 199-acre site. As shown therein, the ORSC would cumulatively consist of approximately 540,750 square feet of commercial building space, 272,000 square feet of parking structure space, and 450,000 square feet of stadium building space. As such, the ORSC is a project of statewide, regional, or area-wide significance and could substantially affect the forecast growth assumptions for the region or city. However, implementation of the ORSC would not involve any residential development and would not have a direct impact on local resident growth assumptions for the city. In addition, approximately 111 acres of the 199-acre site would be used for city park uses, consisting of parking, open park space, multipurpose soccer/football fields, and multiuse baseball/softball fields that would not substantially influence the employment growth forecasts for the city. Therefore, the ORSC is not anticipated to substantially affect demographic projections beyond what is accounted for in the current 2022 AQMP. Therefore, the ORSC would be potentially consistent with the AQMP under the first criterion.

Criterion 2: Consistency with Regional Air Quality Standards

The SoCAB is designated nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS,[11] nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only)

[11] The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal $PM_{2.5}$ standards. The 2021 $PM_{2.5}$ Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to

under the National AAQS (CARB 2023a). Long-term emissions generated by the ORSC would include criteria air pollutants that exceed the South Coast AQMD regional significance thresholds (see Impact 5.3-3). Consequently, buildout of the ORSC could contribute to an increase in frequency or severity of air quality violations or delay attainment of the AAQS and would be potentially inconsistent with the AQMP under the second criterion.

Summary

The ORSC is not anticipated to result in resident or employment growth which outpaces the demographic growth forecasts that underpin the 2022 AQMP; however, the ORSC would result in exceedances of South Coast AQMD regional significance thresholds and could contribute to existing or projected AAQS violations. Therefore, overall, the ORSC would be considered potentially inconsistent with the AQMP.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.3-2: Construction activities associated with the ORSC would generate short-term emissions that exceed South Coast AQMD's significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB. [Thresholds AQ-2]

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew.

Construction of the ORSC, including the sewer alignment in the Offsite Improvement Area, would generate criteria air pollutants associated with construction equipment exhaust and fugitive dust from demolition, manure off-hauling, site preparation, rough grading, fine grading, utilities trenching, building construction, paving, architectural coating, and finishing and landscaping as well as off-site improvements and sewer construction. Air pollutant emissions from construction activities on-site would vary daily as construction activity levels change. A conservative estimate of maximum daily construction emissions associated with the ORSC are provided in Table 5.3-10, *Ontario Regional Sports Complex Maximum Daily Regional Construction Emissions.* As shown in this table, construction of the ORSC would result in an exceedance of the regional significance thresholds for NOx and VOC due to the quantity of off-road construction equipment anticipated to be operating concurrently in years 2024 and 2025 and the use of architectural coatings in year 2025, respectively. This impact would be potentially significant.

allow the EPA to redesignate the SoCAB to attainment for the 65 μg/m^3 and 35 μg/m^3 24-hour $PM_{2.5}$ standards. CARB will submit the 2021 $PM_{2.5}$ Redesignation Request to the EPA as a revision to the California SIP (CARB 2021).

Table 5.3-10 Ontario Regional Sports Complex Maximum Daily Regional Construction Emissions

Construction Year	Pollutants (lbs./day)[1, 2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
ORSC Construction						
Year 2024 Construction	9	**169**	244	1	23	7
Year 2025 Construction	**82**	**224**	406	1	19	7
Year 2026 Construction	42	72	139	<1	9	3
Year 2027 Construction	18	28	42	<1	2	1
Impact Analysis						
Maximum Daily Construction Emissions	**82**	**224**	**406**	**1**	**23**	**7**
South Coast AQMD Regional Significance Threshold	75	100	550	150	150	55
Significant?	**Yes**	**Yes**	No	No	No	No

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported. (See Appendix D1)
[1] Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and street sweeping with Rule 1186–compliant sweepers.
[2] Based on the preliminary information provided by the City. Where specific information regarding ORSC-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.3-3: Operational activities associated with the ORSC would generate long-term emissions that exceed South Coast AQMD's significance thresholds that cumulatively contribute to the nonattainment designations of the SoCAB. [Thresholds AQ-2]

Operational Phase

The ORSC would generate criteria air pollutant emissions from on-road mobile sources, refrigerant use, area sources (e.g., landscaping equipment, architectural coating) and energy (i.e., natural gas used for heating and cooking). The ORSC would also result in periodic increases in daily VMT during events at the Minor League Baseball stadium, multipurpose fields, baseball/softball fields, and indoor athletic facility (volleyball and basketball games).

Table 5.3-11, *Ontario Regional Sports Complex Regional Operation Emissions: Worst Case Saturday with Events,* and Table 5.3-12, *Ontario Regional Sports Complex Regional Operation Emissions: Average Weekday,* provide a conservative estimate of the maximum and average daily operations emissions associated with the ORSC site. As shown in these tables, implementation of the ORSC would exceed the South Coast AQMD regional significance thresholds for VOC, CO, and PM_{10} and cumulatively contribute to the nonattainment designations of the SoCAB. This impact would be potentially significant.

Table 5.3-11 Ontario Regional Sports Complex Regional Operation Emissions: Worst Case Saturday with Events

Source	Maximum Daily Emissions (lbs./day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
ORSC						
Mobile	86	43	735	1	156	40
Area	33	<1	54	<1	<1	<1
Energy	<1	3	3	<1	<1	<1
Total	**119**	**46**	**792**	**2**	**156**	**40**
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**Yes**	**No**	**Yes**	**No**	**Yes**	**No**

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported. (see Appendix D1)
Notes: lbs. = Pounds.

Table 5.3-12 Ontario Regional Sports Complex Regional Operation Emissions: Average Weekday

Source	Maximum Daily Emissions (lbs./day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
ORSC						
Mobile	59	31	535	1	115	30
Area	33	0	54	<1	<1	<1
Energy	<1	3	3	<1	<1	<1
Total	**92**	**34**	**592**	**1**	**116**	**30**
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**Yes**	**No**	**Yes**	**No**	**No**	**No**

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported. (see Appendix D1)
Notes: lbs. = Pounds.

Overlapping Construction and Operational Emissions

Full implementation of the ORSC could take longer than the anticipated construction schedule, depending on funding for park improvements. Thus, its implementation could result in the simultaneous operation and construction of land uses. At the request of South Coast AQMD, Table 5.3-13, *ORSC Overlapping Construction and Operational Phase Emissions*, shows the potential maximum daily emissions from overlap of construction and operation-related (buildout) activities. The table shows the potential maximum daily emissions from an overlap of the worst-case maximum daily emissions from construction activities and the worst-case maximum daily emissions under full buildout conditions of the ORSC. It should be noted that the combined construction and operational emissions shown in Table 5.3-13 are highly unlikely to occur because the maximum daily emissions from construction are drawn from construction years 2024 and 2025 when most ORSC components are under construction, up to 2 years before full operation is anticipated in 2027. Construction and operational impacts are evaluated based on their separate thresholds provided by South Coast AQMD.

Table 5.3-13 ORSC Overlapping Construction and Operational Phase Emissions

Source	Maximum Daily Emissions (lbs/Day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Phase	82	224	406	1	23	7
ORSC Operational Phase	119	46	792	2	156	40
Total Combined Maximum Daily	**201**	**270**	**1,198**	**3**	**179**	**47**

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported. (see Appendix D1)
Note: lbs = Pounds.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.3-4: Construction of the ORSC could expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants. [Threshold AQ-3]

This impact analysis describes changes in localized impacts from short-term construction. The ORSC could expose nearby receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevated levels. Unlike the mass emissions shown in the regional emissions analysis in Table 5.3-10, which are described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or $\mu g/m^3$) and can be correlated to potential health effects.

Construction-Phase Localized Significance Thresholds

Screening-level LSTs (pounds per day) are the amount of project-related mass emissions at which localized concentrations (ppm or $\mu g/m^3$) could exceed the AAQS for criteria air pollutants for which the SoCAB is designated nonattainment. They are based on the acreage disturbed and distance to the nearest sensitive receptor. Screening-level LSTs are based on the ORSC site size and distance to the nearest sensitive receptor. Thresholds are based on the California AAQS, which are the most stringent, established to provide a margin of safety in the protection of the public's health and welfare. They are designed to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other illness, and persons engaged in strenuous work or exercise. Table 5.3-14, *ORSC Maximum Daily On-Site Localized Construction Emissions,* shows the maximum daily construction emissions (pounds per day) generated during on-site construction activities compared with the South Coast AQMD's screening-level LSTs. As shown in this table, construction activities associated with the ORSC would generate emissions that do not exceed the South Coast AQMD construction-phase LSTs, and this impact would be less than significant.

Table 5.3-14 ORSC Maximum Daily On-Site Localized Construction Emissions

Construction	Pollutants (pounds per day)[1, 2]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	216	352	14	5
5.00-Acre LST[3]	270	2,193	16	9
Exceeds LST?	No	No	No	No

Sources: CalEEMod Version 2022.1, and South Coast AQMD 2009 and 2011. Highest winter or summer emissions are reported. (see Appendix D1)
1 In accordance with South Coast AQMD methodology, only on-site stationary sources and mobile equipment occurring on the ORSC site are included in the analysis.
2 Based on information provided or verified by the City. Where specific information regarding ORSC-related construction activities or processes was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by the South Coast AQMD. Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day and reducing speed limit to 15 miles per hour on unpaved surfaces.
3 LSTs are based on sensitive receptors within 82 feet (25 meters) in SRA 33.

Level of Significance Before Mitigation: Less than significant.

ORSC Construction-Phase Health Risk Significance Thresholds

The ORSC would elevate concentrations of TACs (i.e., DPM) in the vicinity of sensitive land uses during temporary construction activities that would use offroad equipment operating on-site, and at different levels depending on the type of activity. A site-specific construction HRA of TACs was prepared to quantify potential health risk emissions during construction (see Appendix D2). The pollutant concentration results of the analysis are shown on Figures 5.3-2a through 5.3-2d, *ORSC Construction Year 2024–2027 Pollutant Concentrations*, and health risk results are shown in Table 5.3-15, *ORSC Construction Health Risk Summary*. As shown, the ORSC would exceed the South Coast AQMD health risk threshold of 10 cancer cases per one million people for the residential and daycare MERs.

Table 5.3-15 ORSC Construction Health Risk Summary

Receptor	Cancer Risk (per million)	Chronic Hazards
Residential MER	12	0.03
Park MER	1	0.02
Daycare MER	13	0.02
Worker MER	<1	0.01
Preschool MER	1	0.01
South Coast AQMD Threshold	10	1.0
Exceeds Threshold?	**Yes**	**No**

Source: Appendix D2, Health Risk Assessment.
Notes: MER = Maximally Exposed Receptor.

The results of the HRA are based on the maximum receptor concentration over the entire construction exposure duration for receptors.

- Cancer risk for the residential MER from construction activities would be an estimated 12 in a million, and the daycare MER would be an estimated 13, exceeding the 10 in a million significance threshold.
- For noncarcinogenic effects, the chronic hazard index identified for each toxicological endpoint totaled less than one for all the sensitive receptors. Therefore, chronic noncarcinogenic hazards are less than significant.

Because cancer risks for the residential and daycare MERs would exceed South Coast AQMD significance threshold, construction activities associated with the ORSC would be potentially significant. Therefore, the ORSC would expose sensitive receptors to substantial pollutant concentrations during construction, and this impact would be potentially significant.

Level of Significance Before Mitigation: Potentially significant.

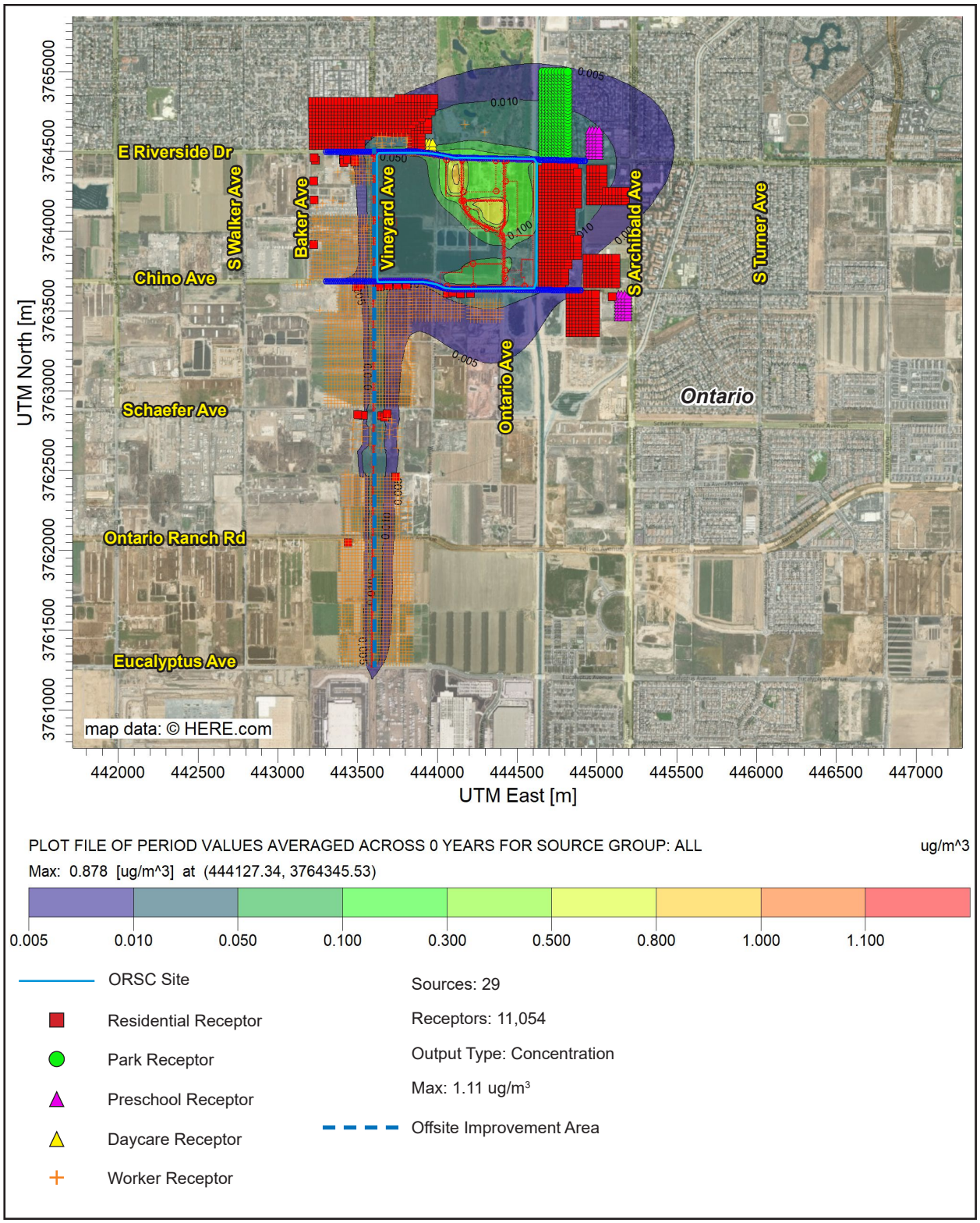
Impact 5.3-5: Operation of the ORSC would not expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-3]

The ORSC could expose sensitive receptors to elevated pollutant concentrations during operation-phase activities if it would cause or contribute significantly to elevated pollutant levels. Unlike the mass emissions shown in the regional emissions analysis in Tables 5.3-11 and 5.3-12, which is described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or $\mu g/m^3$) and can be correlated to potential health effects.

Stationary Sources

The ORSC could result in the installation and operation of stationary sources, such as generators, boilers, or fire pumps. The quantity, type, size, location, fuel type, maximum daily operating hours, and annual average operating hours for potential stationary source equipment are unknown at this time; thus, no emissions associated with stationary sources have been included in this analysis. Should the ORSC need to install and operate stationary source equipment, the South Coast AQMD must be contacted for issuance of a permit under applicable District Rules and/or the Portable Equipment Registration Program, depending on the stationary source equipment that is needed. Therefore, it is speculative to include stationary source equipment with unknown parameters, and further analysis would be required by the South Coast AQMD through permitting to ensure that the equipment does not result in any significant criteria air pollutant or health risk impacts.

Figure 5.3-2a - ORSC Construction Year 2024 Pollutant Concentrations



Source: PlaceWorks 2024.

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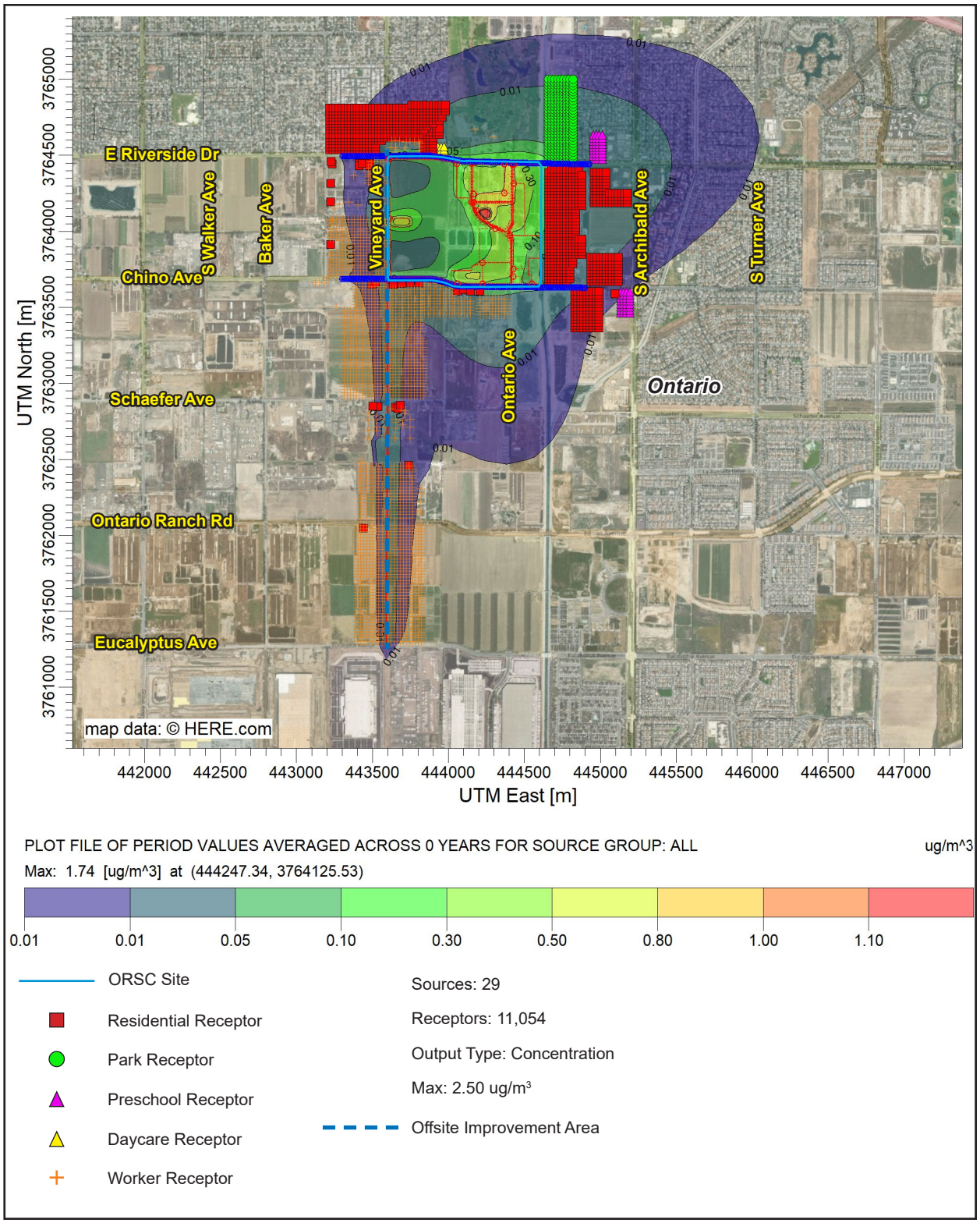
Figure 5.3-2b - ORSC Construction Year 2025 Pollutant Concentrations



Source: PlaceWorks 2024.

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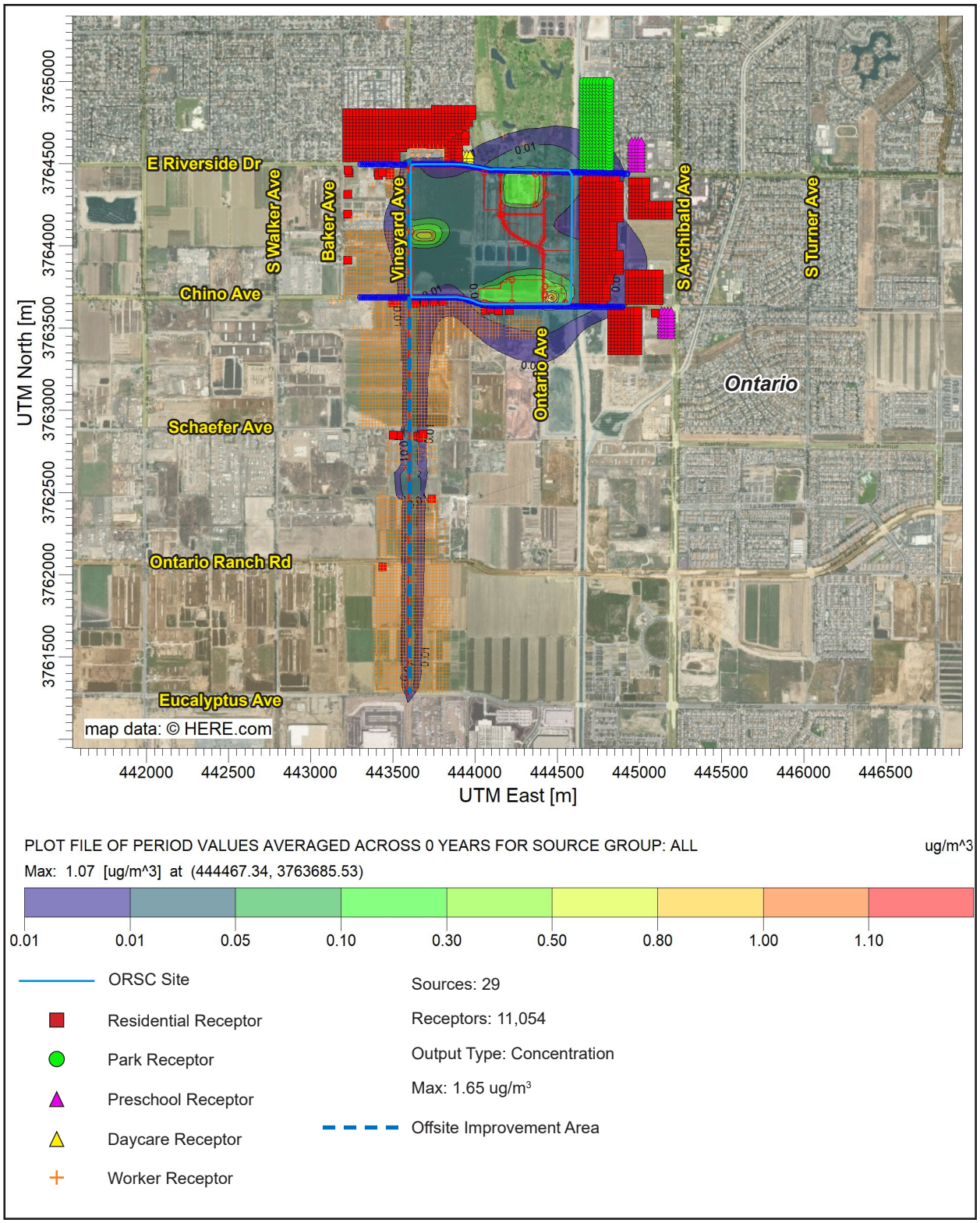
Figure 5.3-2c - ORSC Construction Year 2026 Pollutant Concentrations



Source: PlaceWorks 2024.

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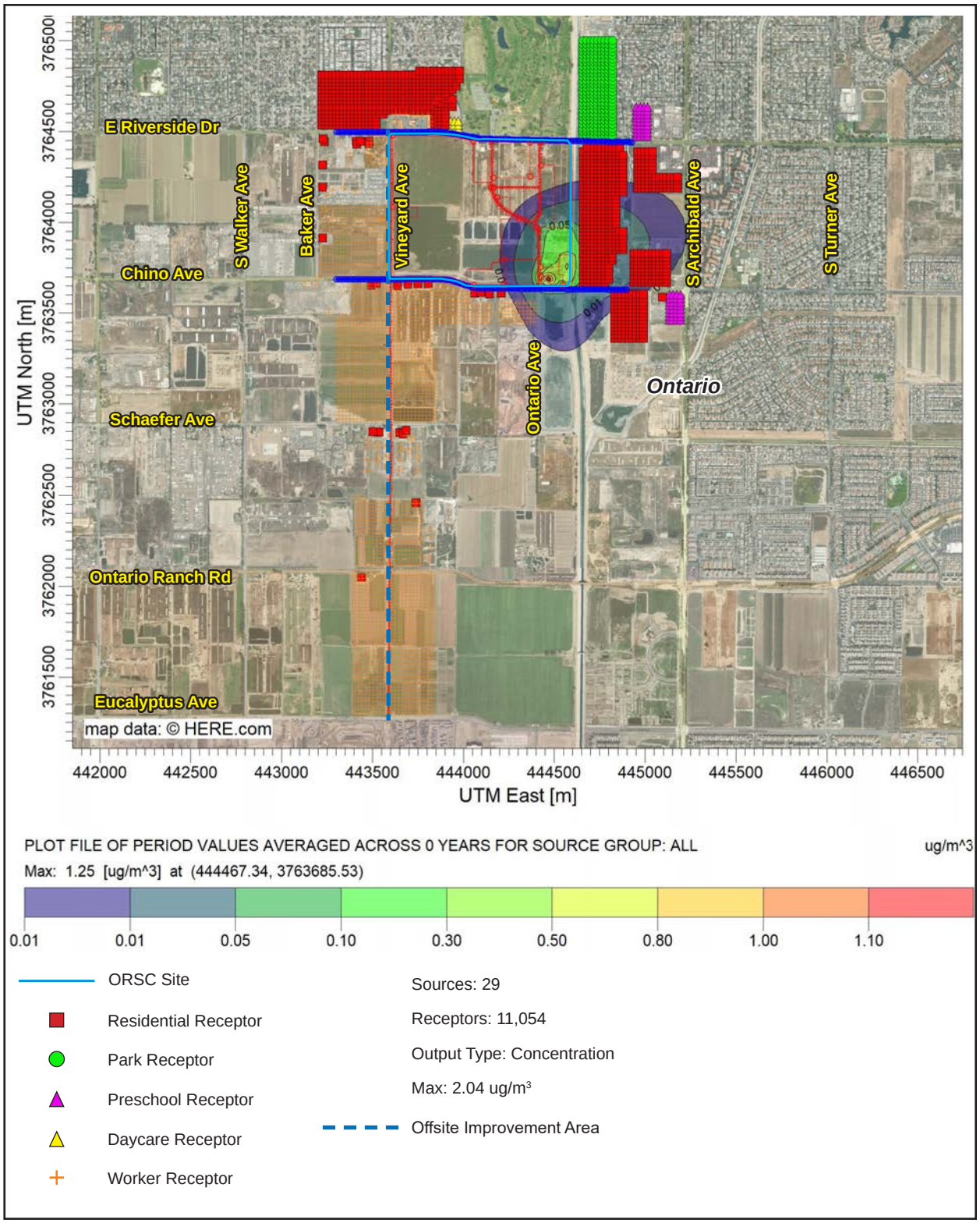
Figure 5.3-2d - ORSC Construction Year 2027 Pollutant Concentrations



Source: PlaceWorks 2024.

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Operational Phase LSTs

The ORSC is not the type of land use that has the potential to generate substantial on-site criteria air pollutant emissions. Table 5.3-16, *ORSC Localized On-Site Operational Emissions*, show localized maximum daily operational emissions. As shown in the table, on-site project-related operational emissions would not exceed the operational screening-level LSTs. Thus, operation of the ORSC would not exceed the South Coast AQMD's operational LSTs, and this impact would be less than significant.

Table 5.3-16 ORSC Localized On-Site Operational Emissions

Source	Onsite Pollutants (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Sources	<1	54	<1	<1
Energy Sources	3	3	<1	<1
Total	**4**	**57**	**<1**	**<1**
South Coast AQMD Screening-Level LST[1]	270	2,193	4	2
Exceeds Screening-Level LST?	**No**	**No**	**No**	**No**

Sources: CalEEMod Version 2022.1; South Coast AQMD 2009.
Notes: In accordance with South Coast AQMD methodology, only on-site stationary sources and mobile equipment on the ORSC site are included in the analysis.
[1] Operational LSTs are based on a 5-acre site and sensitive receptors within 82 meters (25 feet) in SRA 33.

Level of Significance Before Mitigation: Less than significant.

Carbon Monoxide Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the State one-hour standard of 20 ppm or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse in the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Hot spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. The SoCAB has been designated in attainment of both the National and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—to generate a significant CO impact (BAAQMD 2023). Overall, the ORSC could generate up to 2,734 peak hour trips (midday peak hour) on a Saturday with concurrent events and a sell-out stadium event, consistent with the worst-case scenario analyzed under Section 5.3-3 (Fehr and Peers 2024). The annual average daily vehicle trip volumes surrounding the ORSC site include Chino Avenue (east of Grove Avenue) with 6,420 daily trips and Riverside Drive (east of Vineyard Avenue) with 19,978 daily trips (Ontario 2024). Assuming that all 2,734 peak hour trips generated by the ORSC would be along Riverside Drive, and assuming that all 19,978 daily trips along Riverside occur during the same peak hour, the combined 22,712 daily trips would not exceed BAAQMD's recommended screening criteria of greater than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is

substantially limited. Therefore, implementation of the ORSC would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the ORSC site. Impacts would be less than significant**.**

Level of Significance Before Mitigation: Less than significant.

Impact 5.3-6: The ORSC would not result in other emissions that would adversely affect a substantial number of people. [Threshold AQ-4]

The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which states:

> A person 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. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Construction

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would generate odors. In addition, manure would be hauled offsite during grading activities. Any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. 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.

Operation

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 ORSC includes recreational, retail, and hospitality land uses and would not include these types of land uses and the ORSC would replace the existing dairy farm and agricultural fields, which would involve the removal of an estimated 122,437 cubic yards of animal manure across Planning Areas 1 through 5. The removal of manure on-site would result in the reduction in related odors during project operation. Additionally, the ORSC would be required to comply with South Coast AQMD Rule 402. The ORSC would not generate potentially significant odor impacts affecting a substantial number of people.

Level of Significance Before Mitigation: Less than significant.

5.3.3.3 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF OFF-SITE GENERAL PLAN AMENDMENT AND REZONE

The Proposed Project would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the Proposed Project would require concurrent rezoning of land along Vineyard Avenue from Low Density Residential (LDR) to Medium Density Residential (MDR) development to offset the loss of land designated for residential uses on the 199-acre ORSC site.

- **Consistency with AQMP.** Consistency with the South Coast AQMD's AQMP is determined by assessing whether a project would exceed the growth assumptions of the AQMP, which are based on the local jurisdiction's general plan demographic projections, or generate emissions that could cause an exceedance or contribute to an existing exceedance of applicable ambient air quality standards. As documented in Section 5.17, *Transportation*, the transportation model was adjusted to reflect the compensatory SB 330 and SB 166 map proposed amendments. However, the vehicle miles traveled outside the ORSC site does not differ between the future baseline and future with-project conditions. Additionally, the GPA and Rezone component of the Proposed Project is solely to offset the loss of residential units onsite to ensure no net loss of housing in TOP. As such, the redesignation and rezoning of these parcels would not result in a significant increase in air quality emissions because these parcels are already designated and zoned as residential use in TOP and the increase in residential density is solely to offset the displacement of the residential land use designation on the 199-acre ORSC site. The off-site GPA and Rezone would be considered consistent with the underlying growth assumptions of the South Coast AQMD's AQMP. This impact would be less than significant.

- **Regional Emissions.** The offsite GPA and Rezone would allow additional residential development beyond what currently exists along Vineyard Avenue; however, site-specific information related to the construction of the new homes which may be allowed are unknown. Nonetheless, individual projects facilitated by the GPA and Rezone would be required to go through their own environmental review, and incorporation of Mitigation Measure AQ-1 into individual projects would reduce construction-related emissions. Moreover, as documented in Section 5.17, *Transportation*, the transportation model was adjusted to reflect the compensatory SB 330 and SB 166 map proposed amendments. However, the vehicle miles traveled outside the 199-acre ORSC site does not differ between the future baseline and future with-project conditions. The redesignation and rezoning of these parcels would not result in a significant increase in air quality emissions during operation because these parcels are already designated and zoned as residential use in TOP and the increase in residential density is solely to offset the displacement of the residential land use designation on the ORSC site. Furthermore, in general, increasing residential density is expected to result in a more efficient, compact land use with less energy use per unit and fewer vehicle trips per unit than low density residential uses. Table 5.6-9, *Residential Energy Use and Vehicle Trip Generation Rates*, in Section 5.6, *Energy*, illustrates the energy consumption and vehicle trip generation rates anticipated for varying densities of residential development types. The energy consumption rates for the various residential land uses are drawn from CalEEMod default values, which reflect per-unit consumption rates from the CEC's 2019 Residential Appliance Saturation Survey, and the trip generation rates are drawn from the latest Institute of Transportation Engineers' (ITE) Trip Generation Manual (11th Edition). As shown in Table 5.6-9, the

GPA and Rezone is expected to result in generally more efficient per-unit energy consumption and vehicle trip generation, and subsequent transportation emissions which typically constitute the largest emission source for residential land uses. Therefore, the off-site GPA and Rezone would not result in an exceedance of South Coast AQMD's significance thresholds or cumulatively contribute to a nonattainment designation of the SoCAB.

- **Sensitive Receptors.** The GPA and Rezone along vineyard corridor would increase residential densities along the Vineyard Avenue corridor but would not result in greater impacts than identified in the Certified EIR for TOP 2050. Individual projects facilitated by the GPA and Rezone would be required to go through their own environmental review, and incorporation of TOP 2050 SEIR Mitigation Measure AQ-1 into individual projects would reduce construction-related emissions that contribute to health risks at nearby receptors, such as diesel exhaust. Therefore, the off-site GPA and Rezone would not result in significant impacts associated with exposing sensitive receptors to substantial pollutant concentrations.

- **Odors.** The GPA and Rezone along vineyard corridor would increase residential densities along the Vineyard Avenue corridor but would not result in greater impacts than identified in the Certified EIR for TOP 2050. Additionally, all components of the Proposed Project would be required to comply with South Coast AQMD Rule 402. Therefore, the GPA and Rezone would not generate potentially significant odor impacts affecting a substantial number of people.

5.3.4 Cumulative Impacts

In accordance with the South Coast AQMD 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 development and general growth in the vicinity of the Proposed Project. The greatest source of emissions in the SoCAB is mobile sources. Due to the extent of the area potentially impacted by cumulative project emissions (i.e., the SoCAB), the South Coast AQMD considers a project cumulatively significant when project-related emissions exceed the South Coast AQMD regional emissions thresholds shown in Table 5.3-5.

Construction

The SoCAB is designated nonattainment for O_3, $PM_{2.5}$, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO_2 and PM_{10} under the California AAQS.[12] Construction of cumulative projects would further degrade the regional and local air quality. Air quality would be temporarily impacted during construction activities. As discussed in Impacts 5.3-2 and 5.3-4, construction activities associated with the development of the ORSC would exceed the South Coast AQMD regional significance thresholds for VOC and NO_X and localized health risk significance thresholds for cancer risk. Development of the GPA and Rezone at a future date would result in additional construction emissions but construction

[12] CARB approved the South Coast AQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the national AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM_{10} standards during the period from 2004 to 2007. In June 2013, the EPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

activities would not overlap with construction of the ORSC. Therefore, the emissions for the ORSC are the worst-case daily emissions of the Proposed Project. As discussed in Section 5.3.7, implementation of mitigation would contribute to reducing emissions, and construction-related emissions and cancer risks related to the ORSC would not exceed the South Coast AQMD significance thresholds after mitigation. Therefore, the Proposed Project would not result in significant cumulative construction-related impacts.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional and/or cancer risk threshold values is not considered a substantial source of air pollution by the South Coast AQMD and does not add significantly to a cumulative impact. As discussed in Impact 5.3-3, implementation of the overall ORSC would result in emissions that exceed the South Coast AQMD regional significance thresholds for VOC, CO, and PM_{10}. Emissions associated with future development in the GPA and Rezone would contribute to operational air quality impacts in the SoCAB. However, as discussed in Impact 5.3-5, emissions of criteria air pollutants and TACs would not result in localized impacts that exceed the South Coast AQMD localized significance thresholds. Despite mitigation, operation-phase emissions would still exceed the VOC, CO, and PM_{10} regional significance thresholds and cumulatively contribute to the nonattainment designations for O_3 and PM_{10}. Therefore, the Proposed Project would result in a cumulatively considerable long-term operational impact.

5.3.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, two impacts would be less than significant: Impacts 5.3-5 and 5.3-6.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.3-1** The ORSC would conflict with the South Coast AQMD's Air Quality Management Plan.
- **Impact 5.3-2** Construction activities associated with the ORSC would generate short-term emissions that exceed South Coast AQMD's significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB.
- **Impact 5.3-3** Operational activities associated with the ORSC would generate long-term emissions that exceed South Coast AQMD's significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB.
- **Impact 5.3-4** Construction of the ORSC could expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants.

5.3.6 Mitigation Measures

Impact 5.3-1

No mitigation measures are applicable for inconsistency with the South Coast AQMD AQMP. However, Mitigation Measures AQ-1 through AQ-2 would reduce construction and operational emissions to the extent feasible.

Impact 5.3-2

AQ-1 The City of Ontario shall require the construction contractor to incorporate the following to reduce air pollutant emissions during construction activities:

- Use construction equipment rated by the United States Environmental Protection Agency as having Tier 4 (model year 2008 or newer) Final or stricter emission limits for all off-road construction equipment. If Tier 4 Final equipment is not available, the applicant shall provide documentation (e.g., rental inventory requests), to the City's satisfaction, or otherwise demonstrate its unavailability to the City of Ontario prior to the issuance of any construction permits.
- During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Ontario. The construction equipment list shall state the makes, models, Equipment Identification Numbers, Engine Family Numbers, and number of construction equipment on-site.
- Use paints with a VOC content that meets the South Coast Air Quality Management District Super Compliant architectural coatings standard of 10 grams per liter (g/L) or less (i.e.,) for coating architectural surfaces.

These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to and verified by the City.

Impact 5.3-3

Implementation of Mitigation Measures TRAF-1 and TRAF-2 to reduce vehicle trips and VMT. Implementation of Mitigation Measures GHG-1 to GHG-4 for building energy and electric vehicle charging.

AQ-2 All landscaping equipment (e.g., leaf blower) used for property management shall be electric powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Ontario Planning Department to verify to the City's satisfaction that all landscaping equipment utilized will be electric powered.

Impact 5.3-4

Implementation of Mitigation Measure AQ-1.

5.3.7 Level of Significance After Mitigation

Impact 5.3-1

The ORSC would generate emissions that exceed the South Coast AQMD operational regional significance thresholds; and thus, would contribute to existing or projected AAQS violations. Therefore, overall, the ORSC would be considered potentially inconsistent with the AQMP. No mitigation measures are applicable for inconsistency with the South Coast AQMD AQMP. Mitigation Measure AQ-2 would reduce operational emissions to the extent feasible; however, operational emissions would continue to exceed the South Coast AQMD significance thresholds due to vehicle emissions associated with operation of the ORSC. Because the fuel efficiency and fuel type of vehicles used by future employees and visitors are not under the control of the ORSC, no feasible mitigation was identified to further reduce mobile-source emissions. Therefore, Impact 5.3-1 would remain ***significant and unavoidable***.

Impact 5.3-2

Construction of the ORSC would exceed the South Coast AQMD regional significance thresholds. Mitigation Measure AQ-1 would require all construction contractors to use Tier 4 Final equipment for the entire off-road construction fleet and "Super-Compliant" architectural coatings that contain no greater than 10 grams of VOC content per liter (g/L) of product. Maximum daily emissions associated with mitigated construction of the ORSC are provided in Table 5.3-17, *Ontario Regional Sports Complex Mitigated Maximum Daily Regional Construction Emissions*. As shown, Mitigation Measure AQ-1 would reduce VOC and NOx emissions during construction of the ORSC to below South Coast AQMD significance thresholds. As such, short-term air quality impacts from construction activities related to the ORSC would not exceed threshold after mitigation, and Impact 5.3-2 would be less than significant with mitigation.

Table 5.3-17 Ontario Regional Sport Complex Mitigated Maximum Daily Regional Construction Emissions

Construction Year	Pollutants (lbs./day)[1, 2, 3]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
ORSC Construction						
Year 2024 Construction	6	74	261	1	22	6
Year 2025 Construction	24	78	431	1	16	4
Year 2026 Construction	12	28	150	<1	8	2
Year 2027 Construction	4	9	51	<1	<1	<1
Impact Analysis						
Maximum Daily Construction Emissions	**24**	**78**	**431**	**1**	**22**	**6**
South Coast AQMD Regional Significance Threshold	75	100	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Unmitigated Emissions	82	224	406	1	23	7

Table 5.3-17 Ontario Regional Sport Complex Mitigated Maximum Daily Regional Construction Emissions

Construction Year	Pollutants (lbs./day)[1, 2, 3]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mitigated Emissions	24	78	431	1	22	6
Percent Reduction	**71%**	**65%**	**-6%**	**0%**	**4%**	**16%**

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported. (See Appendix D1)

1 Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and street sweeping with Rule 1186–compliant sweepers.

2 Based on the preliminary information provided by the City. Where specific information regarding ORSC-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

3 Includes implementation of Mitigation Measures AQ-1 for Tier 4 Final equipment Super Compliant architectural coatings (≤10 g/L).

The SoCAB is designated nonattainment for O_3 (ozone) and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS,[13] and nonattainment for lead (Los Angeles County only) under the National AAQS. According to South Coast AQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact (South Coast AQMD 1993). As shown in this table, the maximum daily emissions for VOC, NOx, CO, SO_2, PM_{10}, and $PM_{2.5}$ from construction-related activities would be less than their respective South Coast AQMD regional significance threshold values. Therefore, Impact 5.3-2 would be less than significant with mitigation.

Impact 5.3-3

Long-term operation of the ORSC would exceed the South Coast AQMD regional significance thresholds. Mitigation Measure TRAF-1 would be required to reduce VMT and include transportation demand management measures such as pedestrian and active transportation improvements. Nonetheless, the vehicle fuel source, vehicle fuel efficiency, and travel mode for visitors are largely outside of the control of the ORSC. As such, no additional mitigation would be feasible to reduce vehicle-related emissions. To address VOC and CO emissions from area sources, Mitigation Measure AQ-2 would be required to ensure that all landscaping and property maintenance tools and equipment are electric powered and do not use fossil fuels. Additionally, Mitigation Measures GHG-1 through GHG-4 would reduce building energy use and would expand the use of electric vehicle charging on-site.

Mitigated emissions during project operation, accounting implementation of Mitigation Measure AQ-2, are shown in Table 5.3-18, *Mitigated Ontario Regional Sports Complex Regional Operation Emissions: Worst Case Saturday*, and Table 5.3-19, *Mitigated Ontario Regional Sports Complex Regional Operation Emissions: Average Weekday*. Mitigation Measures would reduce operational emissions to the extent feasible. However, long-term emissions would continue to exceed the South Coast AQMD's regional significance thresholds. Therefore, Impact 5.3-3 would remain ***significant and unavoidable***.

[13] Portions of the SoCAB along SR-60 in Los Angeles, Riverside, and San Bernardino Counties are proposed as nonattainment for NO_2 under the California AAQS.

Table 5.3-18 Mitigated Ontario Regional Sports Complex Regional Operation Emissions: Worst Case Saturday

Source	Maximum Daily Emissions (lbs./day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
ORSC						
Mobile	86	43	735	1	156	40
Area[1]	24	0	0	0	0	0
Energy	0	3	3	0	0	0
Total	**110**	**46**	**738**	**2**	**156**	**40**
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**Yes**	**No**	**Yes**	**No**	**Yes**	**No**
Unmitigated Emissions	119	46	792	2	156	40
Mitigated Emissions	110	46	738	2	156	40
Percent Reduction	**8%**	**0%**	**7%**	**0%**	**0%**	**0%**

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported. (see Appendix D1)
Notes: lbs. = Pounds.
[1] Includes implementation of Mitigation Measure AQ-2.

Table 5.3-19 Mitigated Ontario Regional Sports Complex Site Regional Operation Emissions: Average Weekday

Source	Maximum Daily Emissions (lbs./day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
ORSC						
Mobile	59	31	535	1	115	30
Area[1]	24	0	0	0	0	0
Energy	0	3	3	0	0	0
Total	**83**	**34**	**538**	**1**	**115**	**30**
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**
Unmitigated Emissions	92	34	592	1	116	30
Mitigated Emissions	83	34	538	1	115	30
Percent Reduction	**10%**	**0%**	**9%**	**0%**	**1%**	**0%**

Source: CalEEMod Version 2022.1. Highest winter or summer emissions are reported. (see Appendix D1)
Notes: lbs. = Pounds.
[1] Includes implementation of Mitigation Measure AQ-2.

Health Impacts from Regional Air Pollutants

Contributing to the nonattainment status would also contribute to elevating health effects associated with these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants.

It is speculative for this broad-based policy plan to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment—since mass emissions are not correlated with concentrations of emissions—or how many additional individuals in the air basin would be affected by the health effects cited above.

This Draft EIR quantifies the increase in criteria air pollutants emissions in the Project vicinity. However, at a programmatic level analysis, it is not feasible to quantify the increase in TACs from stationary sources associated with the ORSC, such as generators or boilers, or meaningfully correlate how regional criteria air pollutant emissions above the South Coast AQMD significance thresholds correlate with basin-wide health impacts.

To determine cancer and noncancer health risk, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors are equally important model parameters as the quantity of TAC emissions. The white paper in Appendix D1, "We Can Model Regional Emissions, But Are the Results Meaningful for CEQA?" describes several of the challenges of quantifying local effects—particularly health risks—for large-scale, regional projects, and these are applicable to both criteria air pollutants and TACs. Similarly, the two amicus briefs filed by the air districts on the Friant Ranch case (see Appendix D1) describe two positions regarding CEQA requirements, modeling feasibility, variables, and reliability of results for determining specific health risks associated with criteria air pollutants. The discussions also include the distinction between criteria air pollutant emissions and TACs with respect to health risks. Additionally, the South Coast AQMD's Significance Thresholds and Monitoring demonstrate the infeasibility based on the current guidance/methodologies. The following paragraphs summarize major points about the infeasibility of assessing health risks of criteria air pollutant emissions and TACs associated with implementation of a project.

To achieve and maintain air quality standards, the South Coast AQMD has established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. The South Coast AQMD has established the thresholds based on "scientific and factual data that is contained in the federal and state Clean Air Acts" and recommends "that these thresholds be used by lead agencies in making a determination of significance"(South Coast AQMD 1993). The numerical emission indicators are based on the recognition that the air basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The thresholds represent the maximum emissions from a plan or project that are expected not to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing the plan's emissions against the thresholds, an EIR assesses whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.

South Coast AQMD currently does not have methodologies that would provide the City with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a project's mass emissions.[14] For criteria air pollutants, exceedance of the regional significance thresholds cannot be used to

[14] In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 ("Friant Ranch") in the review and analysis of Proposed Projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to

correlate a project to quantifiable health impacts unless emissions are sufficiently high to use a regional model. South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and their effect on health (see Appendix D1: San Joaquin Valley Air Pollution Control District's amicus brief, and South Coast AQMD's amicus brief).

Ozone concentrations depend on 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. Secondary formation of particulate matter (PM) and ozone can occur far from sources as a result of regional transport due to wind and topography (e.g., low-level jet stream). Photochemical modeling depends on all emission sources in the entire domain (i.e., modeling grid). Low resolution and spatial averaging produce "noise" and modeling errors that usually exceed individual source contributions. Because of the complexities of predicting ground-level ozone concentrations in relation to the National and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.

Current models used in CEQA air quality analyses are designed to estimate potential construction and operation emissions for defined projects. The estimated emissions are compared to significance thresholds, which are keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. This serves to protect public health in the overall region, but there is currently no CEQA methodology to determine the impact of mass emissions (e.g., pounds per day) on future concentration levels (e.g., parts per million or micrograms per cubic meter) in specific geographic areas. CEQA thresholds, therefore, are not specifically tied to potential health outcomes in the region.

The Draft EIR must provide an analysis that is understandable for decision making and public disclosure. Regional-scale modeling may provide a technical method for this type of analysis, but it does not necessarily provide a meaningful way to connect the magnitude of a project's criteria pollutant emissions to health effects without speculation. However, because cumulative development of the ORSC would exceed the regional significance thresholds, construction of the ORSC could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

Impact 5.3-4

Construction-Phase Health Risk Significance Thresholds

Construction of the ORSC could expose sensitive receptors to substantial pollutant concentrations of TACs from use of large, offroad construction equipment. Mitigation Measure AQ-1 requires the use of newer, lower-emitting, Tier 4 Final equipment or better for all off-road construction equipment. Figures 5.3-3a through 5.3-3d, *ORSC Construction Year 2024–2027 Mitigated Pollutant Concentrations*, illustrate the mitigated pollutant concentrations for each construction year. As shown in Table 5.3-20, *ORSC Mitigated Construction Health Risk*

likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects in the South Coast AQMD region.

Summary, the ORSC would not exceed the South Coast AQMD health risk thresholds of 10 cancer cases per one million people after implementation of mitigation.

Table 5.3-20 ORSC Mitigated Construction Health Risk Summary

Receptor	Cancer Risk (per million)	Chronic Hazards
Residential MER	3	0.01
Park MER	<1	0.01
Daycare MER	5	0.01
Worker MER	<1	<0.01
Preschool MER	<1	<0.01
South Coast AQMD Threshold	10	1.0
Exceeds Threshold?	**No**	**No**

Source: Appendix D2, Health Risk Assessment.
Notes: MER = Maximally Exposed Receptor.

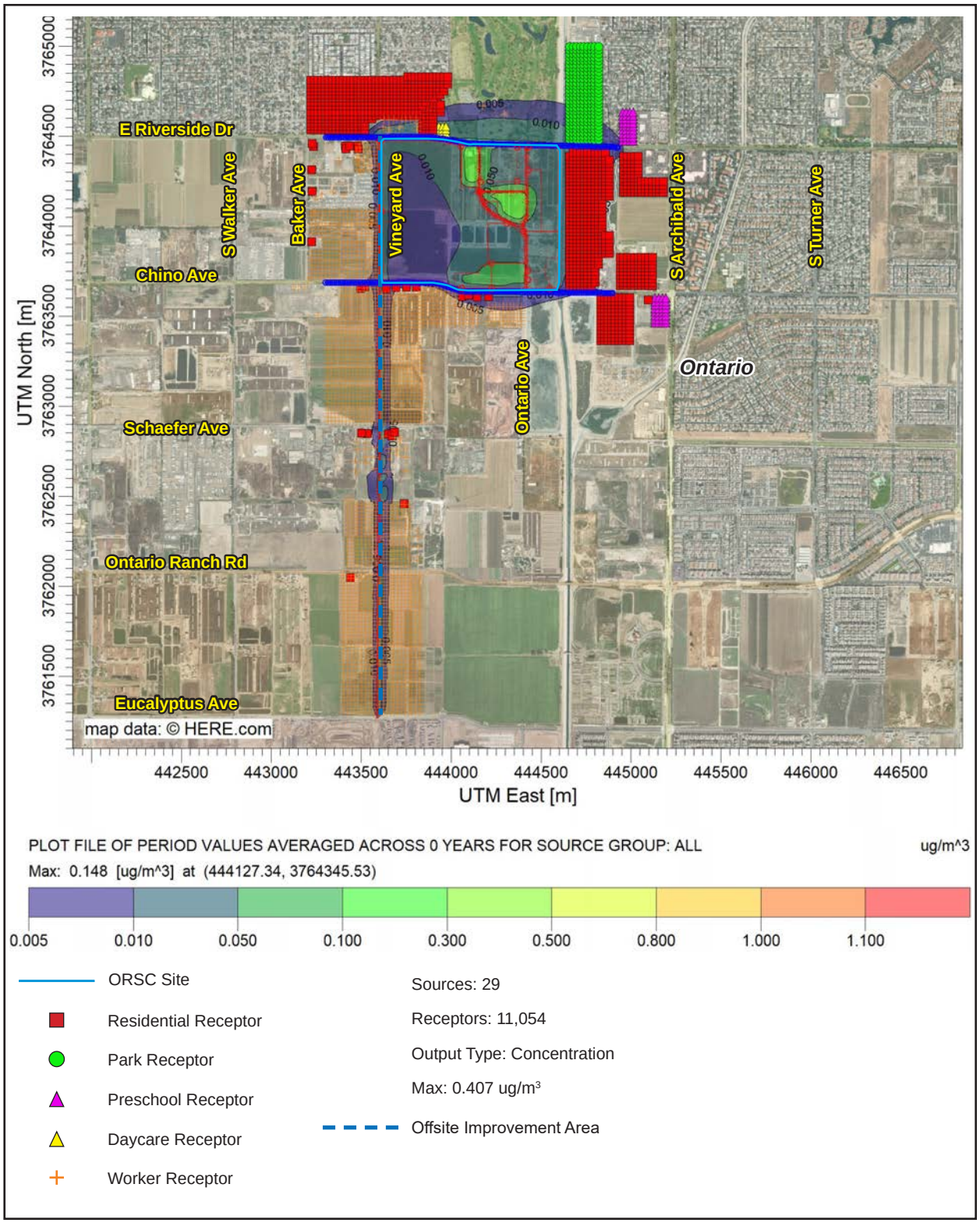
The results of the HRA are based on the maximum receptor concentration over the entire construction exposure duration for receptors.

- Cancer risk for the residential MER from construction activities would be an estimated 3 in a million and the daycare MER would be an estimated 5, each of which would be below the 10 in a million significance threshold.

- For noncarcinogenic effects, the chronic hazard index identified for each toxicological endpoint totaled less than one for all receptors. Therefore, chronic noncarcinogenic hazards are less than significant.

Cancer risks for the residential and daycare MERs would be reduced to below the South Coast AQMD significance threshold after implementation of Mitigation Measure AQ-1. Therefore, the ORSC would not expose sensitive receptors to substantial TAC concentrations during construction, and Impact 5.3-4 for construction health risk would be less than significant with mitigation.

Figure 5.3-3a - ORSC Construction Year 2024 Mitigated Pollutant Concentrations



0 1.0
Scale (Miles)

Source: PlaceWorks 2024.

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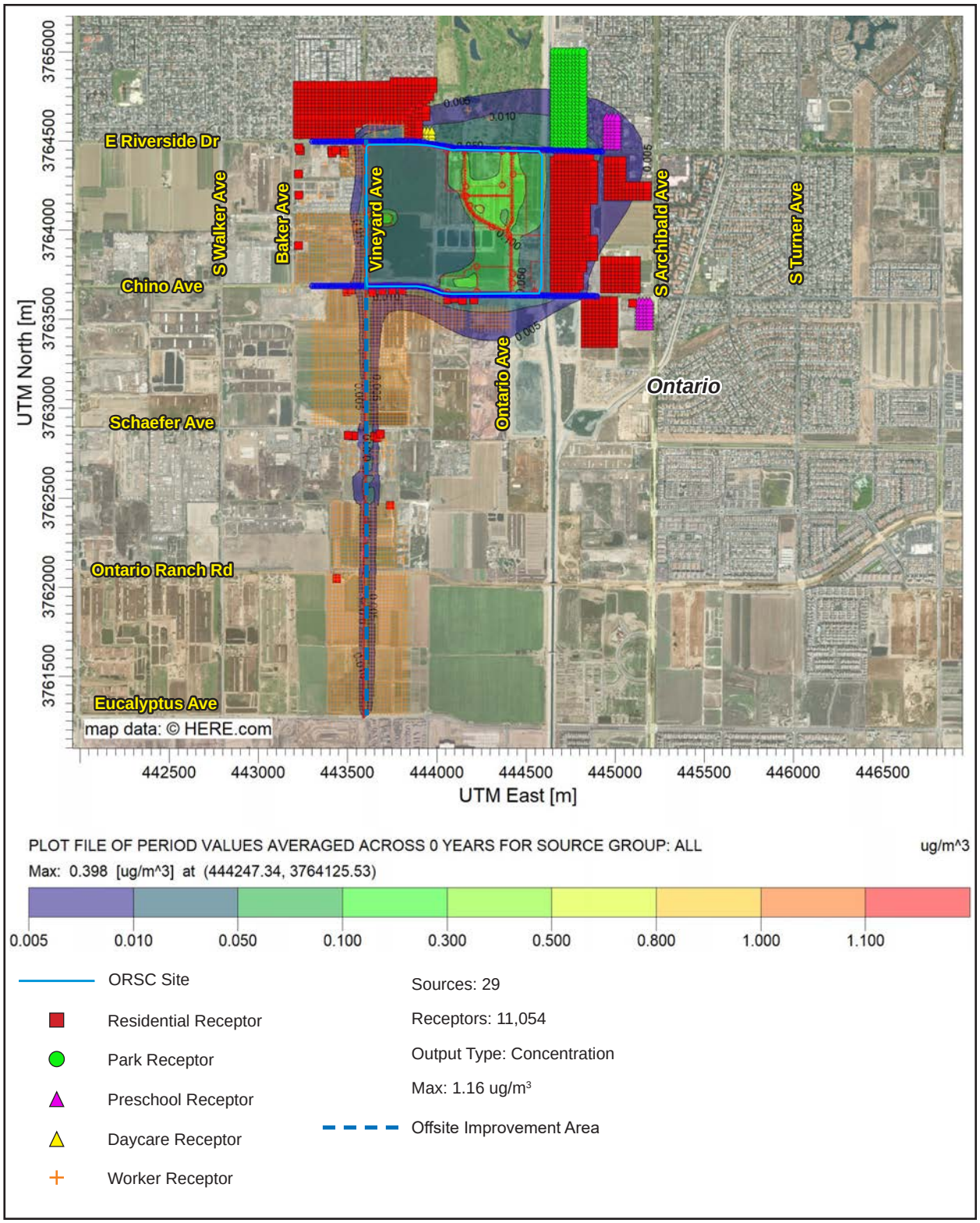
Figure 5.3-3b - ORSC Construction Year 2025 Mitigated Pollutant Concentrations



0 1.0
Scale (Miles)

Source: PlaceWorks 2024.

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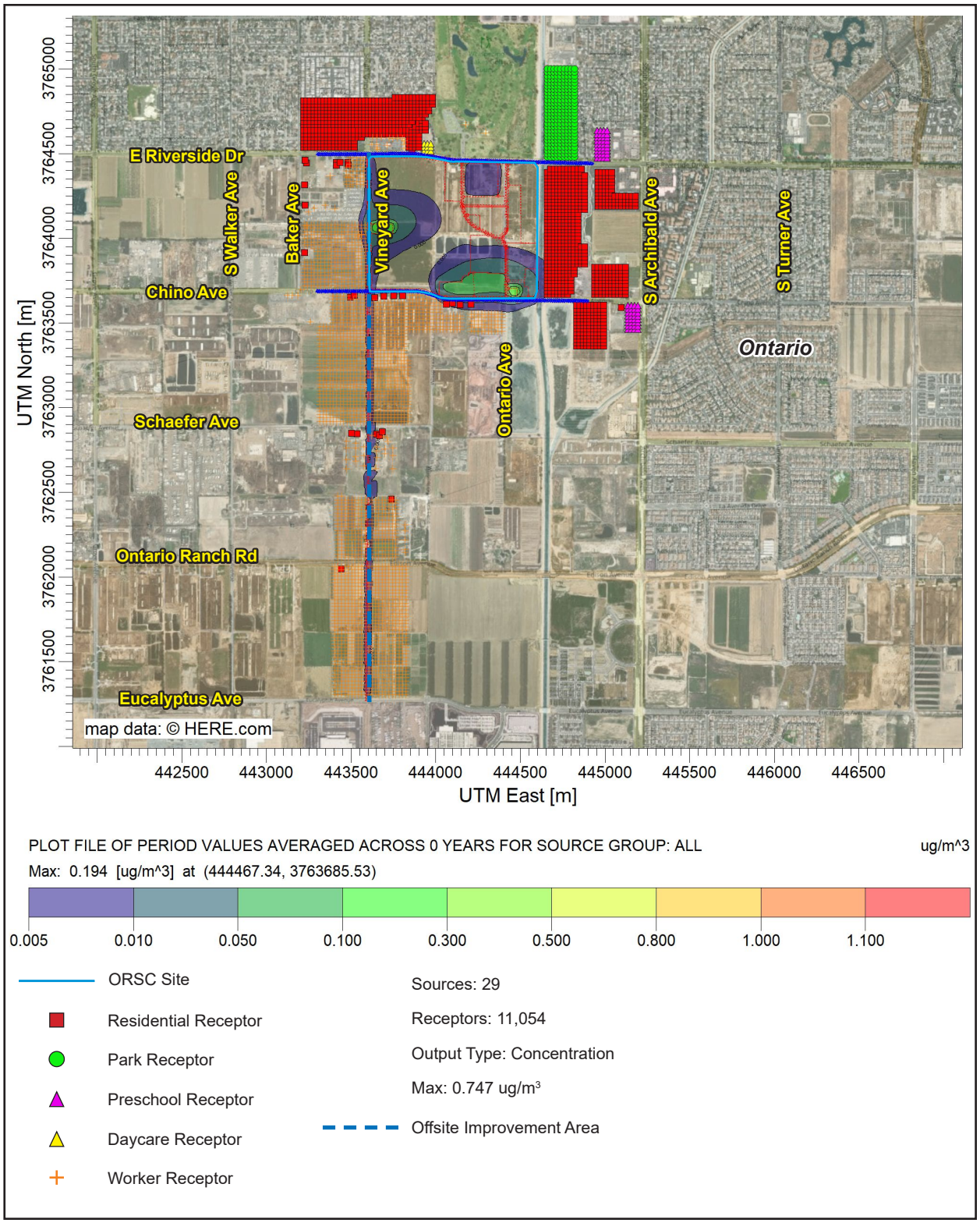
Figure 5.3-3c - ORSC Construction Year 2026 Mitigated Pollutant Concentrations



0 1.0
Scale (Miles)

Source: PlaceWorks 2024.

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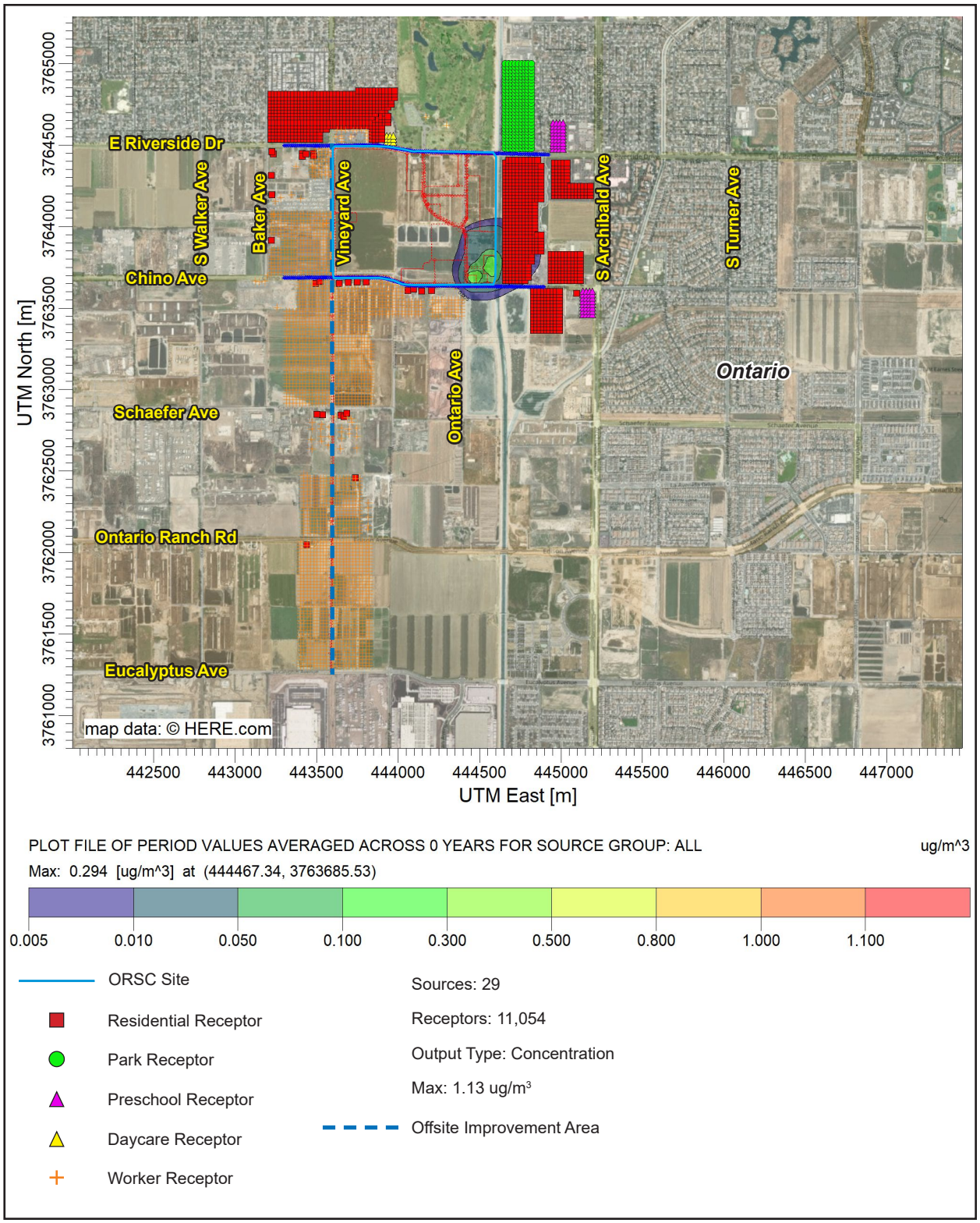
Figure 5.3-3d - ORSC Construction Year 2027 Mitigated Pollutant Concentrations



Source: PlaceWorks 2024.

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5.4 BIOLOGICAL RESOURCES

This section of the Draft Environmental Impact Report (EIR) evaluates the potential biological resources impacts associated with implementation of the Ontario Regional Sports Complex (ORSC) at the ORSC site, the Offsite Improvement Area for the sewer extension along Vineyard Avenue, and associated off-site General Plan Amendment and Rezone (GPA and Rezone). Cumulative impacts related to biological resources are within the City boundaries but consider regional habitat loss in the southern California region based on the range of the protected species. Potential impacts associated with the ORSC and Offsite Improvement Area are evaluated on a project level and the GPA and Rezone are evaluated on a programmatic level. The analysis in this section is based on the following reports:

- *Biological Technical Report for the Ontario Regional Sports Complex Project*, ECORP Consulting Inc., March 2024.
- *Aquatic Resources Delineation for the Ontario Regional Sports Complex Project,* ECORP Consulting Inc., December 2023.

Complete copies of these studies are included as Appendix E1 and Appendix E2, respectively, to this Draft EIR.

5.4.1 Environmental Setting

5.4.1.1 REGULATORY BACKGROUND

Federal Regulation

The Federal Endangered Species Act

The federal ESA protects plants and animals that are listed as endangered or threatened by the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service. Section 9 of the ESA prohibits the taking of endangered wildlife, where taking is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct" (50 Code of Federal Regulations [CFR] 17.3). For plants, this statute governs removing, possessing, maliciously damaging, or destroying any endangered plant on federal land and removing, cutting, digging up, damaging, or destroying any endangered plant on non-federal land in knowing violation of state law (16 U.S. Code 1538).

Under Section 7 of the ESA, federal agencies are required to consult with the USFWS if their actions, including permit approvals or funding, could adversely affect a listed (or proposed) species (including plants) or its critical habitat. Through consultation and the issuance of a biological opinion, the USFWS may issue an incidental take statement allowing take of the species that is incidental to an otherwise authorized activity provided the activity will not jeopardize the continued existence of the species. Section 10 of the ESA provides for issuance of incidental take permits where no other federal actions are necessary provided a habitat conservation plan is developed.

Migratory Bird Treaty Act

The MBTA implements international treaties between the U.S. and other nations devised to protect migratory birds, any of their parts, eggs, and nests from activities including hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. As authorized by the MBTA, the USFWS issues permits to qualified applicants for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (rehabilitation, education, migratory game bird propagation, and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal. The regulations governing migratory bird permits can be found in 50 CFR Part 13 General Permit Procedures and 50 CFR Part 21 Migratory Bird Permits.

Federal Clean Water Act

Under Section 404 of the federal CWA, potential Waters of the U.S., including wetlands, may be regulated by the U.S. Army Corps of Engineers (USACE). The limit of USACE jurisdiction for non-tidal watercourses (without adjacent wetlands) is defined in 33 CFR 328.4(c)(1) as the "ordinary high-water mark" (OHWM).

The OHWM is defined as the line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas. The upstream limits of other waters are defined as the point where the OHWM is no longer perceptible.

Jurisdictional waters of the U.S. (WOTUS) are delineated in accordance with the "Revised Definition of 'Waters of the United States'" rule, published in the Federal Register in 2022 and which became final on January 18, 2023. This rule, set forth by the U.S. Environmental Protection Agency (EPA) and USACE, was consistent with the pre-2015 regulatory definition as all waters that are currently used, or were used in the past, or may be susceptible to use in interstate commerce, including all waters subject to the ebb and flow of the tide. This definition also includes all interstate waters, including interstate wetlands, interstate lakes, rivers, streams (including all intermittent and ephemeral streams), mudflats, sand flats, sloughs, and prairie potholes, wet meadows, playa lakes, or natural ponds where the use, degradation, or destruction of which could affect interstate or foreign commerce. Under this rule, WOTUS do not include prior converted cropland.

The definition of WOTUS in accordance with this rule (40 CFR 230.3[s]), is summarized below.

1. All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;

2. All interstate waters including interstate wetlands;

3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters: (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or (ii) From which fish or shellfish are or could be taken and sold in interstate or foreign

commerce; or (iii) Which are used or could be used for industrial purpose by industries in interstate commerce;

4. All impoundments of waters otherwise defined as waters of the U.S. under the definition;

5. Tributaries of waters identified in paragraphs (s)(1)–(4) of this section;

6. The territorial sea; and

7. Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (s)(1) through (6) of this section; waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA (other than cooling ponds as defined in 40 CFR 423.11(m) which also meet the criteria of this definition) are not WOTUS.

On May 25, 2023, the U.S. Supreme Court adopted a narrower definition of WOTUS in *Sackett v. Environmental Protection Agency*. Under the majority opinion, WOTUS refers to "geographical features that are described in ordinary parlance as 'streams, oceans, rivers, and lakes' and to adjacent wetlands that are 'indistinguishable' from those bodies of water due to a continuous surface connection." On August 29, 2023, the agencies issued a final rule to amend the final "Revised Definition of 'Waters of the United States'" rule to conform the definition of "waters of the United States" to the U.S. Supreme Court's May 25, 2023, decision in *Sackett v. Environmental Protection Agency*.

Parts of the January 2023 Rule are invalid under the U.S. Supreme Court's interpretation of the CWA in the *Sackett* decision. Therefore, the agencies have amended key aspects of the regulatory text to conform to the court's decision. Key changes under the amendment include:

- Definition of "adjacent" is now "having a continuous surface connection;"
- Only tributaries that are relatively permanent, standing or continuously flowing bodies of water (or tributaries with a continuous surface connection to those) are considered jurisdictional;
- Interstate wetlands are no longer jurisdictional just by virtue of being interstate; and
- Significant nexus test is eliminated.

Where areas jurisdictional to the USACE are present and will be impacted by a project, the project proponent must usually apply for permitting with the agency, which generally consists of submittal of a Pre-construction Notification under Section 404 of the CWA. As of the writing of this report, we do not know the details of how the individual USACE offices will implement the conforming rule for permitting purposes.

State Regulations

California Endangered Species Act

The California ESA generally parallels the main provisions of the federal ESA but, unlike its federal counterpart, the California ESA applies the take prohibitions to species proposed for listing (called "candidates" by the state). Section 2080 of the California Fish and Game Code prohibits the taking, possession, purchase,

sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit or in the regulations. Take is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." The California ESA allows for take incidental to otherwise lawful development projects. State lead agencies are required to consult with California Department of Fish and Wildlife (CDFW) to ensure that any action they undertake is not likely to jeopardize the continued existence of any endangered or threatened species or result in destruction or adverse modification of essential habitat.

Fully Protected Species

The State of California first began to designate species as "fully protected" prior to the creation of the federal and California ESAs. Lists of fully protected species were initially developed to provide protection to animals that were rare or faced possible extinction, and included fish, amphibians, reptiles, birds, and mammals. Most fully protected species have since been listed as threatened or endangered under the federal and/or California ESA. Previously, the regulations that implement the Fully Protected Species Statute (California Fish and Game Code Section 4700) provide that fully protected species may not be taken or possessed at any time. However, as of July 10, 2023 Senate Bill 147 (SB 147) was signed into law, authorizing CDFW to issue take permits under the California ESA for fully protected species for qualifying projects through 2033. As stated in section 2081.15 of SB 147, qualifying projects include:

- A maintenance, repair, or improvement project to the State Water Project, including existing infrastructure, undertaken by the Department of Water Resources;
- A maintenance, repair, or improvement project to critical regional or local water agency infrastructure;
- A transportation project, including any associated habitat connectivity and wildlife crossing project, undertaken by a state, regional, or local agency, that does not increase highway or street capacity for automobile or truck travel;
- A wind project and any appurtenant infrastructure improvement, and any associated electric transmission project carrying electric power from a facility that is located in the state to a point of junction with any California based balancing authority; and
- A solar photovoltaic project and any appurtenant infrastructure improvement, and any associated electric transmission project carrying electric power from a facility that is located in the state to a point of junction with any California-based balancing authority.

California Fish and Game Code

Native Plant Protection Act

The Native Plant Protection Act (NPPA) of 1977 (California Fish and Game Code Sections 1900–1913) was created with the intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA is administered by CDFW. The California Fish and Game Commission has the authority to designate native plants as "endangered" or "rare" and to protect endangered and rare plants from take. The California ESA of

1984 (California Fish and Game Code Sections 2050–2116) provided further protection for rare and endangered plant species, but the NPPA remains part of the California Fish and Game Code.

Streambed Alteration Agreement

Pursuant to Section 1602 of the California Fish and Game Code, a Streambed Alteration Agreement (SAA) application must be submitted for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake". In Title 14 of the California Code of Regulations (CCR), Section 1.72, the CDFW defines a stream (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation."

In Chapter 9, Section 2785 of the Fish and Game Code, riparian habitat is defined as "lands which contain habitat which grows close to, and which depends upon, soil moisture from a nearby freshwater source."

The CDFW's jurisdiction includes drainages with a definable bed, bank, or channel and areas associated with a drainage channel that support intermittent, perennial, or subsurface flows; supports fish or other aquatic life; or supports riparian or hydrophytic vegetation. It also includes areas that have a hydrologic source.

The CDFW will determine if the proposed actions will result in diversion, obstruction, or change of the natural flow, bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. If warranted, the CDFW will issue an SAA that includes measures to protect affected fish and wildlife resources; this SAA is the final proposal agreed upon by the CDFW and the applicant.

Migratory Birds

The CDFW enforces the protection of nongame native birds in Sections 3503, 3503.5, and 3800 of the California Fish and Game Code. Section 3513 of the California Fish and Game Code prohibits the possession or take of birds listed under the MBTA. These sections mandate the protection of California nongame native birds' nests and also make it unlawful to take these birds. All raptor species are also protected from "take" pursuant to California Fish and Game Code Section 3503.5 and are protected at the federal level by the MBTA of 1918 (USFWS 1918).

Bats and Bat Roosts

Bats in California are currently protected directly and indirectly by the California Fish and Game Code, Sections 86, 1600, 2000, 2014, 3007, and 4150; California Public Resources Code, Division 14, Section 21000 et seq.; and 14 CCR, including but not limited to Section 251.1, CEQA regulations (Section 15000 et seq.), and Section 15382, Significant Effect on the Environment.

Regulations of particular relevance to the protection of bats and bat roosts include Title 14, Section 251.1 of the CCR, which prohibits harassment (defined in that section as an intentional act that disrupts an animal's normal behavior patterns, including breeding, feeding, or sheltering) of nongame mammals (e.g., bats), and California Fish and Game Code Section 4150, which prohibits take or possession of all nongame mammals or

parts thereof. Any activities resulting in bat mortality (e.g., the destruction of an occupied bat roost that results in the death of bats), disturbance that causes the loss of a maternity colony of bats (resulting in the death of young), or various modes of nonlethal pursuit or capture may be considered take as defined in Section 86 of the California Fish and Game Code. In addition, impacts to bat maternity colonies, which are considered native wildlife nursery sites, could be considered significant under CEQA.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act requires "any person discharging waste, or proposing to discharge waste, within any region that could affect the waters of the State to file a report of discharge" with the Regional Water Quality Control Board (RWQCB) through State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (23 CCR Section 3855; SWRCB 2021). Waters of the State is defined as any surface water or groundwater, including saline waters, within the boundaries of the State (California Water Code Section 13050[e]). Pollution is defined as an alteration of the quality of the waters of the state by waste to a degree that unreasonably affects its beneficial uses (California Water Code Section 13050) and includes filling in waters of the State. Note that 23 CCR Section 3855 applies only to individual water quality certifications, but the new State Wetland Definition and Procedures extend the application of Section 3855 to individual waste discharge requirements for discharges of dredged or fill material to waters of the State and waivers thereof.

A permit for impacts to waters of the State would likely be required under the CWA and/or Porter-Cologne Water Quality Control Act. To determine whether a project should be regulated pursuant to the Porter-Cologne Water Quality Control Act, the RWQCB considers whether project activities could impact the quality of waters of the State.

On September 27, 2023, the EPA published its final 2023 Clean Water Act Section 401 Quarter Quality Certification Improvement Rule (88 Federal Register 66558.) The final 2023 Rule revises and replaces the 2020 Rule's regulatory requirements for water quality certification that were adopted by the prior federal administration. The updates realign the scope of the Section 401 certification process with established practices while also restoring the roles of states, territories, and authorized tribes as certifying agencies.

Regional Regulations

San Bernardino County Biotic Resources Overlay

The San Bernardino County Biotic Resources Overlay was established by the Land Use Plan and Land Use Zoning Districts (Subsection 82.01.020) and the Overlays (Subsection 82.01.0230) of the County of San Bernardino. The ORSC site and Offsite Improvement Area is within the Delhi Sands Flower-Loving Fly (DSFLF) Ontario Recovery Unit.

Local Regulations

City of Ontario Development Code: Tree Preservation Policy and Protection Measures

Section 6.05.020, Tree Preservation Policy and Protection Measures, of the Ontario Development Code establishes policies and measures that will 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 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. No trees were identified within the ORSC or Offsite Improvement Area as suitable for protection as native trees or heritage trees as defined under the City of Ontario Development Code's Tree Preservation Policy and Protection Measures.

Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement

In January 1998, the Ontario City Council approved a general plan amendment (GPA) and associated Final EIR for the sphere of influence (SOI), which is now known as the Ontario Ranch (previously the New Model Colony). The GPA designated Ontario Ranch for a range of urban and suburban uses, including residential, commercial, business park, industrial, and open space. Most of Ontario Ranch was then in agricultural use. The Final EIR for the GPA assessed the impacts on biological resources of the conversion of Ontario Ranch from agricultural uses to developed urban and suburban uses. Before mitigation, significant impacts were identified for waterfowl and waterfowl habitat, raptors and raptor habitat, and the DSFLF Ontario Recovery Unit. The EIR included three mitigation measures for impacts to biological resources:

- **Mitigation Measure BR-1** modified the general plan to require the creation of new waterfowl habitat and specified a mitigation ratio of 2:1 for each acre of such habitat lost. This is off-site mitigation in the Prado Basin.

- **Mitigation Measure BR-2** stipulated that the City shall create a Waterfowl and Raptor Conservation Area (WRCA) and included requirements and definitions for it; mitigation is off-site in the Prado Basin.

- **Mitigation Measure BR-3** required the City to cooperate with the USFWS in taking specified actions to mitigate impacts to the DSFLF Recovery Unit.

Subsequent to the 1998 adoption of the SOI GPA and EIR, a lawsuit was filed against the City of Ontario by the Endangered Habitats League and the Sierra Club, challenging the City's CEQA compliance and approval of the SOI GPA. A settlement agreement was reached and agreed to by all parties with revised mitigation measures for potential impacts in the New Model Colony (referred to as Annexation Area 163 in the agreement) to the burrowing owl, the DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive (listed and unlisted) species. These measures will be in effect until all the developable acres in the Ontario Ranch reach full buildout, as determined by the City.

- Prior to issuance of grading permits, Ontario shall impose a $4,320 per net acre mitigation fee on proposed developments in Annexation Area 163 that require discretionary approval or permitting from the City.

- Ontario, in consultation with CDFW, will identify, through CEQA review, lands occupied by burrowing owl and suitable as long-term habitat. The City will require avoidance of those lands to maintain a viable territory and require long-term maintenance through dedication in fee or grant of easement to the Land Trust. If the site is not viable long-term habitat, the developer shall pay the mitigation fee and make provisions for relocation of the owls.

- Since habitat that benefits DSFLF can be expected to benefit burrowing owl, up to 25 percent of the mitigation fee maybe used by the City for DSFLF recovery.

- All mitigation fees collected shall be used for the above-described purposes and may be used to purchase property, conservation easements, or other land with long-term conservation value for the environmental impacts; enhance/restore lands with such values; maintain and operates these lands; and pay for related administrative costs (not to exceed 10 percent of the total fees).

- Land/easements dedicated, conveyed, or purchased to benefit wildlife, waterfowl, raptors, and/or burrowing owl must have long-term conservation value for those species and must be managed by the land trust. The parcels must be in the habitat area designated as part of the settlement agreement. Unacceptable properties are those that would otherwise be purchased by another entity or group as open space mitigation for environmental impacts.

City of Ontario Biological Resources Habitat Mitigation Fee

Since the settlement agreement, the City has established a habitat mitigation fee to cover potential environmental impacts to the burrowing owl, 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 25 percent of the total mitigation fee may be used for DSFLF recovery at the discretion of the City. 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 land use plan for Ontario Ranch originally provided for establishment of the WRCA—a wetlands and habitat area near the confluence of the Cucamonga Creek and the Lower Deer Creek Channels. Creation of the WRCA as part of Ontario Ranch was intended to provide a concentrated area for wetlands that would receive storm drainage from the west. Funding for the environmental restoration of the existing 85-acre Lower Cucamonga flood control basin under the WRCA would have been provided through the USACE with matching funds from the City of Ontario. This conservation area plus acquisition of 145 acres of off-site mitigation land were intended to provide mitigation for impacts resulting from development of Ontario Ranch. However, under the conditions of the settlement agreement, the WRCA is no longer proposed.

In 2010, the Ontario City Council approved the selection of the Riverside Land Conservancy (today known as River and Land Conservancy) as the administrator of the habitat mitigation fees and to create a habitat program pursuant to the requirements of the settlement agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club. However, due to the economic downturn shortly after 2010, the contract between the City and the Riverside Land Conservancy was never ratified. It was anticipated that once development in Ontario Ranch began, the City would ratify the contract.

In 2022, the City went out with a Request for Proposals to select a nonprofit land trust and/or organization specializing in habitat conservation. On November 21, 2023, a memorandum of agreement (MOA) became effective between the City of Ontario and the Inland Empire Resource Conservation District (IERCD). IERCD is the nonprofit trust entity to be responsible for the administration of the habitat mitigation fees and creation of a habitat program pursuant to the requirements of the settlement agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club. IERCD is responsible for maintaining interactive mapping and a current inventory of the burrowing owl occurrences and to select adequate lands for passive relocation.

This MOA aids in the implementation of a Habitat Mitigation Fee as well as the requirements and mitigation measures set forth in the Greater Prado Basin Habitat Conservation Program (GPBHCP). The mitigation measures in the GPBHCP are aimed at reducing potential impacts to sensitive wildlife species, including

burrowing owl, Delhi Sands flower-loving fly, raptor foraging and wildlife habitat, and other sensitive (listed and non-listed species), within Ontario Ranch. The Habitat Mitigation Fee is $2,000 per net acre with funds used for the acquisition, restoration, rehabilitation, and maintenance of lands determined to have long-term conservation value for the aforementioned species and their habitat.

With respect to burrowing owl and Delhi Sands flower-loving fly, this MOA ensures:

- A mitigation fee will be applied to development projects within Ontario Ranch that will impact burrowing owls or their habitat;
- The City of Ontario will identify lands occupied by burrowing owl or Delhi Sands flower-loving fly and suitable long-term habitat for these species to be avoided and maintained;
- In the case of burrowing owls being present on proposed development sites that are not viable long-term habitat, developers can pay the Habitat Mitigation Fee and relocate the owls in consultation with the California Department of Fish and Wildlife; and
- Up to 25 percent of the Habitat Mitigation Fee collected for burrowing owls can be used for the recovery of the Delhi Sands flower-loving fly.

5.4.1.2 EXISTING CONDITIONS

A biological reconnaissance survey was conducted in the 199-acre ORSC site and the 1.5-mile-long alignment for off-site sewer improvements along Vineyard Avenue is referred to as the Offsite Improvement Area. Summarized below are the results of the biological reconnaissance survey, including site characteristics, plant communities present, and wildlife observed.

Property Characteristics

The ORSC site consists of an active dairy farm operation, active and seasonal agricultural lands, and developed areas (i.e., roads, plant nursery, storage yards, and rural residential homes). Specifically, the active dairy farm is in the northeast corner of the 199-acre ORSC site; corn fields, man-made waste management basins, and disturbed lands are in the southeast corner of the ORSC site; corn fields are in the southwest corner; and seasonal agriculture is in the northwest corner. Active and seasonal agricultural lands are along the offsite improvement areas along Vineyard Avenue to the south. At the time of the survey, active agriculture included dairy operations and farming (e.g., corn fields). Rural residential homes were scattered throughout the ORSC site, primarily east of the active dairy farm (east of Ontario Avenue). The portion of the ORSC site east of Ontario Avenue contains a plant nursery and various storage yards. Due to the location of the ORSC in developed and agricultural areas, anthropogenic disturbances are present throughout the ORSC site and Offsite Improvement Area in the form of compacted or disturbed soils (e.g., signs of previous disking and manure within cattle areas), fallow fields, active agriculture and dairy farms, trash, and vehicle tracks.

The ORSC site and Offsite Improvement Area contains scattered tree species such as eucalyptus (*Eucalyptus* sp.) and Peruvian pepper tree (*Schinus mole*) as well as other ornamental shrubs and trees (e.g., olive tree [*Olea europaea*] and hardy ice plant [*Delosperma cooperi*]). At the time of the survey, five waste management basins in the

ORSC site were full of water, fed from the nearby active dairy operation. Waste management basins are present throughout the ORSC site; however, at the time of the survey, only those near the active dairy operation had water. Signs of past water pooling were evident at other waste management basins (e.g., cracked soils, mesic vegetation) at the time of the survey. Debris piles are present throughout the ORSC site. Abandoned buildings that appear to have been living quarters and buildings utilized for dairy operations are in the northeast portion of the ORSC site.

General land uses surrounding the ORSC site consist of Whispering Lakes Golf Course and commercial development to the north, residential development to the east, agriculture and dairy farm operations to the south, and commercial development and undeveloped land to the west.

Vegetation Communities and Land Cover Types

The ORSC site and Offsite Improvement Area is in a developed environment that has generally been subjected to repeated and ongoing disturbance from human activities. No native vegetation communities in the classifications in the *Manual of California Vegetation* were documented within the ORSC site. The land cover types in the ORSC site and Offsite Improvement Area are classified as Disturbed, Agriculture, Developed, and Open Water, as shown on Figure 5.4-1, *Vegetation Communities and Land Cover Types*. These land cover types as they exist in the ORSC site and Offsite Improvement Area are described below, and the acreages of each are provided in Table 5.4-1, *Land Cover Acreages in the ORSC Site and Offsite Improvement Area.*

Table 5.4-1 Land Cover Acreages in the ORSC Site and Offsite Improvement Area

	ORSC Site and Offsite Improvement Area Acreages	
Land Cover Type	Acreages within ORSC Site	Acreages within Offsite Improvement Area
Agriculture	120.13	8.84
Developed	48.60	3.81
Disturbed	25.02	2.55
Open Water	5.26	0.00
Total	199.01	15.20
Grand Total	214.21	

Source: ECORP 2024

South of the ORSC site, north of Edison Avenue, in the Offsite Improvement Area, one or two individuals of mulefat (*Baccharis salicifolia*) and two or three individuals of black willow (*Salix gooddingii*) were present in a small, waste management basin. These individuals were clustered together along the southeastern ledge of the basin. Other plant species in this offsite area included peregrine saltbush (*Atriplex suberecta*), tree tobacco (*Nicotiana glauca*), and golden crownbeard (*Verbesina encelioides*). Although these individuals of mulefat and black willow are in the offsite improvement area, due to their small size and sparse nature, they were not large or established enough to be mapped as a vegetation community.

- **Agriculture.** Areas classified as Agriculture are used for agriculture or farming and are present throughout the ORSC site and Offsite Improvement Area. These are areas with active or seasonal agriculture or farming practices and therefore may include fallow fields. In the ORSC site and Offsite Improvement Area, these areas contained corn fields, dairy farm operations, farming areas, and fallow fields. Within this landcover, two locations of individuals of black willow and/or mulefat were observed in the Offsite Improvement Area, as shown on Figures 5.4-2a through c, *Biological Survey Results*. As previously mentioned, one to two individuals of mulefat and two to three individuals of black willow were observed in a small, waste management basin north of Edison Avenue in the Offsite Improvement Area. Another location with individuals of black willow was documented outside of the Offsite Improvement Area to the northwest. This location is north of Eucalyptus Avenue and approximately 175 feet west of the offsite improvement area. Five individual black willows were observed and appeared to be planted, and an irrigation line was visible providing a water source from adjacent agricultural practices.

- **Developed.** Developed areas within the ORSC site include roadways, housing, commercial buildings, and associated landscaping.

- **Disturbed.** Areas classified as Disturbed were frequently adjacent to Developed or Agriculture areas. No active agriculture operations were located in the areas classified as Disturbed. Characteristics of these areas include the presence of nonnative vegetation and compact or disturbed soils. Previous signs of disking or ground disturbance were evident as well as trash and unauthorized dump sites. Within the ORSC site and Offsite Improvement Area, Disturbed areas were adjacent to active agriculture.

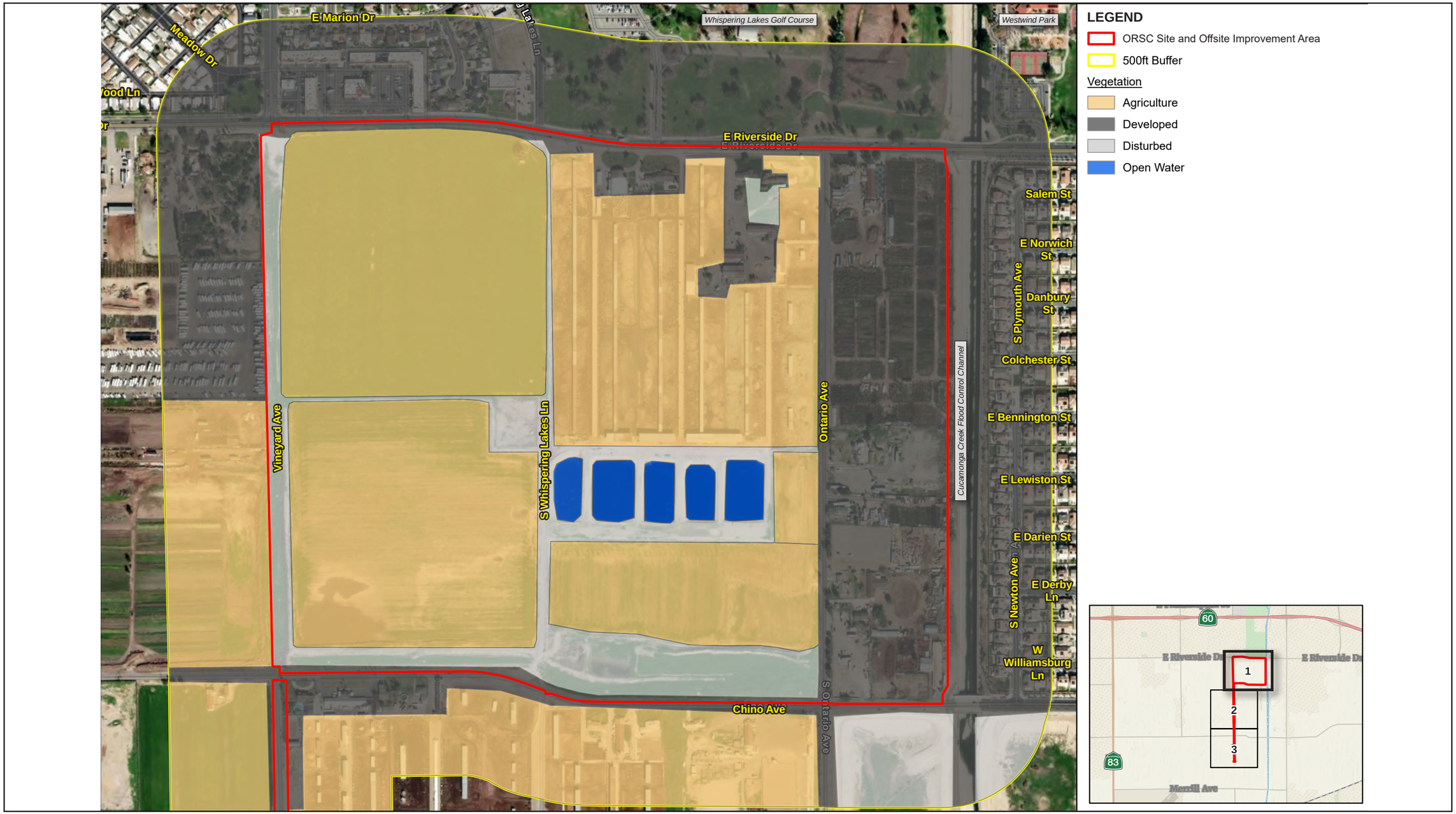
- **Open Water.** Open Water in the ORSC site and Offsite Improvement Area consisted of manufactured waste management basins. Some of these basins were filled with water from adjacent agricultural or farming practices. Others showed signs of water being present in the past (i.e., cracked soils). This type of land cover was documented adjacent to the active dairy operation in five waste management basins in the northern portion of the ORSC site.

Plants

Plant species observed in the ORSC site and Offsite Improvement Area were generally characteristic of areas disturbed by anthropogenic factors. Dominant plant species observed within the ORSC site and Offsite Improvement Area included nonnative species such as cowpen daisy (*Verbesina encelioides*), Russian thistle (*Salsola tragus*), and wild oat (*Avena fatua*). A stand of eucalyptus trees was present along the south side of Schaefer Avenue, and scattered trees were present throughout the ORSC site and Offsite Improvement Area and included queen palm (*Syagrus romanzoffiana*), Mexican fan palm (*Washingtonia robusta*), olive, and willow species (*Salix* sp.).

Within many of the Developed areas, ornamental shrubs and trees were present. The ORSC site and Offsite Improvement Area provides low-quality habitat for most native plant species, including common ones, due to anthropogenic disturbance. A full list of plant species observed on and immediately adjacent to the ORSC site and Offsite Improvement Area is included in Appendix E1.

Figure 5.4-1a - Vegetation Communities and Land Cover Types



Source: ECORP Consulting, Inc. 2023.

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BIOLOGICAL RESOURCES

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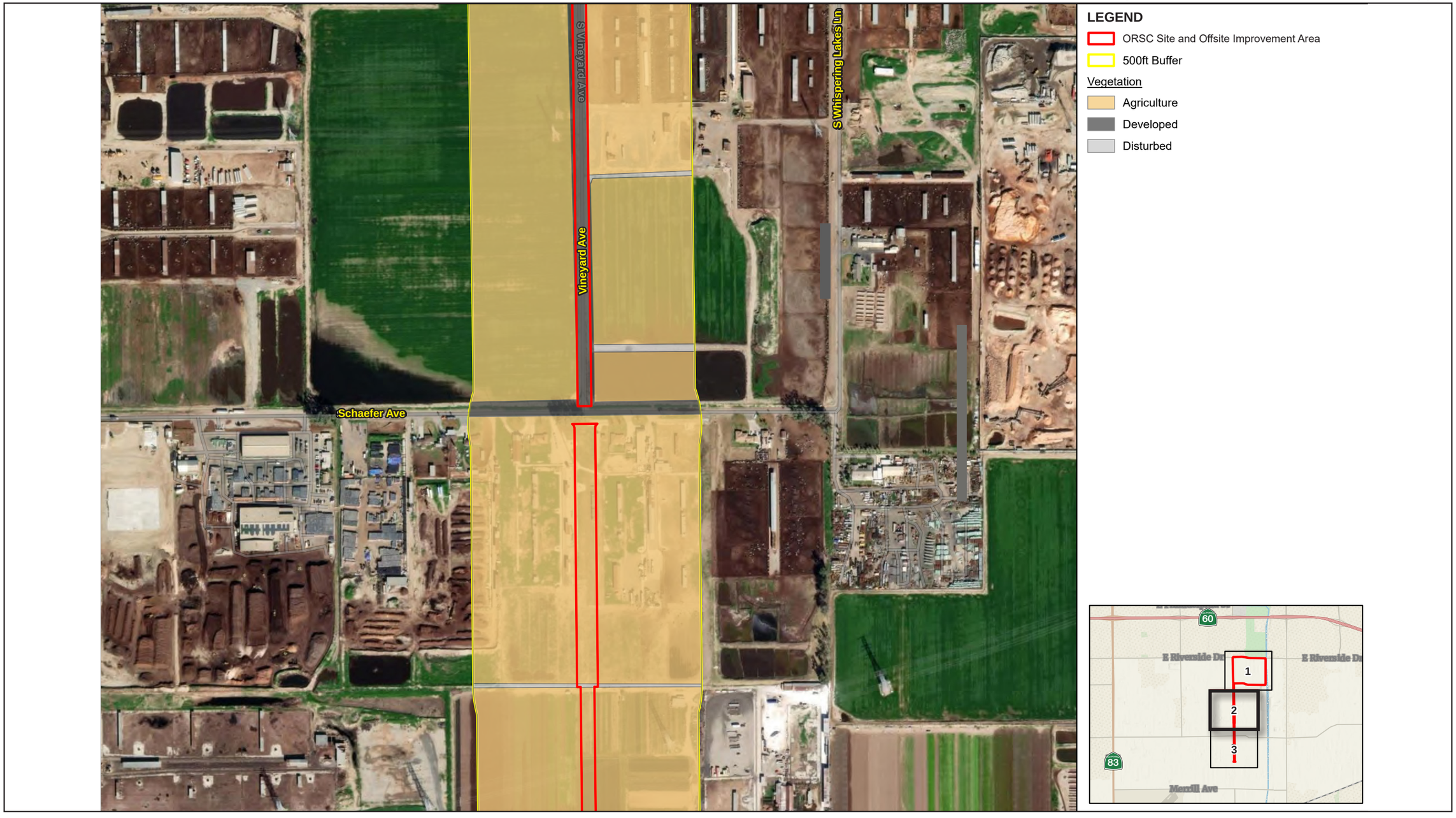
Figure 5.4-1b - Vegetation Communities and Land Cover Types



Source: ECORP Consulting, Inc. 2023.

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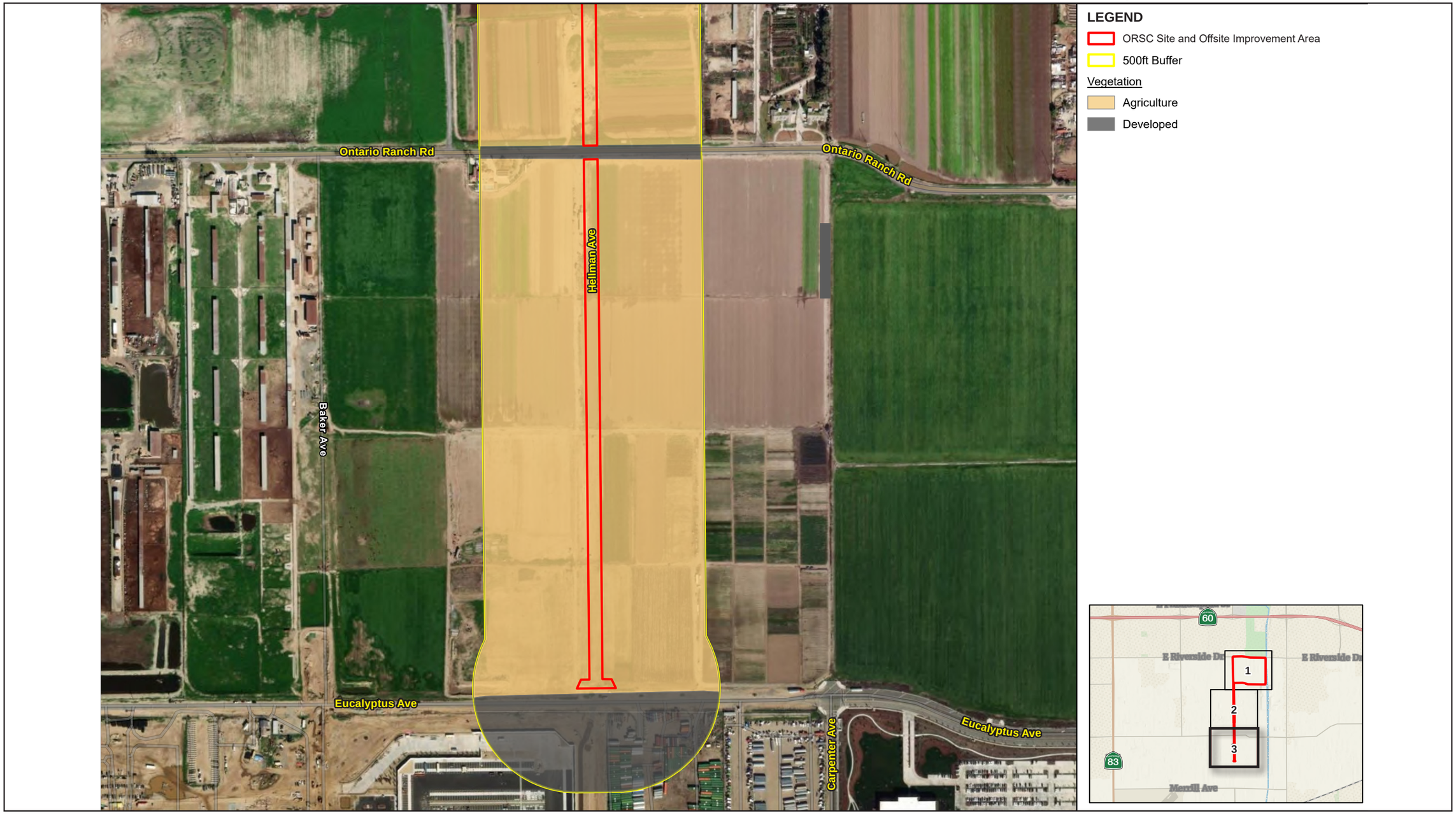
Figure 5.4-1c - Vegetation Communities and Land Cover Types



Source: ECORP Consulting, Inc. 2023.

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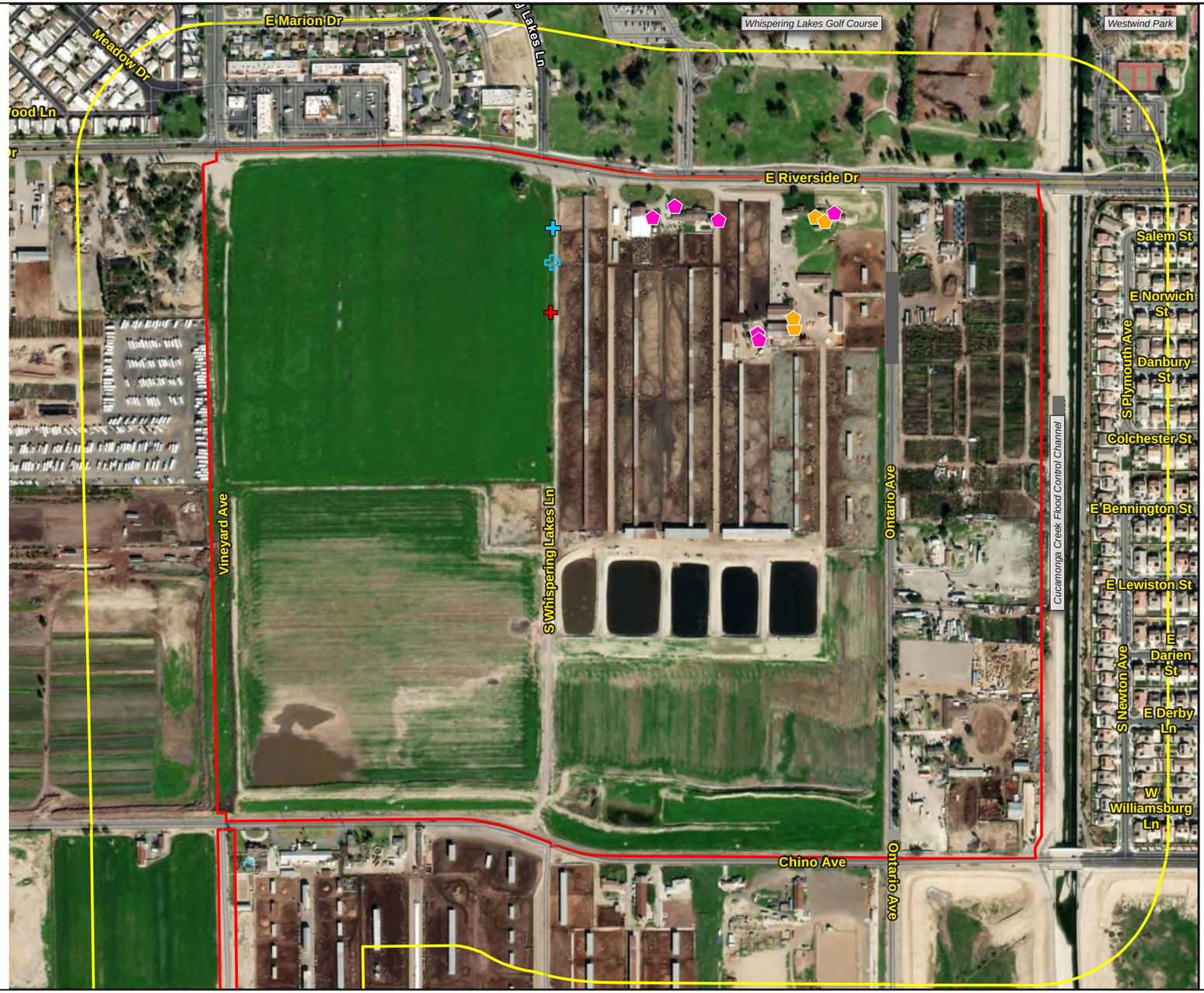
Figure 5.4-2a - Biological Survey Results



LEGEND

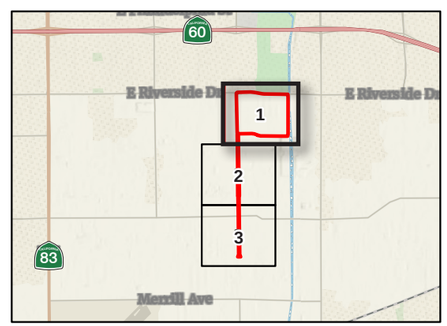
- ORSC Site and Offsite Improvement Area
- 500ft Buffer

Bio Recon Survey Results

- Occupied burrow with owl
- Potential burrow (no sign)
- Debris Pile (Refugia)

Bat Habitat Assessment Results

- Potential Bat Habitat - Manmade Structure
- Potential Bat Habitat - Palm Tree



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Scale (Feet)

Source: ECORP Consulting, Inc. 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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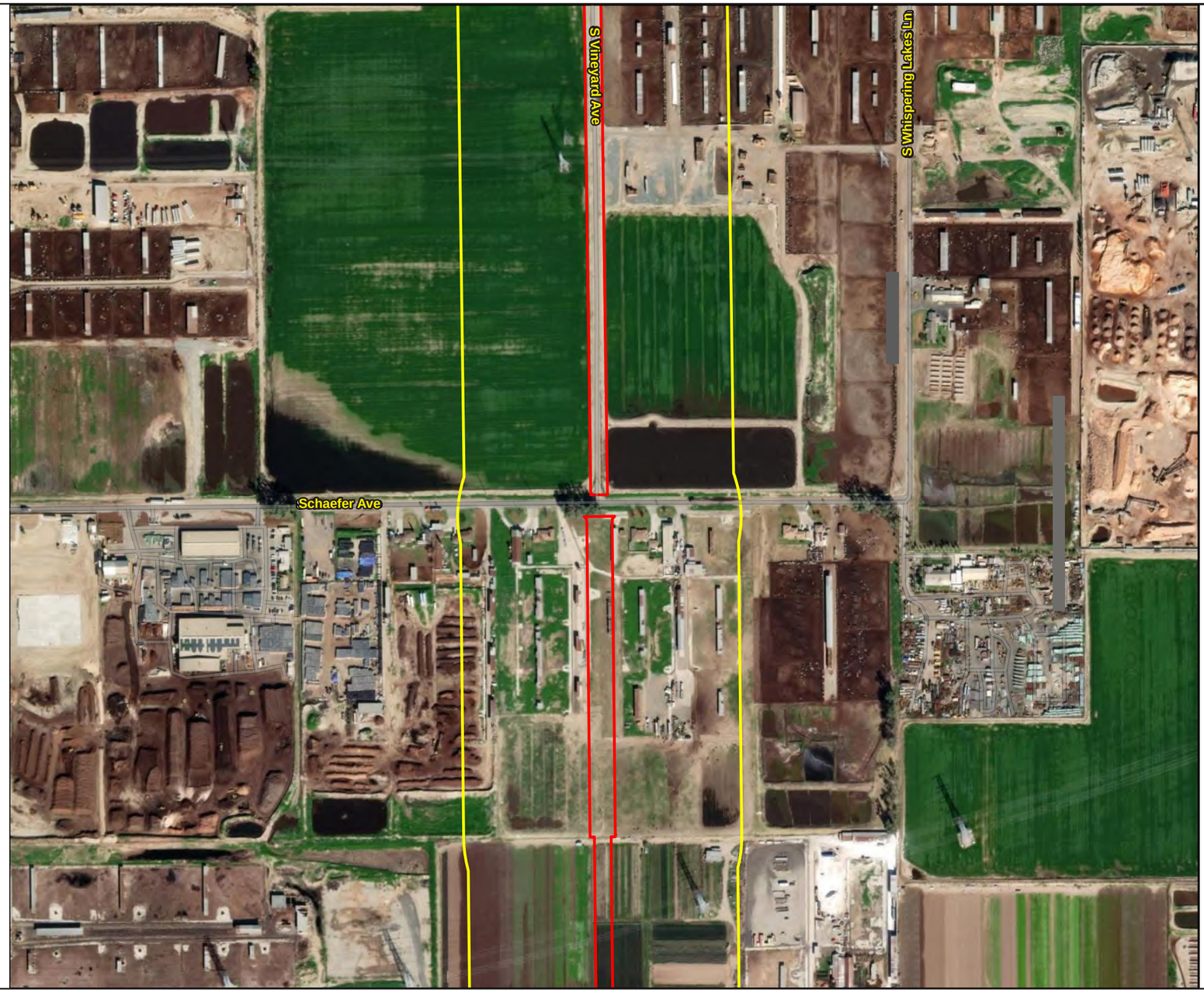
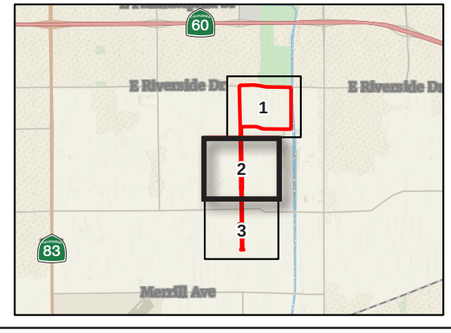
Figure 5.4-2b - Biological Survey Results



LEGEND

- ORSC Site and Offsite Improvement Area
- 500ft Buffer



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Scale (Feet)

Source: ECORP Consulting, Inc. 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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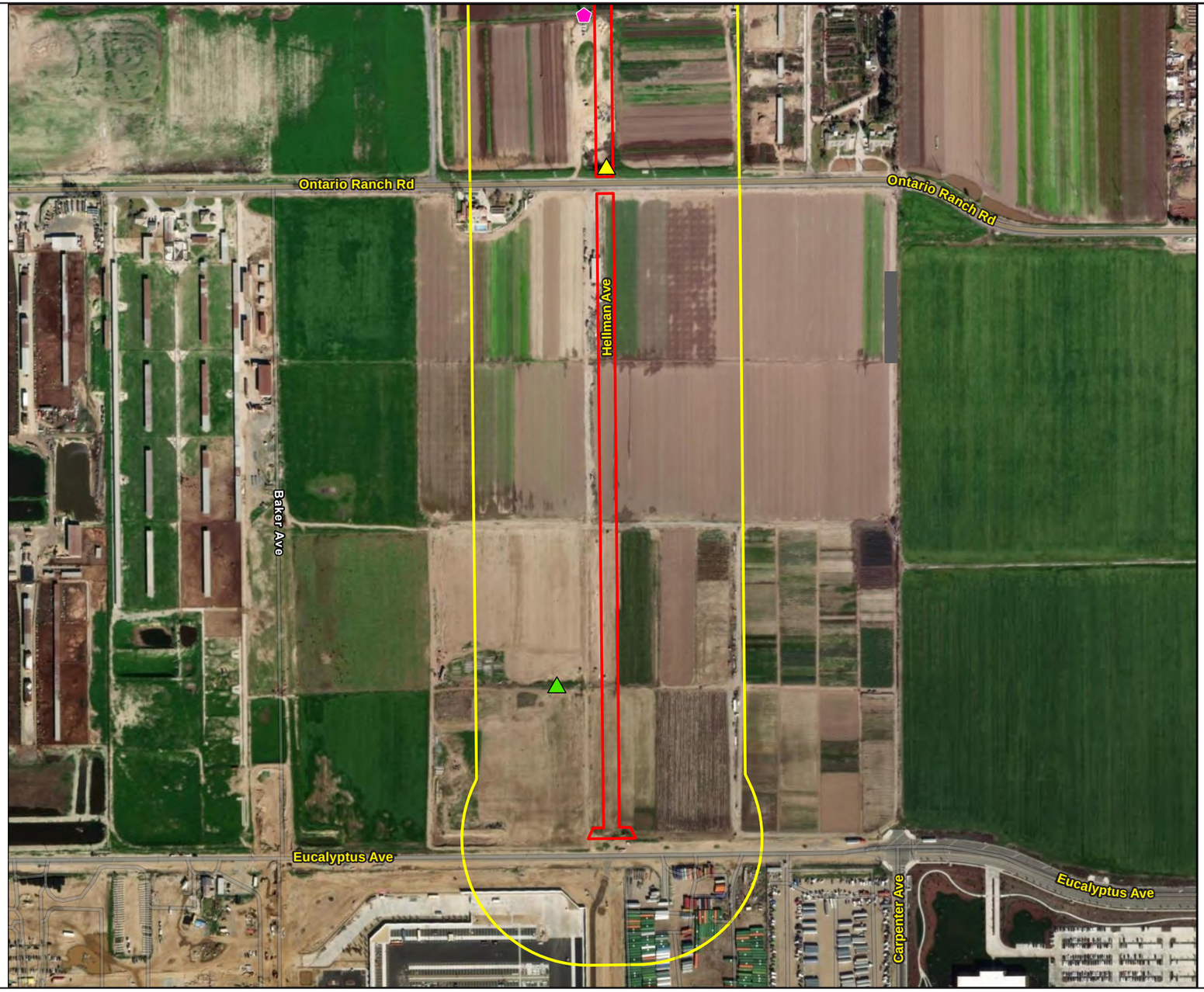
Figure 5.4-2c - Biological Survey Results

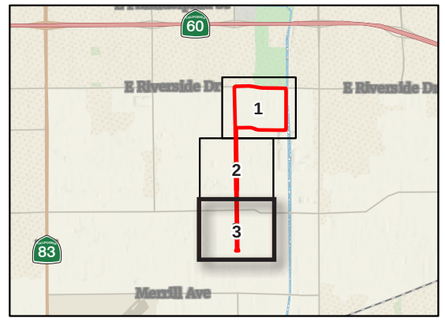


LEGEND

- ORSC Site and Offsite Improvement Area
- 500ft Buffer
- Gooddings Black Willow (*Salix gooddingii*) and Mulefat (*Baccharis salicifolia*)
- Gooddings Black Willow (*Salix gooddingii*)

Bat Habitat Assessment Results

- Potential Bat Habitat - Palm Tree



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Scale (Feet)

Source: ECORP Consulting, Inc. 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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Wildlife

Despite the disturbed nature of the ORSC site and Offsite Improvement Area, numerous wildlife species were documented during the survey. Wildlife observed during the biological reconnaissance survey included species such as common side-blotched lizard (*Uta stansburiana*), burrowing owl, and California ground squirrel (*Otospermophilus beecheyi*). Due to the open agricultural fields and presence of open water, numerous waterfowl were documented at the five waste management basins in the ORSC site, including white-faced ibis (*Plegadis chihi*), least sandpiper (*Calidris minutilla*), and lesser yellowlegs (*Tringa flavipes*). A full list of wildlife species observed on and immediately adjacent to the ORSC site and Offsite Improvement Area is included in Appendix E1.

Areas of potential bat-roosting habitat were identified in the ORSC site in occupied and abandoned building structures on the dairy farm property as well as in mature trees, including palm trees with intact frond skirts. Scattered bat guano was observed within one of the abandoned structures; however, the entirety of the interior of each of the structures could not be inspected due to safety concerns. Other structures east of the dairy farm property on the ORSC site were on occupied private property and therefore were not inspected for bat habitat suitability. Additionally, bridges over the Cucamonga Creek Flood Control Channel, east of the ORSC site, may provide suitable bat roosting habitat. Access to these structures was not granted at the time of the biological reconnaissance survey.

Sensitive Resources

The literature review and database searches identified 63 special-status plant species and 49 special-status wildlife species that have previously been documented on or near the ORSC site and Offsite Improvement Area. A list was generated from the results of the literature review, and the ORSC site and Offsite Improvement Area were evaluated for suitable habitat that could support any of the special-status plant or wildlife species on the list. Additionally, the ORSC site and Offsite Improvement Area are in the San Bernardino County Biotic Resources Overlay for Delhi sands flower loving fly (*Rhaphiomidas terminatus abdominalis)* and burrowing owl (*Athene cunicularia*). Many of the species are presumed absent from the ORSC site and Offsite Improvement Area due to the level of human disturbance in the ORSC site and Offsite Improvement Area and current lack of suitable habitat, including soils. However, two special-status plant species and 13 special-status wildlife species identified in the literature review were determined to have potential to occur in the ORSC site and Offsite Improvement Area. One special-status wildlife species, burrowing owl, was observed on the ORSC site during the biological survey. Details regarding these findings are described in more detail below.

Sensitive Plants

After review, two special-status plant species identified in the literature review have a potential to occur, and the remaining 61 are presumed absent due to the heavily disturbed nature of the ORSC site and Offsite Improvement Area and the lack of suitable habitat (including elevation and soils), or because the ORSC site and Offsite Improvement Area are outside of the known range for the species.

Descriptions of the California Rare Plant Rank (CRPR) designations can be found in Table 2 of Appendix E1. Plant species with a CRPR ranking of 3 and 4 were eliminated from the analysis because these rankings are

considered a review list and a watch list, respectively. With these rankings, these species are not likely to be federally or state listed in the near future, and due to the disturbed nature of the ORSC site and Offsite Improvement Area, these species are not likely to occur. Table 5.4-2, *Sensitive Plant Species with Potential to Exist in the ORSC Site and Offsite Improvement Area*, describes sensitive plant species with potential to occur within the ORSC site and Offsite Improvement Area. Further descriptions of these species are provided after the table. The full list of plant species discovered in the literature review and database searches is in Appendix E1.

Table 5.4-2 Sensitive Plant Species with Potential to Occur in the ORSC Site and Offsite Improvement Area

Scientific Name	Common Name	Habitat	Federal/State Listing Status	CNPS Designation	Potential to Occur
Calystegia felix	lucky morning-glory	Occurs in meadows and seeps and alluvial riparian scrub. Historically associated with wetlands and marshes but possibly in drier habitats as well Recent occurrences are known from irrigated landscapes. Sometimes found in alkaline and silty loam soils. Threatened by transmission line development, housing development, urbanization, and potentially by hydrological alterations, weeding, and herbicide application.	None/None	1B.1	**Moderate Potential:** Marginal habitat for this species is present within the ORSC site and Offsite Improvement Area. Three recent and one historic occurrence were documented in CNDDB within approximately 5 miles of the ORSC site. The nearest occurrence was documented in 2015 (Sighting OCC 2) approximately 2 miles west of the ORSC site. The most recent occurrence was in 2017 (Sighting OCC 4) approximately 5 miles west of the ORSC site.
Centromadia pungens ssp. Laevis	smooth tarplant	Occurs in alkaline soils in chenopod scrub, meadows and seeps, playas, riparian woodlands, and valley and foothill grassland. Threatened by foot traffic, agriculture, road maintenance, disking, urbanization, hydrological alterations, and flood control projects.	None/None	1B.1	**Low Potential:** This species is known to occur in disturbed areas. Marginal disturbed habitat, primarily in the form of fallow agricultural fields and disturbed dirt roads, is present for this species throughout the ORSC site and Offsite Improvement Area. Three historic and one recent occurrence were documented in CNDDB however, none were within 5 miles of the ORSC site.

Source: ECORP 2024
Notes: 1B – Plants considered by CNPS to be rare or endangered in California and elsewhere.
CNDDB = California Natural Diversity Database; OCC = occurrence number

Lucky Morning-Glory

Lucky morning-glory (*Calystegia felix*) has a CRPR of 1B.1. This annual rhizomatous herb blooms from March to September at elevations from 100 to 705 feet. Lucky morning-glory is typically found in meadows and seeps that are sometimes alkaline and in riparian scrub that is alluvial. Microhabitats are historically associated with wetlands and marshes; however, this species can be found in drier habitats. This species is also known to occur in disturbed areas with water sources. Threats to this species include development, urbanization, hydrological alterations, weeding, and herbicide application.

The ORSC site and Offsite Improvement Area contain marginally suitable habitat for this species due to the presence of irrigated landscapes. Three recent and one historic occurrence (OCC) were documented in CNDDB within approximately 5 miles of the ORSC site. The nearest occurrence was documented in 2015 (sighting OCC 2) approximately 2 miles west of the ORSC site. The most recent occurrence was in 2017 (sighting OCC 4) approximately 5 miles west of the ORSC site. These occurrences were documented growing in planter beds that were maintained and irrigated for landscaping purposes. Due to the presence of marginally suitable habitat and recent occurrences within 5 miles of the ORSC site and Offsite Improvement Area, this species has a moderate potential to occur.

This species was assessed during past biological reconnaissance-level surveys of the ORSC site and presumed absent due to a lack of suitable habitat; however, not much information is available in the previously prepared reports to support this determination. For the ORSC site and Offsite Improvement Area this species was found to have a moderate potential to occur due to marginally suitable habitat in the form of irrigated landscapes and recently documented occurrences in the vicinity of the ORSC site and Offsite Improvement Area.

Smooth Tarplant

Smooth tarplant (*Centromadia pungens* ssp. *laevis*) was determined to have a low potential to occur within the ORSC site and Offsite Improvement Area due to limited habitat for the species in the Area. A recently documented observation was discovered in the database search, but not within 5 miles of the ORSC site and Offsite Improvement Area; a historical documented observation (more than 20 years old) was recorded within 5 miles of the ORSC site and Offsite Improvement Area; and suitable habitat strongly associated with the species occurs onsite, but no records or only historical records were found in the database search, indicating a low potential for the species in the ORSC site and Offsite Improvement Area.

This species was assessed during past biological reconnaissance-level surveys of the ORSC site and presumed absent due to a lack of suitable habitat; however, not much information is available in the previously prepared reports to support this determination. For the ORSC site, this species was found to have a low potential to occur due to marginally suitable habitat in the form of disturbed lands, including roadsides, and historical and recent occurrences documented in the vicinity of the ORSC site and Offsite Improvement Area.

Sensitive Wildlife

The literature search identified 49 special-status wildlife species that had previously been documented on or in the vicinity of the ORSC site and Offsite Improvement Area. A list was generated from the results of the literature review and the ORSC site and Offsite Improvement Area were evaluated for suitable habitat that could support any of the special-status wildlife species on the list. The ORSC site and Offsite Improvement Area's disturbed nature, proximity to commercial development, and anthropogenic influences likely preclude many of these species from occurring. Table 5.4-3, *Sensitive Wildlife Species with the Potential to Occur in the ORSC Site and Offsite Improvement Area*, outlines each species, its designations, and its potential to occur in the ORSC site and Offsite Improvement Area (species that are presumed absent from the site are documented in Appendix E1). A brief natural history and discussion of the special-status wildlife species that were found present during the biological reconnaissance survey or that are determined to have a moderate potential to occur in the ORSC site and Offsite Improvement Area is provided below.

Table 5.4-3 Sensitive Wildlife Species with the Potential to Occur in the ORSC Site and Offsite Improvement Area

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Potential to Occur
Bombus crotchii	Crotch bumble bee	Found in coastal California east to the Sierra-Cascade crest and south into Mexico. Occurs in open grassland and scrub habitats. Prefers a diet consisting of certain plant species including milkweeds, dusty maidens, lupines, medics, phacelias, sages, clarkias, poppies, and wild buck wheats. Nests are often located underground in abandoned rodent nests or above ground in tufts of grass, old bird nests, rock piles, or cavities in dead trees.	None/CAN	**Moderate Potential**. Activities from the active dairy farm within the ORSC site and Offsite Improvement Area - such as plowing, grazing, fertilizer, and trampling- likely preclude this species from nesting/overwintering in the active agriculture and livestock pens. However, this species has potential to be present along the edges of these areas and in areas less frequently disturbed. Due to the presence of suitable habitat in disturbed fields and the presence of suitable nectar sources, there is potential for this species to occur within the ORSC site and Offsite Improvement Area. Numerous recent and historic occurrences were documented in CNDDB; however, only three were within 5 miles of the ORSC site and Offsite Improvement Area. A sighting (OCC 247) was documented in 2019 approximately 3 miles northeast of the ORSC site and Offsite Improvement Area. Another sighting (OCC 187) was documented in 1894 approximately 3 miles northwest of the ORSC site and Offsite Improvement Area. Additionally, another sighting (OCC 316) was documented in 2020 approximately 3 miles northeast of the ORSC site and Offsite Improvement Area.
Rhaphiomidas terminatus abdominalis	Delhi sands flower-loving fly	Occur in Delhi sands series soils. Indicator plant species include telegraph weed (*Heterotheca grandiflora*), California buckwheat (*Eriogonum fasciculatum*), and California croton (*Croton californica*).	None/None	**Low Potential.** The Delhi sands series is present throughout the ORSC site and Offsite Improvement Area; however, many of these areas are currently active agriculture operations or highly disturbed. The activities associated with these operations and other anthropogenic factors likely reduce the potential for this species to occur. Numerous recent and historical occurrences were documented in CNDDB but only six are within 5 miles of the ORSC site and Offsite Improvement Area. All six occurrences were documented in the ORSC site and Offsite Improvement Area, with the most recent occurrences documented in 2001 (sightings OCC 5 and 15), and the oldest occurrences documented in 1941 (sighting OCC 9).
Aspidoscelis tigris stejnegeri	coastal whiptail	Found in a variety of habitats. They prefer hot, dry open areas that have little cover. Common habitats include chaparral, woodland, and riparian.	None/SSC	**Low Potential.** Marginally suitable habitat is present within the ORSC site and Offsite Improvement Area in areas disturbed and with low growing or little ground cover. Numerous recent and historical occurrences were documented in CNDDB, but none were

Table 5.4-3 Sensitive Wildlife Species with the Potential to Occur in the ORSC Site and Offsite Improvement Area

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Potential to Occur
				within 5 miles of the ORSC site and Offsite Improvement Area.
Agelaius tricolor	tricolored blackbird (nesting colony)	Occurs in freshwater marsh, swamp, and wetland habitats. Largely endemic to California. Highly colonial species, most numerous in Central Valley & vicinity. Requires open water, protected nesting substrate, and foraging area with insect prep within a few kilometers of the colony. Forages in open habitat such as cultivated fields and pastures.	None/ THR, SSC	**Low Potential.** Suitable habitat is present in the ORSC site and Offsite Improvement Area in corn fields and open waste management basins. However, the potential of occurrence is likely reduced due to active agriculture and farming operations. Numerous recent and historical occurrences were documented in CNDDB, and all but two were within 5 miles of the ORSC site and Offsite Improvement Area. Three occurrences were documented approximately 2 miles from the ORSC site and Offsite Improvement Area in 1993 (sighting OCC 993), 2014 (sighting OCC 771), and 2014 (sighting OCC 772). Sightings OCC 771 and 772 were the most recent occurrences.
Athene cunicularia	burrowing owl (burrow & some wintering sites)	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Occurs in coastal prairie, coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, and valley & foothill grassland habitats. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel. Also found in vacant lots and airports.	None/SSC	**Present.** This species was observed during the biological reconnaissance survey. Suitable habitat is present within the ORSC site and Offsite Improvement Area. Numerous recent and historical occurrences were documented in CNDDB, with 38 within 5 miles of the ORSC site and Offsite Improvement Area and 1 in the ORSC site and Offsite Improvement Area (sighting OCC 1199 in 2011).
Buteo swainsoni	Swainson's hawk (nesting)	Occurs in Great Basin grassland, riparian forest, riparian woodland, and valley & foothill grassland habitats. Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands with groves or lines of trees. Nests in solitary bush or tree, or in small groves. Requires adjacent suitable foraging areas such as grasslands or alfalfa/grain fields supporting rodent populations.	None/THR	**Low Potential.** Marginally suitable habitat is present within the ORSC site and Offsite Improvement Area in the form of tall eucalyptus trees. The southernmost extent of the nesting range for this species is in the high desert. Three historical occurrences were documented in CNDDB; two of these were approximately 3 miles from the ORSC site and Offsite Improvement Area (sighting OCC 2549 in 1919 and sighting OCC 2548 in 1920). Due to the limited habitat and known range of this species, there is low potential for this species to occur in the ORSC site and Offsite Improvement Area.
Elanus leucurus	white-tailed kite	Occur in savannas, open woodlands, marshes, desert grasslands, cultivated fields, and other partially cleared areas. They will avoid areas that are too heavily grazed.	None/FP	**Low Potential.** Suitable habitat is present in the ORSC site and Offsite Improvement Area in the presence of tall trees and open agricultural fields; however, potential for occurrence is decreased due to the presence of heavily disturbed (grazed) areas. Five recent occurrences were

Table 5.4-3 Sensitive Wildlife Species with the Potential to Occur in the ORSC Site and Offsite Improvement Area

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Potential to Occur
				documented in CNDDB; two were within 5 miles of the ORSC site and Offsite Improvement Area. Two species sightings (OCC 139 and 140) were documented in 2009 approximately 4 miles southwest of the ORSC site and Offsite Improvement Area.
Antrozous pallidus	pallid bat	Occurs in 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 & foothill grassland habitats. Most commonly found in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Frequently roost in live trees and snags that have holes and cavities or crevices formed by exfoliating bark. Roosts have been documented in a variety of structures including human- created structures such as bridges, barns, and buildings. Very sensitive to disturbance of roosting sites.	None/SSC	**Low Potential.** Marginally suitable roosting habitat is present in the ORSC site and Offsite Improvement Area in the form of abandoned buildings. Two historical occurrences were documented in CNDDB; one was within 5 miles of the ORSC site and Offsite Improvement Area. Sighting OCC 243 was documented in 1951 approximately 3 miles northwest of the ORSC site and Offsite Improvement Area. Although suitable habitat is present, the potential for this species to occur is greatly reduced in urban areas.
Eumops perotis californicus	western mastiff bat	Occurs in open areas that have potential roosting areas. Primarily roosts in cliffs and rock crevices. Found in semi-arid to arid habitats.	None/SSC	**Low Potential.** The abandoned buildings in the ORSC site are only marginally suitable as roosting habitat for this species due to their height. Numerous historical occurrences were documented in CNDDB but only one was within 5 miles of the ORSC site and Offsite Improvement Area. Sighting OCC 31 was documented in 1993 approximately 5 miles southeast of the ORSC site and Offsite Improvement Area.
Lasiurus xanthinus	western yellow bat	Occurs within riparian woodland habitats, open grassland habitats, and in canyons. As a tree roosting species, they are often associated with cottonwoods (*Populus sp.*) in riparian habitats but are known to commonly roost between the fronds of an intact fronds skirt of palm trees.	None/SSC	**Moderate Potential.** Suitable roosting habitat is present in the form of palm trees (with intact thatch) and other tree species (e.g., eucalyptus with dense foliage). Numerous historic occurrences were documented in CNDDB but only one was within 5 miles of the ORSC site and Offsite Improvement Area. Sighting OCC 23 was documented in 1981 approximately 4 miles southeast of the ORSC site and Offsite Improvement Area.
Nyctinomops femorosaccus	pocketed free-tailed bat	Occurs in pinyon-juniper woodlands, desert scrub, desert succulent shrub, desert riparian, desert wash, alkali desert scrub, Joshua tree, and palm oasis habitat. Primarily roosts in cliffs and rock crevices. This species is a colonial	None/SSC	**Low Potential.** Marginally suitable roosting habitat is present in the form of abandoned buildings. Four historical occurrences were documented in CNDDB but none were within 5 miles of the ORSC site and Offsite Improvement Area.

Table 5.4-3 Sensitive Wildlife Species with the Potential to Occur in the ORSC Site and Offsite Improvement Area

Scientific Name	Common Name	Habitat	Federal/State Listing Status	Potential to Occur
		roosting bat that is also known to roost in buildings and caves. This species is not known to roost in bridges.		
Nyctinomops macrotis	big free-tailed bat	Occur in rocky arid landscapes including desert shrub, woodlands, and evergreen forests. Primarily roosts on rocky cliffs, but also in caves, buildings, and tree cavities.	None/SSC	**Low Potential.** Marginally suitable roosting habitat is present in the form of abandoned buildings and tree species. One historical occurrence was documented in CNDDB, but it was not within 5 miles of the ORSC site and Offsite Improvement Area.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	Occurs in low elevational grassland, alluvial sage scrub, and coastal sage scrub.	None/SSC	**Low Potential.** Marginally suitable habitat is present in the ORSC site and Offsite Improvement Area in the form of disturbed grassy areas with friable soils. One recent and numerous historical occurrences were documented in CNDDB but only one was within 5 miles of the ORSC site and Offsite Improvement Area. Sighting OCC 36 was documented in 2001 approximately 5 miles northeast of the ORSC site and Offsite Improvement Area.

Source: ECORP 2024
Notes: CNDDB = California Natural Diversity Database; OCC = occurrence number
Statuses:
THR = State-listed, Threatened
CAN = Candidate for state listing
SSC = Species of Special Concern
FP = Fully Protected Species

Burrowing Owl

Burrowing owl is a CDFW Species of Special Concern (SSC). Burrowing owls historically occurred throughout much of California and the western U.S.; however, many former California populations have been extirpated. Burrowing owls typically inhabit open habitats, primarily grasslands and deserts. Burrowing owls require burrows for roosting and nesting cover. Although they often nest in abandoned California ground squirrel burrows, they will also use other small mammal burrows, pipes, culverts, and nest boxes, particularly where burrows are scarce.

The ORSC site and Offsite Improvement Area provide suitable burrowing owl habitat and, at the time of the biological reconnaissance survey, one live burrowing owl was documented at burrow immediately adjacent to the active dairy farm and within a dirt berm along an access road. The burrow was briefly inspected, and whitewash, feathers, and a pellet were present. Due to the time of year of the biological reconnaissance survey, this owl may be a year-round resident, winter resident, migrant, or transient or new colonizer. No evidence of breeding was observed at the time of the sighting; however, this was not expected due to the time of year (i.e., fall and the non-breeding season [generally September 1 through January 31]).

The low-growing vegetation present throughout the ORSC site and Offsite Improvement Area and the presence of friable soils, California ground squirrel burrows, and debris piles offer suitable burrow and refugia habitat for burrowing owls. Although only one live burrowing owl was observed during the biological survey, due to the mobile nature of the burrowing owl, it is possible for burrowing owls to move onto or off of the site throughout the year.

The CNDDB documented 51 occurrences of this species in the vicinity of the ORSC site and Offsite Improvement Area, one of which was recorded in the Area in 2011. Thirty-one of these occurrences were recently documented (in the last 20 years) within 5 miles of the ORSC site and Offsite Improvement Area. The most recent occurrences were recorded in 2016 approximately 3 miles southwest and 4 miles northeast of the ORSC site and Offsite Improvement Area. Previous biological studies documented burrowing owl habitat in the ORSC site. However, after focused (protocol-level) surveys were conducted in 2014 and 2015, this species was determined to be absent due to a lack of observations of live burrowing owls or burrowing owl sign.

Crotch Bumble Bee

The Crotch bumble bee (*Bombus crotchii*) was petitioned for listing under the California ESA in October 2018, advanced to candidacy in June 2019, was challenged in courts and the candidacy was temporarily stayed beginning in February 2021, and candidacy was recently reinstated in September 2022. This species is associated with open grassland and scrub habitats and occurs primarily in California, including the Mediterranean region, Pacific Coast, Western Desert, Great Valley, and adjacent foothills through most of southwestern California. Crotch bumble bees primarily nest underground, and may occupy cavities in a variety of substrates, including thatched grasses, abandoned rodent burrows or bird nests, brush piles, rock piles, and fallen logs. They have also been found nesting in man-made structures such as walls, rubble, or abandoned furniture. Bumble bee nests are annual and conclude with deaths of the queen, workers, and drones at the end of the season with only the mated gyne (future queen) surviving the winter (overwintering) and emerging the following spring to start the next year's colony. Similar to other bumble bee species, Crotch bumble bee is a generalist forager and reportedly visits a variety of flowering plants, including Asclepias, Chaenactis, Lupinus, Medicago, Phacelia, and Salvia.

The ORSC site and Offsite Improvement Area contains marginally suitable habitat for this species. Activities from the active dairy farm—such as plowing, grazing, fertilizer, and trampling—likely preclude this species from nesting/overwintering in the active agriculture fields and livestock pens. However, this species has the potential to be present along the edges of these areas and in areas less frequently disturbed. The scattered small mammal burrows within and on the edges of agricultural fields and cattle pens could provide marginal nesting and overwintering habitat. The open areas and disturbed/developed areas with flowering resources (including active and fallow agricultural fields, cattle pens, and landscaped areas) could provide potential foraging habitat for this species at certain times of the year. This species was not incidentally observed during the biological survey conducted in 2023.

Numerous recent and historical occurrences were documented in CNDDB; however, only three were within 5 miles of the ORSC site and Offsite Improvement Area. A sighting (OCC 247) was documented in 2019 approximately 3 miles northeast of the ORSC site and Offsite Improvement Area. Another sighting (OCC 316) was documented in 2020 approximately 3 miles northeast of the ORSC site and Offsite Improvement Area.

Additionally, a sighting (OCC 187) was documented in 1894 approximately 3 miles northwest of the ORSC site and Offsite Improvement Area. No additional information regarding habitat type or plant species associated with these occurrences was provided. Due to the potential presence of potential foraging, nesting, and overwintering habitat and recent CNDDB records within 5 miles of the ORSC site and Offsite Improvement Area, this species was determined to have moderate potential for occurrence.

Western Yellow Bat

Western yellow bat (*Lasiurus xanthinus*) is a CDFW SSC in the Vespertilionidae family. This species is often discernable from other bat species due to its distinct yellow fur, larger size, and short ears. Western yellow bat occurs throughout the southwestern United States and into northwestern Mexico. As a tree-roosting species, western yellow bat most commonly roosts between the fronds of intact frond skirts of both native and nonnative palm trees. Western yellow bats have also been documented roosting in trees in riparian woodland habitats such as cottonwood trees (*Populus* sp.*)*. They are suspected to be noncolonial, roosting as individuals in trees or hanging from the underside of a leaf. Western yellow bats are insectivores and have been documented foraging in areas with water features and in open grassland and riparian habitats.

Suitable roosting habitat is present in the ORSC site and Offsite Improvement Area in the form of mature palm trees with intact thatch and other mature tree species (see Figures 5.4-2a through c). Suitable foraging habitat is present in the ORSC site and Offsite Improvement Area in open agricultural fields and vegetation that harbors insect prey populations. This species is also known to occur in urban and suburban environments when suitable habitat is present. Numerous historical occurrences were documented in CNDDB; however, only one was within 5 miles of the ORSC site and Offsite Improvement Area. A sighting (OCC 23) was documented in 1981 approximately 4 miles southeast of the ORSC site and Offsite Improvement Area. Due to the presence of suitable roosting and foraging habitat within and adjacent to the ORSC site and Offsite Improvement Area, this species has a moderate potential to occur.

According to past biological reports prepared in support of the Armstrong Ranch Specific Plan, this species was determined to have a low potential to occur in the ORSC site due to the presence of ornamental fan palms. Additionally, this was the only bat species determined to have potential to roost and breed within the ORSC site.

Wildlife Species with a Low Potential to Occur

Ten species were determined to have a low potential to occur in the ORSC site and Offsite Improvement Area due to limited or marginal habitat for that species and recently documented observation but not within 5 miles of the area; a historic documented observation (more than 20 years old) was recorded within 5 miles of the ORSC site and Offsite Improvement Area; or suitable habitat strongly associated with the species occurs onsite, but no records or only historical records were found in the database search.

Delhi sands flower-loving fly, white-tailed kite, western mastiff bat, and big free-tailed bat were assessed in previous biological reports prepared in support of the Armstrong Ranch Specific Plan and determined to have a potential to occur. Tricolored blackbird, Swainson's hawk, pallid bat, pocketed free-tailed bat, and were also assessed in these previous biological reports but were presumed absent due to a lack of suitable habitat in the

ORSC site. Coastal whiptail did not appear in the literature review for these past biological reports, and therefore its potential to occur was not assessed. A brief description of the results of the previously prepared reports as they pertain to these species is provided as well as an explanation of why they have a low potential to occur in the ORSC site and Offsite Improvement Area.

- **Delhi sands flower-loving fly.** A focused habitat suitability assessment was performed in February 2015 within portions of the ORSC site, and habitat in those portions was determined to be unsuitable due to site characteristics and disturbances; it was concluded that there was no potential for this species to occur. However, because portions of the property and Offsite Improvement Area were not surveyed, it was recommended at the time that a USFWS-permitted DSFLF biologist perform a focused habitat suitability assessment of these areas. Due to the presence of soils in the Delhi sands soil series and numerous recent and historical occurrences in CNDDB, this species has a low potential to occur.

- **Coastal whiptail.** This species did not appear in the literature review of past biological reports in support of the ORSC site, and therefore its potential to occur was not assessed. However, due to the presence of marginally suitable habitat in the form of disturbed areas with low-growing or little ground cover, this species has a low potential to occur. Numerous recent and historical occurrences are documented in CNDDB; however, none were within 5 miles of the ORSC site and Offsite Improvement Area.

- **Tricolored blackbird.** This species was presumed absent in past biological reports due to a lack of suitable habitat within the ORSC site and Offsite Improvement Area. However, limited suitable nesting habitat is present throughout the ORSC site in the form of corn fields and suitable foraging habitat is present in the form of waste management basins with open water, cultivated fields, and dairy farm feedlots. Additionally, this species is known to nest in agricultural areas that were formally wetlands and forage in cultivated fields and feedlots associated with dairy farms.

- **Swainson's hawk.** This species was presumed absent in past biological reports due to a lack of suitable habitat within the ORSC site. This species has not been documented south of the Transverse Mountain Ranges in several decades; however, limited suitable nesting habitat is present in the ORSC site and Offsite Improvement Area in the form of tall eucalyptus trees, and suitable foraging habitat is present in the form of agricultural fields.

- **White-tailed kite.** This species was determined to have a potential to forage within portions of the ORSC site; it was not anticipated that this species would nest within the areas surveyed. However, nesting bird surveys were recommended. Suitable habitat for this species in the form of tall trees and open agricultural fields is present throughout the ORSC site and Offsite Improvement Area. Additionally, five recent occurrences were documented in CNDDB, with two being within 5 miles of the ORSC site and Offsite Improvement Area.

- **Pallid bat and pocketed free-tailed bat.** These bat species were presumed absent in past biological reports due to a lack of suitable roosting and foraging habitat within the ORSC site. However, marginally suitable roosting habitat was identified during the bat habitat assessment in the ORSC site in the form of abandoned buildings.

- **Western mastiff bat and big free-tailed bat.** Both of these bat species were determined to have a low potential to forage within portions of the ORSC site. According to the 2015 biological report in support of the Armstrong Ranch Specific Plan, the potential for these species was lessened due to a lack of observed flying insects in the survey area. However, special-status bat surveys were recommended. These species have a low potential to occur in the ORSC site and Offsite Improvement Area due to the presence of suitable roosting habitat in the form of abandoned buildings or mature trees and suitable foraging habitat over open water and agricultural fields.

- **Los Angeles pocket mouse.** This species was presumed absent in past biological reports due to a lack of suitable habitat in the ORSC site. However, marginally suitable habitat is present throughout the ORSC site and Offsite Improvement Area in the form of disturbed grassy areas with friable soils.

Raptors and Migratory Birds

Potential nesting habitat for migratory birds and raptors protected by the MBTA and California Fish and Game Code was present throughout the ORSC site and Offsite Improvement Area in the form of tall trees, such as the stand of eucalyptus and landscaped trees, and structures (buildings, barns, etc.). Suitable nesting habitat for ground-nesting bird species, such as mourning doves, was also present in the ORSC site and Offsite Improvement Area. Evidence of previous nesting in the ORSC site was noted during the biological reconnaissance survey (old stick nests in barn buildings and old mud nests on residential buildings). Due to the presence of suitable nesting habitat, nesting native and migratory birds and raptors could use the ORSC site and Offsite Improvement Area during the nesting bird season (typically February 1 through August 31).

Critical Habitat

The ORSC site and Offsite Improvement Area is not within any USFWS-designated critical habitat. Designated critical habitat for Southwestern willow flycatcher (*Empidonax traillii extimus*) and least Bell's vireo (*Vireo bellii pusillus*) is approximately 4.5 miles south of the ORSC site and Offsite Improvement Area. There is no critical habitat on or adjacent to the ORSC site and Offsite Improvement Area.

Aquatic Resources

During the biological survey, several manmade waste management basins were identified within the ORSC site and Offsite Improvement Area. The locations of these basins are shown on Figures 5.4-2a through c. Five were documented in the northern portion of the ORSC site, in an area that is currently in use as an active dairy farm. Water was present in these five basins at the time of the biological survey. An additional waste management basin was documented within the southern portion of the ORSC site, north of Edison Avenue and within the offsite improvement area. All of these constructed waste management basins were evaluated as being non-jurisdictional to USACE, RWQCB, and CDFW, as they consist of manmade features constructed for dairy farming operations under an Engineered Waste Management Plan for the RWQCB. The five basins within the northern portion of the ORSC site are actively managed and maintained free of vegetation. Aerial imagery shows that the basin north of Edison Avenue within the offsite improvement area, was maintained until 2020 or 2021, when the dairy farm was converted to a nursery. All basins were constructed in uplands and would revert to dry land should application of water to the areas cease. The basins are isolated features that do not

have a continuous surface connection to a navigable water. Three sample points were collected for the one waste management basin within the offsite improvement area that is not currently maintained, and the basin did not pass the three-criteria test necessary to be considered a wetland.

Immediately east of the ORSC site is the Cucamonga Creek Flood Control Channel. The 2015 biological report prepared for the Armstrong Ranch Specific Plan identified the Cucamonga Creek Flood Control Channel as a potential jurisdictional aquatic resource. The channel is a constructed feature but conveys flows from Cucamonga Creek, which is considered a relatively permanent, or intermittent, waterway. This same feature was identified in the Armstrong Ranch Specific Plan EIR as a federally and state jurisdictional waterway. No additional aquatic resources were identified in the 2015 biological report or the Armstrong Ranch Specific Plan EIR.

Wildlife Movement Corridors

The concept of habitat corridors addresses the linkage between large blocks of habitat that allow the safe movement of mammals and other wildlife species from one habitat area to another. The definition of a corridor varies, but corridors may include such areas as greenbelts, refuge systems, channels and flood control, underpasses, and biogeographic land bridges. In general, a corridor is described as a linear habitat embedded in a dissimilar matrix that connects two or more large blocks of habitat. Wildlife movement corridors are critical to the survival of ecological systems for several reasons. Corridors can connect water, food, and cover sources, spatially linking these three resources with wildlife in different areas. In addition, wildlife movement between habitat areas provides the potential of genetic exchange between wildlife species populations, thereby maintaining genetic variability and adaptability to maximize the success of wildlife responses to changing environmental conditions. This is especially critical for small populations subject to loss of variability from genetic drift and effects of inbreeding. The nature of corridor usage and wildlife movement patterns vary greatly among species.

The ORSC site and Offsite Improvement Area were assessed for its ability to function as a wildlife corridor. Although the ORSC site and Offsite Improvement Area contains open areas, it is completely surrounded by urban development and is isolated from large, contiguous blocks of native habitat. The nearest natural wildlife corridor and area is the Santa Ana River approximately 6.5 miles south of the center of the ORSC site and approximately 4.75 miles south of the southern extent of the offsite improvement area. Less than 1 mile north of the ORSC site is SR-60, and approximately 3 miles to the east is I-15; both are major highways that limit wildlife movement. Additionally, the lack of consistent vegetative cover in the ORSC site and Offsite Improvement Area, the urban nature of the area, and the high density of nonnative weedy vegetation across the area likely deter wildlife from using the area for movement opportunities due to lack of suitable cover. Wildlife commonly found in urban areas (e.g., coyote [*Canis latrans*]) could use portions of the ORSC site and Offsite Improvement Area or areas immediately adjacent to the ORSC site for local travel, such as the Cucamonga Creek Flood Control Channel approximately 60 feet to the east, but the ORSC site and Offsite Improvement Area do not provide wildlife movement corridor or linkage opportunities. Additionally, portions of the Cucamonga Creek Flood Control Channel that are nearest to the ORSC site are completely surrounded with chain-link fencing, reducing the ability of wildlife traveling through the ORSC site and Offsite Improvement Area from entering this wildlife corridor.

The ORSC site and Offsite Improvement Area were also assessed for their ability to function as a native wildlife nursery site. Suitable nesting habitat for bird species was documented in the ORSC site and Offsite Improvement Area. However, due to the level of disturbance in and adjacent to the ORSC site and Offsite Improvement Area, nursery site habitat for bird species (e.g., heron rookery) is not anticipated. Suitable bat roosting habitat was observed within the ORSC site and Offsite Improvement Area, and there is potential for the structures and trees observed to serve as bat maternity roost sites during the bat maternity season (April 1 through August 31). Maternity roosts are considered protected as native wildlife nursery sites under CEQA. Past biological reports prepared for the Armstrong Ranch Specific Plan did not identify existing or potential nursery sites within the ORSC site.

Jurisdictional Waters and Wetlands

The National Wetlands Inventory (NWI) mapped multiple aquatic resources in the ORSC site and Offsite Improvement Area consisting of freshwater ponds and freshwater emergent wetlands. These areas are shown on Figure 5.4-3, *National Wetlands Inventory*. Within the ORSC site and Offsite Improvement Area, the freshwater ponds have five classifications under the NWI: PUSAx (freshwater pond, palustrine, unconsolidated shore, temporary flooded, excavated); PUSCx (freshwater pond, palustrine, unconsolidated shore, seasonally flooded, excavated); and PABFx (freshwater pond, palustrine, aquatic bed, semipermanently flooded, excavated). The freshwater emergent wetlands have two classifications: PEM1Cx (freshwater emergent wetland, palustrine, emergent, persistent, seasonally flooded, excavated) and PEM1Ax (freshwater emergent wetland, palustrine, emergent, persistent, temporarily flooded, excavated).

Additionally, the desktop review of the National Resources Conservation Service (NRCS) identified one hydric soil type on the site: Delhi fine sand. According to the NRCS, Delhi sands are only potentially hydric where depressional features occur, as shown in Figure 5.4-4, *Soils Map*.

Biological Reconnaissance Survey

During the biological survey, individuals of mulefat and black willow were identified in the Offsite Improvement Area as well as man-made waste management basins in the ORSC site; they have the potential to be jurisdictional to the USACE, RWQCB, and/or CDFW. During the biological reconnaissance survey, five man-made waste management basins were documented in the active dairy farm at the center of the ORSC site, as shown on Figure 5.4-1a in the "Water" land cover type. At the time of the biological survey, water was present in the five waste management basins. Additionally, individuals of mulefat and black willow were documented north of Edison Avenue/Ontario Ranch Road and along Vineyard Drive (see Figure 5.4-2c), which indicates the possible presence of a wetland resource in the area. An expanded discussion of aquatic resources related to this portion of the Offsite Improvement Area on Vineyard Avenue near Edison Avenue/Ontario Ranch Road is provided below. Furthermore, to the immediate east of the ORSC site is the Cucamonga Creek Flood Control Channel. The channel is developed but conveys flows from Cucamonga Creek, which is considered a relatively permanent and intermittent waterway.

Aquatic Resources Delineation Report

The biological resources assessment conducted for the ORSC site and Offsite Improvement Area identified a riparian area in a man-made waste management basin in the off-site sewer alignment area (Offsite Improvement Area) along unimproved Vineyard Avenue near its intersection with Edison Avenue/Ontario Ranch Road (see Figure 3-10a through c, *Sewer Option 2: Aerial of Offsite Improvement Area*, in Chapter 3, *Project Description*). As discussed above, this area contains riparian vegetation that warrants further evaluation for potential wetland resources. The area of interest is at APNs 0216-31-409 and 0218-18-101 and within the public right-of-way between these two parcels, as shown on Figure 5.4-5, *Aquatic Resources Delineation Boundary*. This 0.46-acre study area was evaluated in a field survey on November 13, 2023; the methods and results of this survey are detailed in Appendix E2. The boundaries of aquatic resources were delineated through standard field methods (e.g., paired sample set analyses). No aquatic resources were found onsite, so no paired sample locations were surveyed. Non-paired locations were sampled to document representative upland areas that lacked hydrophytic vegetation, hydric soils, and/or wetland hydrology.

In order to conclude that the study area contains a wetland, it must meet the following three criteria:

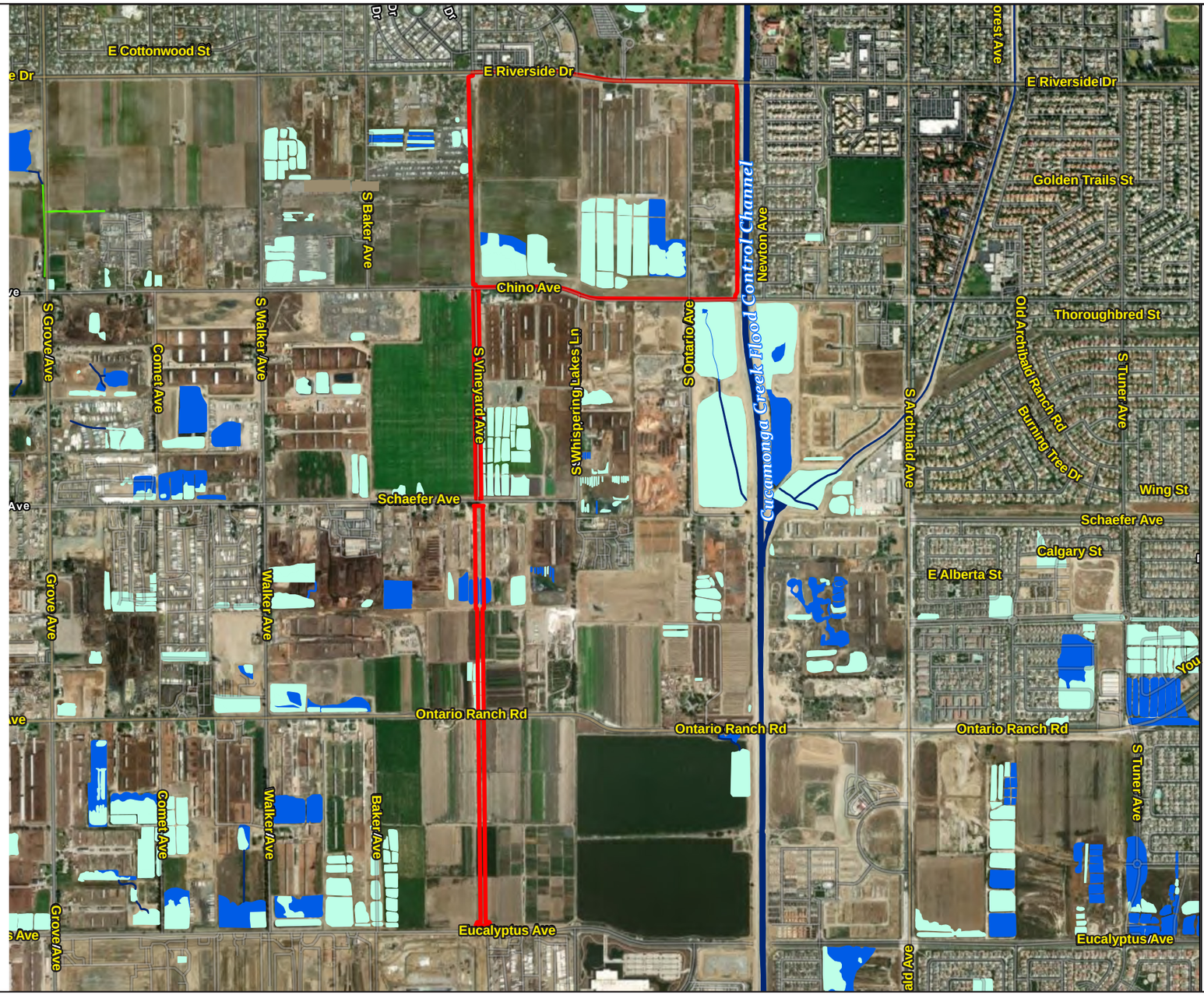
- A majority of dominant vegetation species are wetland-associated species;
- Hydrologic conditions exist that result in periods of flooding, ponding, or saturation during the growing season; and
- Hydric soils are present.

Study Area Existing Conditions

The study area for the jurisdictional delineation within the Offsite Improvement Area consists of disturbed land with ruderal plant species present, including peregrine saltbush (*Atriplex suberecta*), lamb's quarters (*Chenopodium album*), and golden crownbeard (*Verbesina encelioides ssp. Exauriculata*). A waste management basin is in this study area and does not appear to be maintained; however, the waste management basin can be seen on aerial imagery as far back as 1994 and appears to have been maintained until 2020 or 2021. The waste management basin was constructed for an adjacent dairy farm operation under an Engineered Waste Management Plan for the RWQCB under a permit to operate. Aerial imagery shows that the adjacent dairy farm was converted to a nursery starting in 2020 or 2021.

The bottom of the waste management basin is partially vegetated and dominated by peregrine saltbush and lamb's quarters. Pieces of old furniture, uprooted vegetation, dirt fill, and trash are observed along the northern and western banks of the basin. One to two individuals of mulefat and two to three individuals of black willow are present along the southeastern banks of the waste management basin. Surrounding land uses are primarily active agriculture and disturbed land. Cropland occurs immediately west and east of the study area. A paved road, Edison Avenue/Ontario Ranch Road, is immediately south of the study area. Irrigation pipes run along the eastern boundary of the study area. The study area likely receives runoff from the adjacent cropland to the west and east and from the adjacent irrigation pipes to the east.

Figure 5.4-3 - National Wetlands Inventory

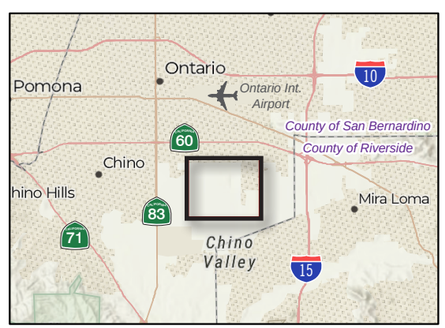


LEGEND

- ORSC Site and Offsite Improvement Area

NWI Type

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Riverine



0 1,500
Scale (Feet)

Source: ECORP Consulting, Inc. 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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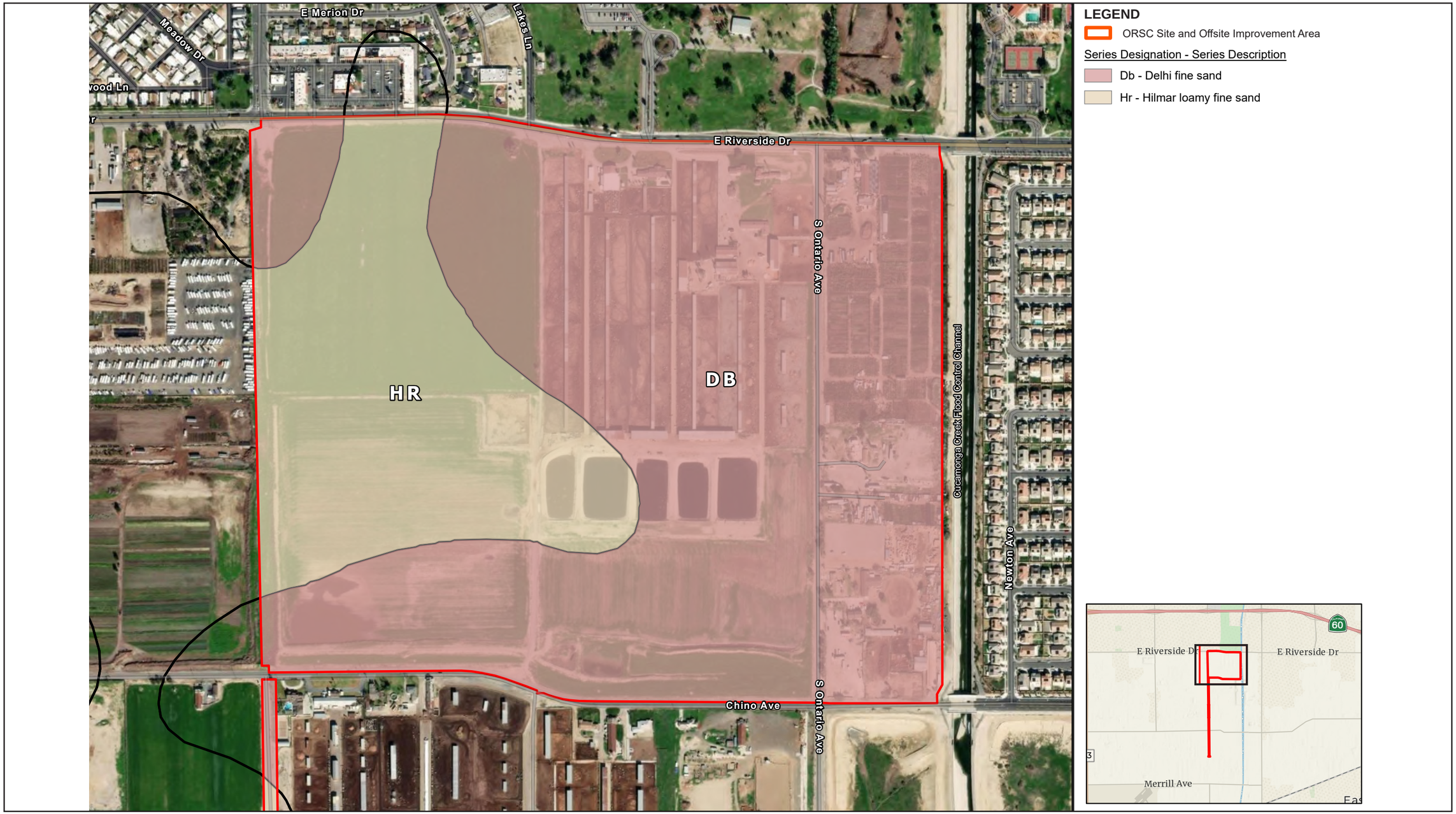
Figure 5.4-4 - Soils Map



Source: ECORP Consulting, Inc. 2023.

5. Environmental Analysis
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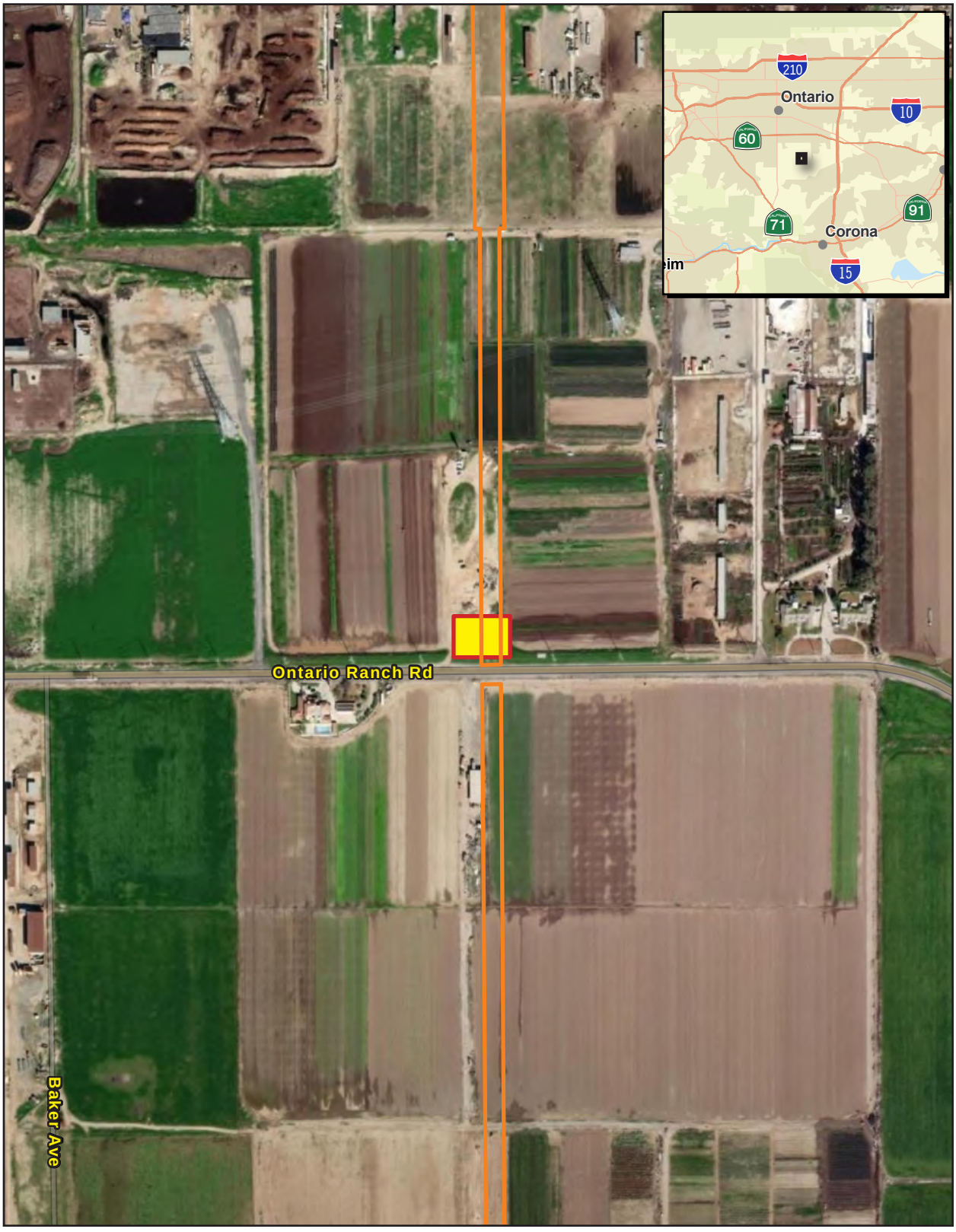
Figure 5.4-5 - Aquatic Resources Delineation Boundary



Study Area

Vineyard Avenue Sewer Alignment

0 500

Scale (Feet)

Source: ECORP Consulting, Inc. 2023.

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BIOLOGICAL RESOURCES

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Soils

The soil in the study area, as mapped by the NRCS Web Soil Survey, is Db–Delhi fine sand, as shown in Figure 5.4-6, *Aquatic Resources Delineation Soils Map*. The Delhi series consists of very deep, somewhat excessively drained soils that formed in wind-modified material weathered from granitic rock sources. Delhi soils are found on floodplains, alluvial fans, and terraces and have slopes of 0 to 15 percent. Delhi fine sand is considered a hydric soil.

National Wetlands Inventory

According to NWI, one aquatic freshwater pond classified PUBHx (palustrine, unconsolidated bottom, permanently flooded, excavated) has been previously mapped in the study area, as shown on Figure 5.4-7, *Aquatic Resources Delineation Wetlands*. This feature corresponds to the waste management basin assessed during the aquatic resources delineation. This waste management basin does not support wetland characteristics or OHWM indicators based on field data collected on November 13, 2023.

Aquatic Resources

No aquatic resources were identified in the study area. Three sample points were collected in the waste management basin in the study area, as shown on Figure 5.4-7, *Aquatic Resources Delineation Samples*. None of the sample points passed the three criteria necessary to be a wetland (discussed above). Soils were significantly disturbed throughout the bottom of the waste management basin and included fill material as well as runoff of soils from adjacent cropland.

5.4.2 Thresholds of Significance

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

B-1 Have a substantial 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.

B-2 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 U.S. Fish and Wildlife Service.

B-3 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.

B-4 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.

B-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

B-6 Conflict with the provisions of an adopted habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

5.4.3 Environmental Impacts

5.4.3.1 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.4-1: Development of the ORSC site and Offsite Improvement Area (option 2 sewer alignment) could impact sensitive plant and wildlife species. [Threshold B-1]

The ORSC site and Offsite Improvement Area consist of an active dairy farm operation and agricultural lands. Disturbances were present throughout the ORSC site and Offsite Improvement Area due to active or past agriculture practices; these disturbances included trash, compacted soils, fallow fields, active agriculture, trash, and vehicle tracks.

Sensitive Plant Species

The literature review and database searches identified 63 special-status plant species that have previously been documented on or near the ORSC site and Offsite Improvement Area. Two special-status plant species were determined to have a moderate or low potential to occur, and the remaining 61 special-status plant species were determined to be absent due to the heavily disturbed nature of the ORSC site and Offsite Improvement Area and the lack of suitable habitat (including elevation and soils) or because the ORSC site and Offsite Improvement Area is outside of the known range for the species. Lucky morning-glory (CRPR 1B.1) has a moderate potential to occur within the ORSC site and Offsite Improvement Area due to the presence of marginally suitable habitat throughout the ORSC site and Offsite Improvement Area in the form of irrigated landscapes (e.g., agricultural fields). Smooth tarplant (CRPR 1B.1) has a low potential to occur due to the presence of marginally suitable habitat throughout the ORSC site and Offsite Improvement Area in the form of disturbed areas, including roadsides. Anthropogenic disturbances, such as activities associated with active agriculture, likely reduce the suitability of habitat in the ORSC site and Offsite Improvement Area. Should these species occur within the ORSC site and Offsite Improvement Area, direct impacts in the form of ground disturbance, vegetation removal, and mortality and indirect impacts from dust and habitat loss may occur. Therefore, impacts to special-status plant species would be potentially significant.

Figure 5.4-6 - Aquatic Resources Delineation Soils Map

LEGEND

Study Area - 0.46 ac

Series Number - Series Name

Db,Delhi fine sand

0 300
Scale (Feet)

Source: ECORP Consulting, Inc. 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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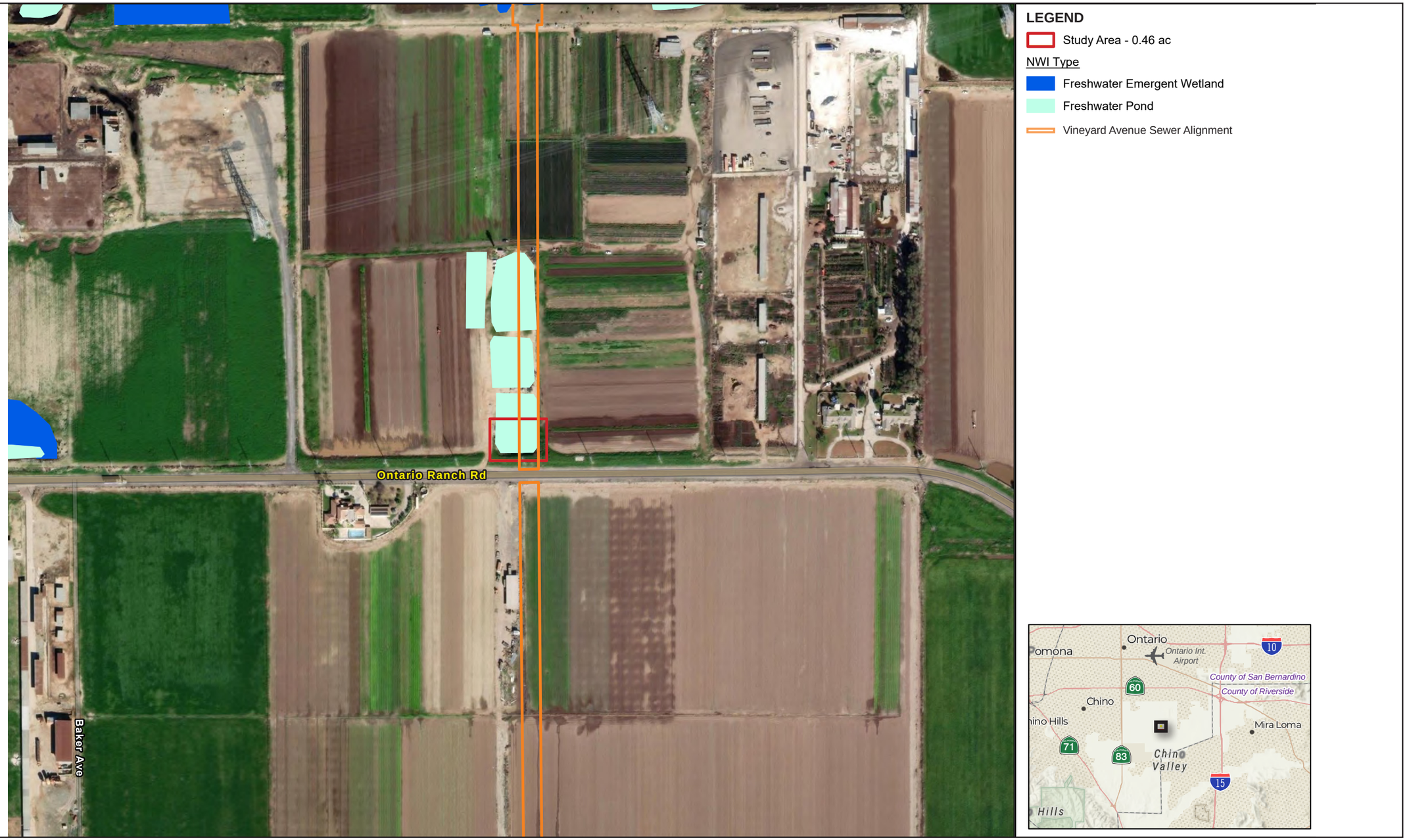
Figure 5.4-7 - Aquatic Resources Delineation Wetlands



Source: ECORP Consulting, Inc. 2023.

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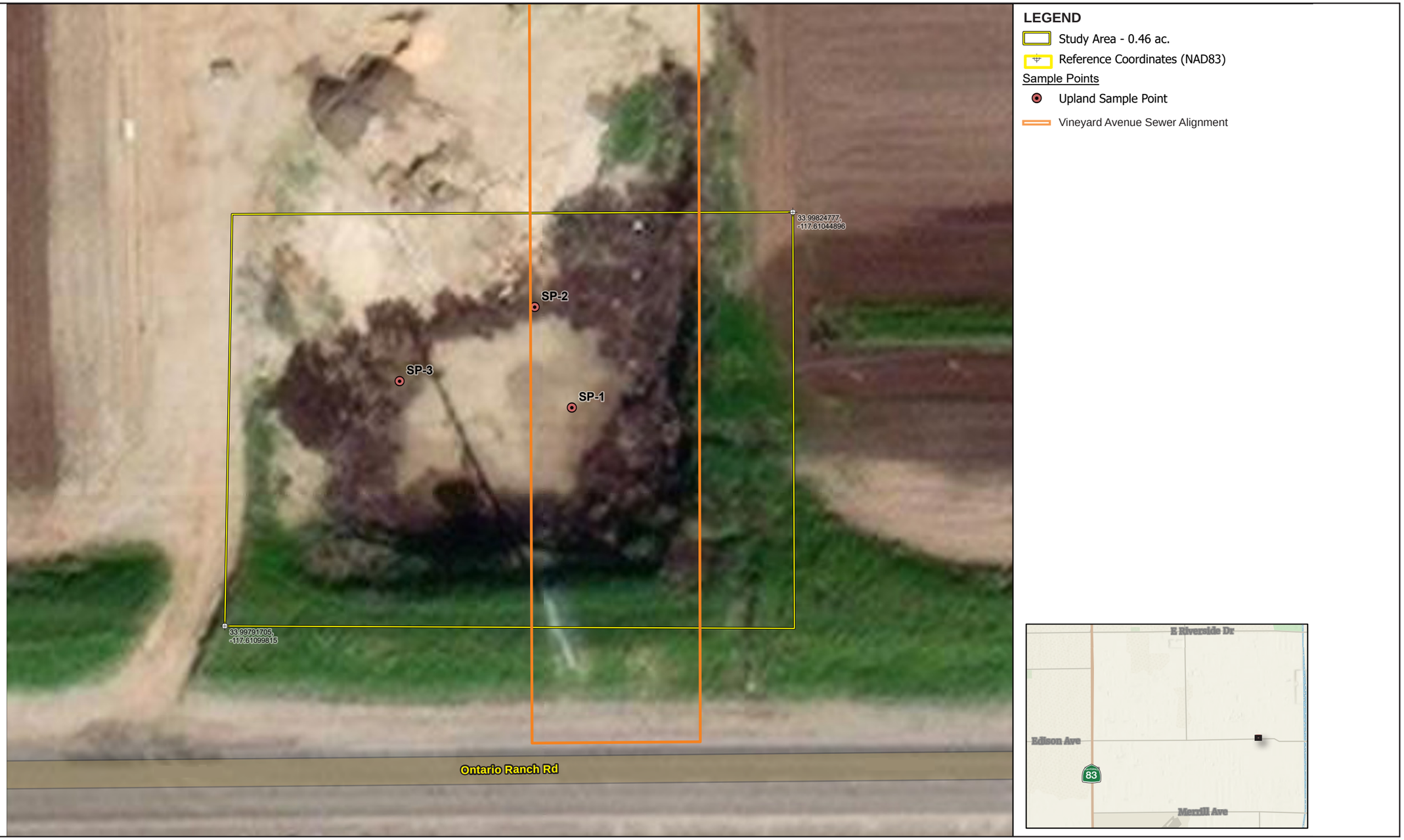
Figure 5.4-8 - Aquatic Resources Delineation Samples



Source: ECORP Consulting, Inc. 2023.

5. Environmental Analysis
BIOLOGICAL RESOURCES

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Sensitive Wildlife Species

Of the 49 special-status wildlife species identified in the literature review, 1 was present, 2 have a moderate potential to occur, and 10 have a low potential to occur in the ORSC site and Offsite Improvement Area. The remaining 36 species are presumed absent due to a lack of suitable habitat, the ORSC site and Offsite Improvement Area being outside the known range for the species, or because there are no recent or historical occurrences within five miles of the ORSC site and Offsite Improvement Area.

Burrowing Owl

Burrowing owl was observed at the ORSC site during the biological survey. This species is a CDFW SSC and is protected by the MBTA and California Fish and Game Code. During the survey, one live burrowing owl was documented in the northern portion of the ORSC site, adjacent to an active dairy farm, as seen on Figures 5.4-2a through c. Additionally, California ground squirrel burrows and debris piles suitable for use as burrowing owl burrows and/or refugia were observed in the ORSC site and Offsite Improvement Area. Suitable foraging habitat is also present throughout the ORSC site and Offsite Improvement Area in the form of agricultural fields and disturbed grassy areas. The literature review and database search identified numerous recent and historic occurrences within five miles of the ORSC site and Offsite Improvement Area in CNDDB. Although only one live owl was observed, due to the mobile nature of this species and the presence of suitable burrowing and foraging habitat, burrowing owls may be present within the ORSC site and Offsite Improvement Area prior to the start of ground-disturbing activities. Direct impacts in the form of ground disturbance, vegetation removal, habitat loss, and mortality and indirect impacts from construction noise and vibrations may occur to this species. Therefore, impacts to burrowing owls would be potentially significant.

Crotch Bumble Bee

Crotch bumble bee has a moderate potential to occur within the ORSC site area. This species is a Candidate for state listing and is therefore afforded all the protections as though it were listed under the California ESA. It was determined that this species has a moderate potential to occur due to the presence of pockets of suitable friable soils, suitable burrow habitat, suitable burrows (i.e., California ground squirrel burrows), and nectar sources within and adjacent to the ORSC site and Offsite Improvement Area. Numerous recent and historic occurrences were documented in the CNDDB; however, only three were within five miles of the ORSC site and Offsite Improvement Area. If Crotch bumble bee is found to be using or nesting in the ORSC site and Offsite Improvement Area prior to the start of construction, impacts to Crotch bumble bee may occur in the form of direct mortality of individuals, direct mortality to an active nesting colony, direct mortality to an overwintering individual, conversion of foraging habitat, or permanent loss of foraging resources. Due to the location of the ORSC site and Offsite Improvement Area in an already developed area with active and consistent agricultural management practices (including cattle grazing and likely fertilizer and pesticide application), potential foraging, nesting, and overwintering habitat is already subject to repeated disturbance or loss. Therefore, any additional loss resulting from the development of the ORSC site and sewer alignment in the Offsite Improvement Area would not be substantial.

Because this species is a generalist forager that chooses nest and overwintering locations on an annual basis, temporary and permanent loss of habitat resulting from the development of the ORSC site and Offsite

Improvement Area sewer alignment would not be expected to contribute substantially to the overall decline of this species unless direct impacts were to occur to an active nest or overwintering gyne (future queen). Since project activities have the potential to interfere with an active nest, impacts to Crotch bumble bee would be potentially significant.

Bat Species

The literature review identified five bat species with potential to occur within the ORSC site area. Western yellow bat has a moderate potential to occur, and pallid bat, western mastiff bat, pocketed free-tailed bat, and big-free tailed bat have a low potential to occur. All are CDFW SSC. Suitable roosting habitat is present in the ORSC site and Offsite Improvement Area in the form of abandoned buildings and tree species (e.g., palm and eucalyptus species). The presence of water in the man-made waste management basins provides suitable foraging habitat for bats because they harbor or attract prey for these species such as insects. Additionally, suitable foraging habitat is present throughout the ORSC site and Offsite Improvement Area in the form of irrigated agricultural fields, which attract or provide habitat for insect prey. If bats are found to be roosting in the ORSC site and Offsite Improvement Area, direct impacts can occur in the form of mortality or roost abandonment. Roost abandonment during the maternity season could result in the mortality of flightless young, which could be a violation of California Fish and Game Code Section 4150 as well as a significant impact to a native wildlife nursery site under CEQA. Additionally, activities conducted outside of the maternity season that cause bats to leave a roost during daytime hours pose a mortality risk to individual bats. Indirect impacts from project activities may also occur in the form of reduced prey base due to loss or modification of foraging habitat. This can be substantial because the potential consequences of traveling longer distances to forage include individual mortality or even failure of a maternity colony, as failure of individuals to gain sufficient weight may result in the inability to migrate, nurse, or hibernate without starving. Therefore, impacts to these five bat species under the ORSC site and Offsite Improvement Area sewer alignment would be potentially significant.

Delhi Sands Flower-Loving Fly

DSFLF (federally listed Endangered) has a low potential to occur within the ORSC site and Offsite Improvement Area. Soil of the Delhi sand series is present throughout the ORSC site and Offsite Improvement Area; this soil is necessary for the ecology of the DSFLF. Additionally, foraging resources are present within and adjacent to the ORSC site and Offsite Improvement Area in the form of flowering plants. However, suitability of the habitat in the ORSC site and Offsite Improvement Area for this species is greatly reduced due to ongoing agricultural and farming practices and other anthropogenic factors. If present, direct impacts to DSFLF could occur in the form of injury or mortality due to vehicle or equipment strikes and loss of habitat. If present, indirect impacts to this species may occur in the form of increased human activity, noise, dust, and ground vibrations. Impacts to this species would be potentially significant.

Bird Species

Tricolored blackbird (state-listed Threatened), Swainson's hawk (state-listed Threatened), and white-tailed kite (CDFW Fully Protected) have a low potential to occur in the ORSC site and Offsite Improvement Area. Suitable breeding and foraging habitat for tricolored blackbird is present throughout the ORSC site and Offsite

Improvement Area in the form of agricultural fields (e.g., corn fields) and open water waste management basins. Although it is marginally suitable habitat, tricolored blackbird is known to nest and forage in agricultural fields. Suitable breeding and foraging habitat for Swainson's hawk and white-tailed kite is present in the form of tall eucalyptus trees and agricultural fields. The potential for Swainson's hawk in the ORSC site and Offsite Improvement Area is reduced due to the southernmost extent of its breeding range being in the high desert. The suitability of habitat for these three species is greatly reduced in the ORSC site and Offsite Improvement Area due to anthropogenic factors. If present, direct impacts to these species could occur in the form of injury or mortality due to vehicle or equipment strikes, nest failure, and loss of habitat. If present, indirect impacts to these species may occur in the form of increased human activity, noise, dust, nighttime lighting, and ground vibrations. Impacts to these species would be potentially significant.

Other Species

Two additional species have a low potential to occur within the ORSC site and Offsite Improvement Area: coastal whiptail (CDFW SSC) and Los Angeles pocket mouse (CDFW SSC). If present, direct impacts to these species could occur in the form of injury or mortality due to vehicle or equipment strike, entombment in burrows that are graded over during construction, and loss of habitat. If present, indirect impacts to these species could occur in the form of increased human activity, noise, dust, nighttime lighting, and ground vibrations.

These species have a low probability of occurring in the ORSC site and Offsite Improvement Area, and if present, these species are not expected to occur at high densities due to the highly disturbed nature of the site and recent mechanical disturbances to the soil affecting habitat or prey base for these species. The potential loss of the coastal whiptail or Los Angeles pocket mouse individuals in the ORSC site and Offsite Improvement Area would not be expected to contribute to the decline in regional populations and would therefore be considered a less than significant impact. The remaining 36 special-status wildlife species are presumed absent from the ORSC site and Offsite Improvement Area or areas adjacent to the ORSC site and Offsite Improvement Area due to the lack of suitable habitat and ongoing disturbances within and adjacent to the ORSC site and Offsite Improvement Area. No impacts to the 36 presumed absent special-status wildlife species are anticipated to result from the development of the ORSC and sewer alignment in the Offsite Improvement Area.

Nesting Bird Habitat

Numerous tree and shrub species, including tall eucalyptus trees and ornamental species, are present within and immediately adjacent to the ORSC site and Offsite Improvement Area. These can provide nesting habitat for nesting songbirds and raptors protected by the MBTA and California Fish and Game Code. Furthermore, the ORSC site and Offsite Improvement Area can provide nesting habitat for ground-nesting bird species such as mourning dove (*Zenaida macroura*). If construction of the ORSC and Offsite Improvement Area sewer alignment occurs during the bird breeding season (typically February 1 through August 31), ground-disturbing construction activities could directly affect birds protected by the MBTA and their nests through the removal of occupied habitat (e.g., destruction of nests, mortality of flightless juveniles) in the ORSC site and Offsite

Improvement Area, and indirectly through increased noise, vibrations, increased lighting/glare, and increased human activity. Therefore, impacts to nesting birds would be potentially significant.

Lighting and Glare Impacts

The ORSC site is in an urban environment with pre-existing light pollution from adjacent development (e.g., Whispering Lakes Golf Course, paved roadways, residential development). Species sensitive to light include nesting birds and roosting bats. The ORSC would result in an increase in lighting/glare due to stadium lighting. As identified on Figure 5.1-7a through c, *ORSC Sports Field and Stadium Lighting Spill*, the only light spill would occur at the Whispering Lakes Golf Course, across Riverside Drive. However, light pollution is not a novel addition in the vicinity of the ORSC site, because there is existing street lighting along Riverside Drive. Furthermore, as explained in Section 5.1, *Aesthetics*, spill light and glare would not impact sensitive receptors in the vicinity of the ORSC site. Project lighting is required to conform with the standards of the California Building Standards Code which stipulate maximum allowable light levels and light trespass requirements in addition to maximum allowable glare ratings for project buildings and lighting. No significant impacts to sensitive species from lighting would occur.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.4-2: Development of the ORSC site and Offsite Improvement Area sewer alignment would not result in the loss of sensitive natural communities. [Threshold B-2]

No sensitive natural communities, according to classifications described in *The Manual of California Vegetation* and by CDFW were identified in the ORSC site and Offsite Improvement Area. Rather, four land cover types are in the ORSC site and Offsite Improvement Area: Agriculture, Developed, Disturbed, and Open Water (described in detail in Section 5.4.1.2). During the biological survey, sparsely distributed individuals of mulefat and black willows, ranging from one to three individuals each, were documented in the offsite improvement area for the sewer line in association with the areas mapped as Agriculture land use. Due to their small size and sparse nature, these individuals were not large or established enough to be mapped as a vegetation community. Additionally, these individuals are not considered a sensitive natural community because they do not fit the classifications of a sensitive natural community according to *The Manual of California Vegetation* and by CDFW. As such, no impacts to sensitive natural communities are anticipated as a result of development of the ORSC and sewer alignment in the Offsite Improvement Area.

Level of Significance Before Mitigation: No impact.

Impact 5.4-3: The ORSC site and Offsite Improvement Area sewer alignment would not impact jurisdictional waters. [Threshold B-3]

Potential aquatic resources were identified within the Offsite Improvement Area. No aquatic resources were identified on the 199-acre ORSC site.

As described in Section 5.4.1.2, an Aquatic Resources Delineation Report was conducted to evaluate the potential wetland resources associated with a 0.46-acre study area of the Option 2 Sewer Alignment along

Vineyard near Edison Avenue/Ontario Ranch Road in the Offsite Improvement Area. The wetland delineation study area is characterized as a waste management basin and contains individuals of mulefat and black willows, which indicate the potential presence of a wetland in the area. Three samples were taken at the wetland delineation study area and evaluated against the three criteria for wetland determination (presence of wetland-associated species, hydrologic conditions, and hydric soils). None of the samples met all three criteria needed to determine a wetland. It was determined that there are no aquatic resources in the wetland delineation study area.

Additionally, there are no features in the wetland delineation study area that meet the current definition of Waters of the U.S. to be regulated by USACE under Section 404 of the Clean Water Act. Furthermore, there are no resources present that would qualify as Section 401 resources jurisdictional to the RWQCB. The waste management basin in the study area is not considered a 1602 regulated feature by CDFW because this feature does not fall within the definition of "streams, rivers, or lakes"; is not hydrologically connected with any stream, river, or lake; and would not contribute runoff to any such feature. Section 1602(a) of the Fish and Game Code outlines waters subject to a requirement that a Lake and Streambed Alteration (LSA) Notification be submitted to CDFW. This code applies when an entity:

- Substantially changes or uses any material from the bed, channel, or bank of any river, stream or lake; or
- Deposits or disposes of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream or lake.

Therefore, the waste management basin in the offsite improvement area is not subject to regulation under California Fish and Game Code Section 1602 and would not require an LSA Notification.

The Cucamonga Creek Flood Control Channel, located outside of the ORSC site and Offsite Improvement Area, is an aquatic feature that is potentially jurisdictional to the USACE, RWQCB, and/or CDFW. The Cucamonga Creek Flood Control Channel is located more than 50 feet from the ORSC site, and no direct impacts to this potentially regulated feature are anticipated. Although direct impacts are not expected to occur to the Cucamonga Creek Flood Control Channel, indirect impacts could occur in the form of runoff and erosion. Because the ORSC is more than one acre in size, the City and/or future project applicants would be required to obtain coverage under the General Construction Storm Water Permit from the RWQCB by preparing a Storm Water Pollution Prevention Plan (SWPPP) and implementing Best Management Practices (BMPs) to reduce water quality effects during construction. Implementation of the BMPs would reduce indirect impacts to the Cucamonga Creek Flood Control Channel to a less than significant level.

Therefore, the ORSC and sewer alignment in the Offsite Improvement Area would have less than impacts with respect to jurisdictional waters.

Level of Significance Before Mitigation: No impact.

Impact 5.4-4: The ORSC and sewer alignment would affect wildlife movement. [Threshold B-4]

The ORSC site is within and adjacent to areas containing existing disturbances (e.g., paved roads, major highways, residential and commercial development, and agricultural/farming practices). Despite these disturbances, the ORSC site and Offsite Improvement Area have open areas and resources that can provide limited movement opportunities in the immediate vicinity of the ORSC site and Offsite Improvement Area. Additionally, the Cucamonga Creek Flood Control Channel borders the ORSC site to the east and may also provide limited movement opportunities for wildlife. The area of disturbance for the ORSC site does not include the Cucamonga Creek Channel so implementation of the ORSC would have no impacts on potential wildlife movement at the channel. The Cucamonga Creek Channel is also concrete-lined and does not provide native habitat that is conducive to local or regional wildlife movement. Overall, the ORSC site and Offsite Improvement Area is completely surrounded by urban development and anthropogenic disturbances and provides no connection between large, contiguous blocks of native habitat in the region. Due to its isolation and lack of vegetative cover, no wildlife corridors or linkages are present within the ORSC site and Offsite Improvement Area and no impacts to these resources are expected to occur as a result of development of the ORSC site and sewer alignment in the Offsite Improvement Area.

Suitable bat roosting habitat was identified within the ORSC site and Offsite Improvement Area in the form of abandoned buildings and trees. Should bats be found roosting in these features during the bat maternity season (April 1 through August 31), these roosts would be considered native wildlife nursery sites and are protected under CEQA. Direct impacts to occupied bat roosts could include removal or destruction that could result in direct mortality, indirect impacts from noise, dust, and vibration during ORSC construction could result in roost abandonment and mortality of flightless young. Impacts to roosting bats are considered potentially significant.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.4-5: The ORSC would require compliance with the City's Biological Resources Habitat Mitigation Fee. [Thresholds B-5 and B-6]

As a condition of developing the ORSC site, the ORSC would be required to pay the City's habitat mitigation fee, which was established to cover potential environmental impacts to burrowing owl, DSFLF, raptor foraging, loss of open space, and agricultural lands. The ORSC would also comply with City procedures requiring a habitat assessment to determine potential habitat for sensitive species through focused protocol surveys.

The ORSC site does not contain any tree species protected under Section 6.05.020, Tree Preservation Policy and Protection Measures, of the Ontario Development Code (see table in Appendix B of Appendix E1 for the full list of plant species documented in the ORSC site and Offsite Improvement Area). Additionally, the ORSC site and Offsite Improvement Area are not within the boundaries of a Habitat Conservation Plan or Natural Communities Conservation Plan.

The ORSC would comply with all applicable regulations and plans that protect biological resources. Impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

5.4.3.2 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF THE OFF-SITE GENERAL PLAN AMENDMENTS AND REZONE

The Proposed Project would require compliance with SB 330 and SB 166 to ensure no net loss of residential units in the City. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the Proposed Project would require concurrent redesignation and rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site. The land proposed for these land use changes is south of the ORSC site on Vineyard Avenue.

- **Sensitive Species.** The existing setting of Off-Site General Plan Amendment (GPA) and Rezone area is similar to the ORSC site and Offsite Improvement Area, containing primarily disturbed land used for agriculture. Many sensitive animal species have the potential to occur in the City as discussed in Section 5.4, *Biological Resources*, of the TOP 2050 Draft SEIR. In compliance with existing federal and State laws, development of the Off-Site GPA and Rezone area would be required to determine whether there is potential habitat on-site for sensitive species. If potential habitat were found on-site, focused surveys for those sensitive species potentially present would be required. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Like the ORSC site and Offsite Improvement area of the Proposed Project, development on the Off-Site GPA and Rezone area would be required to pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

  Furthermore, no additional impacts to sensitive species would occur as a result of this land use change from LDR to MDR. Development of these parcels on Vineyard Corridor for lower density residential use would have similar impacts to development of higher density residential units since the sites would be disturbed under both scenarios. Development under the LDR designation was analyzed within the TOP 2050 Draft SEIR. Therefore, the Off-Site GPA and Rezone would not have any new or more substantial impact on sensitive species. Compliance with the regulations and procedures detailed above would ensure that impacts to sensitive species are less than significant.

- **Riparian Habitat/Sensitive Natural Communities/Jurisdictional Waters.** The Off-Site GPA and Rezone area includes parcels along Vineyard Avenue south of the ORSC site, some of which border the Offsite Improvement Area for the proposed sewer alignment. The presence of riparian habitat, sensitive natural communities, and jurisdictional waters is therefore expected to be similar to that of the which consisted of primarily disturbed agricultural land cover and some dairy water retention basins and livestock water ponds. If the GPA and Rezone area contains surface water areas determined to be jurisdictional to the state and development of the Area would result in impacts to these waters, subsequent development would require CDFW approval pursuant to the Fish and Game Code (Section 1600 et. seq.) in the form of Streambed Alteration Agreements. Such impacts would require mitigation, also subject to CDFW approval. If the waters on-site are determined to be jurisdictional to the USACE, a Section 404 permit under the

CWA may also be required. The land use changes at the GPA and Rezone area would allow for increased residential density at these parcels but would not result in any additional impacts to riparian habitat and sensitive natural communities that would otherwise occur through development of the parcels under their existing designation. Development of the GPA and Rezone area would be required to comply with existing federal and State laws protecting sensitive habitat and riparian resources to ensure that impacts to these resources are mitigated to less than significant.

- **Wildlife Movement.** As described in the TOP 2050 SEIR, no regional wildlife corridors have been identified within the City and like the ORSC site and Offsite Improvement Area, the GPA and Rezone area is largely disturbed and surrounded by urban development, limiting the potential for wildlife movement through the Area. However, like the other components of the Proposed Project, the GPA and Rezone area could contain habitat for nesting birds and roosting bats requiring mitigation to reduce impacts and avoid take of these species. As discussed above, the proposed density increase under GPA and Rezone would not increase potential impacts to wildlife corridors since these impacts are dependent on the existing resources within and around the sites as opposed to the scale of development that would be allowed. Development of the Area under its existing designation would likely result in the same impacts to wildlife movement as development under the proposed designation. However, any development of the GPA and Rezone would be subject to the existing state and federal laws including the MBTA that ensure the protection of sensitive species.

- **HCP/NCCP and Local Ordinances/Policies.** Like the ORSC and Offsite Improvement Area portions of the Proposed Project, the Off-Site GPA and Rezone area is not within the boundaries of an HCP/NCCP. The Off-Site GPA and Rezone area is within the Ontario Recovery Unit for the DSFLF and may require focused surveys for DSFLF and consultation with the USFWS regarding mitigation of impacts on any DSFLF found, pursuant to Section 7 of the FESA. If the GPA and Rezone area contains heritage trees as defined by Section 6.05.020, Tree Preservation Policy and Protection Measures, of the Ontario Development Code, development on these sites would also be subject the provisions of this section of the Development Code. Overall, impacts of the proposed land use change to the GPA and Rezone area would not create new or more substantial impacts when compared to the development allowed under the existing designation, since any development would be required to comply with the same local ordinances.

5.4.4 Cumulative Impacts

The area considered for cumulative impacts to biological resources is the CDFW inland deserts region. The ORSC site and Offsite Improvement Area development would result in impacts to 2 sensitive plant species, 11 sensitive wildlife species, and nesting bird species protected under State law. The Proposed Project, including the ORSC and future development of the GPA and Rezone area, would comply with the City's Habitat Mitigation Fee policy, which would reduce impacts with respect to the cumulative loss of habitat for sensitive species. Additionally, mitigation measures would reduce impacts to sensitive species that may be present on the ORSC site and Offsite Improvement Area to less than significant. Additionally, other projects in the CDFW inland deserts region, including future development of the GPA and Rezone area, would be required to comply with existing state regulations protecting biological resources which could include the preparation of biological

reports and surveys. Therefore, impacts of the Proposed Project would be less than cumulatively considerable with implementation of mitigation.

5.4.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.4-2, 5.4-3, and 5.4-5.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.4-1** Development of the ORSC site and Offsite Improvement Area would result in impacts to 2 sensitive plant species and 11 sensitive wildlife species.
- **Impact 5.4-4** Development of the ORSC site and Offsite Improvement Area would disrupt the wildlife nursery sites of roosting bats.

5.4.6 Mitigation Measures

Impact 5.4-1

The following Mitigation Measures are applicable for activities associated with the ORSC site and Offsite Improvement Area.

BIO-1 **Worker Environmental Awareness Program and Biological Monitor:** Prior to the start of construction of the ORSC site or sewer line within the Offsite Improvement Area, a Worker Environmental Awareness Program (WEAP) shall be developed by the City or the City's consultant. A qualified biologist with experience with the sensitive biological resources in the region shall present the WEAP to all personnel working in the ORSC site and Offsite Improvement Area (either temporarily or permanently) prior to the start of project activities. The WEAP may be videotaped and used to train newly hired workers or those not present for the initial WEAP. The WEAP could include but shall not be limited to discussions of the sensitive biological resources associated with the ORSC, project-specific measures to avoid or eliminate impacts to these resources, consequences for not complying with project permits and agreements, and contact information for the lead biologist. Logs of personnel who have taken the training shall be kept on the site at the construction or project office.

In addition to a WEAP, a qualified biologist (biological monitor) with experience monitoring for and identifying sensitive biological resources known to occur in the area shall be present during initial ground-disturbing activities related to the ORSC and Offsite Improvement Area (including fence installation and vegetation removal activities). As required by project permits, the qualifications of a biological monitor may need to be submitted to appropriate wildlife agencies for approval based on the resources the biologist will be monitoring. Biological monitoring duties shall include, but are not limited to, conducting worker education training,

verifying compliance with project permits, and ensuring construction activities stay within designated work areas.

The biological monitor shall have the right to halt all activities in an affected area if a special-status species is identified in a work area and is in danger of injury or mortality. If work is halted by the biological monitor, work shall proceed only after the hazards to the individual is removed and there is no longer a risk to the individual, or the individual has been moved from harm's way in accordance with the project's permits and/or management/translocation plans. The biological monitor shall take representative photographs of the daily activities and shall also maintain a daily log that documents general project activities and compliance with the project's permit conditions. Non-compliance shall also be documented in the daily log, including any measures that were implemented to rectify the issue.

BIO-2 **Rare Plant Survey:** A rare plant survey shall be conducted within suitable habitat during the appropriate blooming period for the lucky morning-glory (March through September) and smooth tarplant (April through September). The survey shall be conducted by a botanist or qualified biologist in accordance with the USFWS Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed, and Candidate Plants; the CDFW Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities; and the CNPS Botanical Survey Guidelines of the CNPS. One survey shall be conducted during a time of the year that overlaps with all blooming periods (April through September).

If these species are observed during the rare plant survey, individual plants or populations shall be marked with GPS for mapping purposes. If any of these special-status plant species are detected in the ORSC site and Offsite Improvement Area and impacts to these species are unavoidable and impacts would result in deleterious effects to the regional population of the species, the City shall consult with CDFW to develop a mitigation plan or additional avoidance and minimization measures to ensure impacts to these plant species are minimized to the maximum extent practicable. Examples of measures that may be implemented after consultation with CDFW include establishing a no-disturbance buffer around locations of individuals or a population, or additional monitoring requirements during construction of the ORSC and Offsite Improvement Area.

BIO-3 **Burrowing Owl Management Plan:** A live burrowing owl was documented in the ORSC site and Offsite Improvement Area during a biological survey conducted in September 2023, at which time the individual could have been migrating, arriving for the winter, or late in leaving its summer breeding grounds. Additionally, suitable burrowing owl habitat is present throughout the ORSC site and Offsite Improvement Area. In order to offset potential project-related impacts to burrowing owl and its habitat a Burrowing Owl Management Plan (BOMP) shall be developed by a qualified Project biologist who has at least three (3) years of experience working with and/or managing burrowing owls on project sites. The BOMP shall outline project-specific protection measures that are in accordance with CDFW's *Staff Report on*

Burrowing Owl Mitigation (Staff Report; CDFG 2012). The BOMP shall also identify protection measures to be implemented should the species be found on the ORSC site or Offsite Improvement Areas at any time of the year (i.e., migration periods, breeding/summer, and wintering). The BOMP shall outline specific pre-construction survey methods and timing in accordance with the Staff Report and shall include instruction on survey requirements should there be a lapse in construction or project activities. The BOMP shall include project activities before which pre-construction survey requirements shall be required (such as grading, vegetation removal, and fence installation). Mitigation methods outlined in the BOMP shall include, but not be limited to, establishment of no-disturbance buffers around potential or occupied burrowing owl burrows, additional biological monitoring requirements during project activities, and passive relocation during the burrowing owl non-breeding season (September 1 through January 31, annually). Regular reporting timeframes and requirements for communication with CDFW shall also be clearly outlined in the BOMP. The BOMP shall be submitted to CDFW for review and subject to CDFW approval prior to the start of Project ground-disturbing activities.

Additionally, the City of Ontario shall continue to carry out the requirements of its Memorandum of Agreement (MOA) with IERCD (dated November 21, 2023) to mitigate the loss of suitable burrowing owl habitat resulting from the Project. The MOA outlines the collection of Habitat Mitigation Fees by the City of Ontario that will be managed by a Land Trust for the acquisition, restoration, rehabilitation, and maintenance of lands selected by the Land Trust to have long-term conservation value for burrowing owl.

BIO-4 **Preconstruction Surveys for Crotch Bumble Bee:** If the Crotch bumble bee is no longer a Candidate or formally listed species under the California ESA at the time ground-disturbing activities occur, then no additional protection measures are proposed for the species.

If the Crotch bumble bee is legally protected under the California ESA as a Candidate or Listed species at the time ground-disturbing activities are scheduled to begin, preconstruction surveys shall be conducted in accordance with CDFW's Survey Considerations for California ESA Candidate Bumble Bee the season immediately prior to project-related ground disturbing activities (including but not limited to vegetation clearing, fence installation, and grading). A minimum of three Crotch bumble bee preconstruction surveys shall be conducted at two- to four-week intervals during the colony active period (April through August) when Crotch bumble bees are most likely to be detected. Nonlethal, photo voucher surveys shall be completed by a biologist who holds a Memorandum of Understanding to capture and handle Crotch bumble bee (if nesting and chilling protocol is to be utilized) or by a CDFW-approved biologist experienced in identifying native bumble bee species (if surveys are restricted to visual surveys that will provide high-resolution photo documentation for species verification). The surveyor shall walk through all areas of suitable habitat focusing on areas with floral resources. Surveys shall be completed at a minimum of one person-hour of searching per three acres of suitable habitat during suitable weather conditions (sustained winds less than 8 mph, mostly sunny to full sun, temperatures between 65 and 90ºF) at an appropriate time of

day for detection (at least an hour after sunrise and at least two hours before sunset, though ideally between 9:00 a.m. and 1:00 p.m.).

If Crotch bumble bees are detected, CDFW shall be notified by the designated biologist as further coordination may be required to avoid or mitigate certain impacts. At a minimum, two nesting surveys shall be conducted with focus on detecting active nesting colonies within one week and 24 hours immediately prior to ground disturbing activities that are scheduled to occur during the flight season (February through October). If an active Crotch bumble bee nest is detected, an appropriate no disturbance buffer zone (including foraging resources and flight corridors essential for supporting the colony) shall be established around the nest to reduce the risk of disturbance or accidental take and the designated biologist shall coordinate with CDFW to determine if an Incidental Take Permit under Section 2081 of the California ESA will be required. Nest avoidance buffers may be removed at the completion of the flight season and/or once the qualified biologist deems the nesting colony is no longer active and CDFW has provided concurrence of that determination. If no nests are found but the species is present, a full-time qualified biological monitor shall be present during vegetation or ground-disturbing activities that are scheduled to occur during the queen flight period (February through March), colony active period (March through September), and/or gyne flight period (September through October). Because bumble bees move nest sites each year, two preconstruction nesting surveys shall be required during each subsequent year of construction, regardless of the previous year's findings, whenever vegetation and ground-disturbing activities are scheduled to occur during the flight season if nesting and foraging habitat is still present or has re-established.

BIO-5 **Bat Management Plan:** A Bat Management Plan shall be prepared by a qualified bat biologist no less than one year prior to the commencement of project-related activities (including, but not limited to, structure removal or demolition, tree removal, grading, and vegetation removal) that shall include specific avoidance and minimization measures to reduce impacts to roosting bats.

The project-specific Bat Management Plan may include any of the following as necessary and appropriate: additional habitat assessments of inaccessible areas that would be directly or indirectly impacted during Project activities, emergence and/or acoustic surveys for bats during the maternity season (April 1 through August 31) to assess the potential for bat maternity roosts in the ORSC site and Offsite Improvement Area, and preconstruction surveys for roosting bats including acoustic monitoring. The Bat Management Plan shall also include recommendations to minimize impacts to roosting bats, including the implementation of no-disturbance buffers, tree- and cliff-swallow nest removal protocols, passive exclusion of bats outside of the maternity and hibernation seasons (if impacts are unavoidable), and/or species-specific replacement alternative roosting habitat.

BIO-6 **Tree Avoidance and Removal Process.** If trees are scheduled to be removed (e.g., relocating/modified (i.e., trimming) that were determined to be suitable for bat roosting, these

activities shall be scheduled during one of the seasonal periods of bat activity listed below, and when evening temperatures are not below 45ºF and rain is not over 0.5 inch in 24 hours:

- September 1 to October 31 (preferred): This is after the maternity season but prior to winter torpor.
- February 15 to March 31: After winter torpor but prior to the start of the maternity season.

1. If trees with suitable bat roosting habitat are scheduled for removal or relocation outside of the maternity season, tree removal during the time periods and weather parameters described above using the two-step method shall be conducted:

    a. Prior to the two-step method, as much as feasible, vegetation and trees within the area that are not suitable for roosting bats shall be removed first to provide a disturbance that might reduce the likelihood of bats using the habitat.

    b. Two-step tree removal shall occur over two consecutive days under the supervision of a qualified bat biologist. On Day 1, small branches and small limbs containing no cavity, crevice or exfoliating bark habitat on habitat trees (or outer fronds in the case of palm trees), as identified by a qualified bat biologist are removed first, using chainsaws only (i.e., no dozers, backhoes). The following day (Day 2), the remainder of the tree is to be felled/removed. (The intention of this method is to disturb the tree with noise and vibration and branch removal on Day 1. This should cause any potentially present day-roosting bats to abandon the roost tree after they emerge for nighttime foraging. Removing the tree quickly the next consecutive day should avoid reoccupation of the tree by bats).

2. If tree removal/modification must occur during the maternity season (April 1 to August 31), a qualified bat biologist shall conduct a focused emergence survey(s) of the tree(s) within 48 hours of scheduled work. If a maternity roost is located, whether solitary or colonial, that roost shall remain undisturbed until after the maternity season or until a qualified biological monitor has determined the roost is no longer active.

BIO-7 **Delhi Sands Flower-Loving Fly Habitat Suitability Assessment:** Prior to the start of ground-disturbing activities (including vegetation removal and fence installation activities), a habitat assessment shall be performed within the ORSC site and Offsite Improvement Area and adjacent areas by a USFWS-permitted biologist with a 10(a)(1)(A) permit to conduct surveys for Delhi sands flower-loving fly and with extensive knowledge of the species. The purpose of the habitat assessment will be to determine the presence of suitable habitat for the species in the ORSC site and Offsite Improvement Area and adjacent areas as well as ascertain the potential for the species to occur on or adjacent to the ORSC site and Offsite Improvement Area. The habitat assessment shall include a site walkover, a check of adjacent empty lots for comparison of habitat quality to the ORSC site and Offsite Improvement Area,

photographs to document the site conditions, and characterizing the type and quality of the habitats within the ORSC site and Offsite Improvement Area with respect to Delhi sands flower-loving fly.

At the conclusion of the habitat assessment, a brief report of findings as well as recommendations on whether focused surveys must be conducted shall be prepared by the USFWS-permitted biologist. The report shall also include any additional project-specific avoidance, minimization, and mitigation measure recommendations for the species. The City shall follow the recommendations identified in the report of findings.

If Delhi sands flower-loving fly is present in the ORSC site and Offsite Improvement Area and impacts to the species are unavoidable, then the City must initiate consultation with USFWS under either Section 7 or 10 of the federal ESA. If suitable habitat is identified in the ORSC site and Offsite Improvement Area, then the City of Ontario will continue to carry out the requirements of its MOA with IERCD to mitigate for loss of Delhi Sands flower-loving fly habitat. This MOA outlines the collection of Habitat Mitigation Fees by the City of Ontario that will be managed by a Land Trust for the acquisition, restoration, rehabilitation, and maintenance of lands selected by the Land Trust to have long-term conservation value for species such as Delhi Sands flower-loving fly. Up to 25-percent of the total Mitigation Fee collected may be used for the recovery of the Delhi Sands flower-loving fly.

BIO-8 **Preconstruction Survey for Nesting Birds:** If construction or other project activities are scheduled to occur during the nesting bird and raptor season (generally February 1 through August 31), a preconstruction nesting bird and raptor survey shall be conducted by a qualified avian biologist to ensure that active bird nests will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance. The nesting bird survey shall include the ORSC site and Offsite Improvement Area and adjacent areas where Project activities have the potential to affect active nests, either directly or indirectly, due to construction activity, noise, human activity, or ground disturbance.

If an active nest is identified, a qualified avian biologist shall establish an appropriately sized nondisturbance buffer around the nest using flagging or staking. Construction activities shall not occur within any non-disturbance buffer zones until the nest is deemed inactive by the qualified avian biologist. If initial ground-disturbing activities are scheduled during the nesting bird season, then a biological monitor shall be present during all vegetation removal activities to ensure no impacts to nesting birds occur.

BIO-9 **Biological Resources Best Management Practices:** The construction contractor(s) shall implement the following construction best management practices during ground disturbing activities:

- To prevent encroachment into areas immediately adjacent to the Cucamonga Creek Flood Control Channel, temporary fencing should be installed along the eastern perimeter of the ORSC site.

- Confine all work activities to a predetermined work area.
- To prevent inadvertent entrapment of wildlife during the construction phase of the ORSC, all excavated, steep-walled holes or trenches more than two feet deep shall be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen fill or wooden planks shall be installed. Before such holes or trenches are filled, they should be thoroughly inspected for trapped animals.
- Wildlife are often attracted to burrow- or den-like structures such as pipes and may enter stored pipes and become trapped or injured. To prevent wildlife use of these structures, construction pipes, culverts, or similar structures with a diameter of four inches or greater shall be capped while stored onsite.
- Food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from the construction site.
- Use of rodenticides and herbicides on the ORSC site shall be implemented in a manner that reduces the potential for primary or secondary poisoning of non-target species. This is necessary to prevent poisoning of non-target species, including special-status species, and the depletion of prey populations on which they depend. Use of such compounds shall observe label and other restrictions mandated by the USEPA, California Department of Food and Agriculture, and other state and federal legislation. If rodent control must be conducted, zinc phosphide shall be used because it has a proven lower risk to predatory wildlife.

Impact 5.4-4

Implement Mitigation Measures BIO-5 and BIO-6.

5.4.7 Level of Significance After Mitigation

Impact 5.4-1

Mitigation measures BIO-1 through BIO-9 specify the procedures and practices that would reduce potential impacts to all sensitive species that have the possibility of occurring in the ORSC site and Offsite Improvement Area. Most Mitigation Measures would require the implementation of focused biological surveys for each of the identified species or species type (nesting birds and roosting bats) and the preparation of management plans in coordination with CDFW. Implementation of these mitigation measures would ensure that the ORSC identifies protected biological resources and minimizes take of such resources to the extent possible, reducing impacts to less than significant.

Impact 5.4-4

Mitigation Measures BIO-5 and BIO-6 detail the procedures needed to reduce impacts to roosting bats to less than significant. Mitigation Measure BIO-5 requires the preparation of a Bat Management Plan no less than one year prior to the commencement of construction activities. The Bat Management Plan would include the measures required to minimize impacts to roosting based on the identified habitat in the ORSC site and Offsite Improvement Area. Additionally, Mitigation Measure BIO-6 outlines the procedures necessary to reduce impacts to roosting bats with respect to tree removals. These mitigation measures would reduce impacts associated with roosting bat nursery sites to less than significant.

5.4.8 References

ECORP Consulting Inc. 2023, December. Aquatic Resources Delineation for the Ontario Regional Sports Complex Project. (Appendix E2)

———. 2024, March. Biological Technical Report for the Ontario Regional Sports Complex Project. (Appendix E1)

5.5 CULTURAL RESOURCES

This section of the Draft EIR evaluates the potential for implementation of the Ontario Regional Sports Complex (ORSC site) and the Offsite Improvement Area for the sewer extension along Vineyard Avenue General Plan Amendment and Rezone (GPA and Rezone) to impact cultural resources. This section analyzes cultural resources in the ORSC site and Offsite Improvement Area, including the prehistoric, ethnographic, and historical settings in the vicinity of the ORSC site, at a project level. Impacts for the GPA and Rezone are analyzed at a programmatic level. Cultural resources include prehistoric and historic sites, structures, districts, places, and landscapes or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious, or any other reason. The analysis in this section is based in part on the results of the Native American consultation conducted by the City in compliance with State Bill 18 (SB 18) and Assembly Bill 52 (AB 52), a Sacred Lands File search, and California Historical Resources Information System search. Cumulative impacts related to cultural resources are also considered.

- *California Historical Resources Information System Records Search Results and Architectural Evaluation Update for the Ontario Regional Sports Complex Project, Ontario, California*, ECORP Consulting Inc., January 5, 2024
- *Phase II Historical and Architectural Significance Evaluations for Six Properties within the Armstrong Ranch Specific Plan, 199 Acres Located Southeast of the Intersection of Vineyard Avenue and East Riverside Drive, City of Ontario, San Bernardino County,* Archaeological Associates, September 2016

Complete copies of these studies are in Appendix F1and Appendix F2, respectively.

5.5.1 Environmental Setting

5.5.1.1 REGULATORY BACKGROUND

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The NRHP recognizes resources of local, state, and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the NHPA, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The NHRP is administered by the National Park Service, which is part of the U.S. Department of the Interior.

To be eligible for listing in the NRHP, a resource must meet at least one of the following criteria:

A. Is associated with events that have made a significant contribution to the broad patterns of our history

B. Is associated with the lives of persons significant in our past

C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction

D. Has yielded, or may be likely to yield, information important in history or prehistory

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

American Indian Religious Freedom Act and Native American Graves Protection and Repatriation Act

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

State Regulations

The California Office of Historic Preservation, a division of the California Department of Parks and Recreation, is responsible for carrying out the duties described in the Public Resources Code (PRC) and maintaining the California Historic Resources Inventory and the California Register of Historic Resources (CRHR). The state-level regulatory framework also includes CEQA, which required the identification and mitigation of substantial adverse impacts that may affect the significance of eligible historical and archaeological resources.

California Environmental Quality Act

CEQA requires a lead agency to analyze whether historic and/or archaeological resources may be adversely impacted by a proposed project. Under CEQA, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment" (PRC Section 21084.1). Answering this question is a two-part process. First, the determination must be made as to whether the proposed project involves cultural resources. Second, if cultural resources are present, the proposed project must be analyzed for a potential "substantial adverse change in the significance" of the resource.

Historical Resources

According to CEQA Guidelines Section 15064.5, for the purposes of CEQA, historical resources are:

- A resource listed in, or formally determined eligible…for listing in the California Register of Historical Resources (PRC 5024.1; Title 14 California Code of Regulations [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 significance in a historic resources survey meeting the requirements of Section 5024.1(g) of the PRC.

- Any object, building, structure, site, area, place, record, or manuscript that the lead agency determines to be eligible for national, state, or local landmark listing; generally, a resource shall be considered by the lead agency to be historically significant (and therefore a historic resource under CEQA if the resource meets the criteria for listing on the California Register (as defined in PRC Section 5024.1; 14 CCR Section 4852).

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity (as defined above) does not meet NRHP criteria may still be eligible for listing in the CRHR.

According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR or is not included in a local register or survey shall not preclude the lead agency from determining that the resource may be a historical resource (PRC Section 5024.1). Pursuant to CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (State CEQA Guidelines, Section 15064.5[b]).

Substantial Adverse Change and Indirect Impacts to Historical Resources

CEQA Guidelines specify that a "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (State CEQA Guidelines, Section 15064.5). Material impairment occurs when a project alters in an adverse manner or demolishes "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" or eligibility for inclusion in the NRHP, CRHR, or local register. In addition, pursuant to State CEQA Guidelines

Section 15126.2, the "direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects."

The following guides and requirements are of relevance to this study's analysis of indirect impacts to historic resources. Pursuant to CEQA Guidelines (Section 15378), study of a project under CEQA requires consideration of "the whole of an action, which has the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." State CEQA Guidelines (Section 15064(d)) further define direct and indirect impacts:

(1) A direct physical change in the environment is a physical change in the environment which is caused by and immediately related to the project

(2) An indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, by which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment.

(3) An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project.

Archaeological Resources

In terms of archaeological resources, PRC Section 21083.2(g) defines a unique archaeological resource as 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 of the best available example of its type.

(3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If it can be demonstrated that a proposed project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (PRC Sections 21083.2[a], [b], and [c]). CEQA notes that if an archaeological resource is neither a unique archaeological resource nor a historical resource, the effects of the project on those resources shall not be considered to be a significant effect on the environment (State CEQA Guidelines Section 15064.5[c][4]).

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the PRC. 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 State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079 to 5079.65 define the functions and duties of the Office of Historic Preservation, which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the Native American Heritage Commission (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.

Requirements for paleontological resource management are included in PRC Division 5, Chapter 1.7, Section 5097.5, which states:

> A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

These statutes prohibit the removal, without permission, of any paleontological site or feature from land under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, local agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (i.e., state, county, city, and district) land.

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 Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program,

identified as significant in historical resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR.

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. It is associated with the lives of persons important in our past;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important to the prehistory or history.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

California Health and Safety Code

California Health and Safety Code Section 7052 states that it is a felony to disturb Native American cemeteries. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the County Coroner can determine whether the remains are those of a Native American. Section 7050.5(b) outlines the procedures to follow should human remains be inadvertently discovered in any location other than a dedicated cemetery. The section also states that the County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the NAHC within 24 hours. The NAHC has various powers and duties to provide for the ultimate disposition of any Native American remains, as does the assigned Most Likely Descendant.

State Laws Pertaining to Human Remains

Any human remains encountered during ground-disturbing activities are required to be treated in accordance with California Code of Regulations Section 15064.5(e) (CEQA), PRC Section 5097.98, and the California Health and Safety Code Section 7050.5. California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Specifically, Section 7050.5 of the California Health and Safety Code states that 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 remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are determined to be of Native American origin, the county coroner must contact the California NAHC within 24 hours of this identification. An NAHC representative will then identify a Native American MLD to inspect the site and provide

recommendations for the proper treatment of the remains and associated grave goods. In addition, CEQA Guidelines Section 15064.5 specifies the procedures to be followed in case of the discovery of human remains on nonfederal land. The disposition of Native American burials falls within the jurisdiction of the NAHC.

California State Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3.

Consultation with Native Americans

AB 52 formalizes the lead agency-tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report.

Tribal Cultural Resources

Section 4 of AB 52 adds Sections 21074 (a) and (b) to the PRC, which address tribal cultural resources and cultural landscapes. Section 21074 (a) defines tribal cultural resources as one of the following:

1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

   A. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

   B. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Section 1 (a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

Local Regulations

City of Ontario Historic Preservation Program

The Advance Planning division is responsible for administering the City's Historic Preservation Program and the Historic Preservation Ordinance. Planning staff, along with the Historic Preservation Subcommittee and Historic Preservation Commission, review all historic preservation applications, including proposed alterations to the exterior of historic buildings and alterations to public improvements, such as street trees, in Ontario's historic neighborhoods.

The Historic Preservation Program implements the processing of certificates of appropriateness or waivers for minor alterations, restoration, and rehabilitation; landmark designations for local, state, and national registers; historic property evaluations; historic property surveys; and environmental compliance. The program offers incentives for historic preservation such as the Mills Act Contract (preservation agreements), bronze plaques, and the city-council-hosted Model Colony awards for historic resources (Ontario 2022).

In April 2001, the City of Ontario became a certified local government (CLG) in the State of California. The California Office of Historic Preservation requires all CLGs to submit an annual report. The report serves two major functions: 1) it is a vital means of communicating local historic preservation issues to the Office of Historic Preservation; and 2) it serves as a tool to monitor local government activities that are required to maintain CLG status. The annual report demonstrates compliance with the six basic requirements:

- Maintain a comprehensive local historic preservation plan that identifies the preservation mission, goals, and priorities of the local government.
- Enforce appropriate local legislation for designation and protection of historic properties.
- Establish and maintain an adequate and qualified historic preservation review commission and noncommissioned staff.
- Maintain a system for the survey and inventory of historic properties.
- Provide for adequate public participation in the local historic preservation program.
- Review and recommendation of historic properties within the local jurisdiction to the National Register of Historic Places. (Ontario 2022)

Ontario Development Code

Chapter 4, Permits, Actions and Decisions, and Chapter 7, Historic Preservation, of the Ontario Development Code address historic preservation. The code identifies procedures for designating local historical landmarks and districts, historic resource tiering, and architectural conservation areas (Section 4.02.040).

Local Landmark Designation

A historic resource may be designated a "historic landmark" by the City if it meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources, or it meets one or more of the following criteria:

- The historic resource exemplifies or reflects special elements of the City's history.
- The historic resource is identified with persons or events significant in local, state, or national history.
- The historic resource is representative of the work of a notable builder, designer, architect, or artist.
- The historic resource embodies distinguishing architectural characteristics of a style, type, period, or method of construction.
- The historic resource is a noteworthy example of the use of indigenous materials or craftsmanship.
- The historic resource embodies elements that represent a significant structural, engineering, or architectural achievement or innovation.
- The historic resource has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the city.
- The historic resource 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.
- The historic resource has yielded, or is likely to yield, information important to the city's history or prehistory.

Local Historic District Designation

A neighborhood or area listed as a historic resource may be designated a "Local Historic District" by the City if the neighborhood meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources, or it meets one or more of the following criteria:

- The historic resource is a geographically definable area possessing a concentration of historic resources or a thematically related grouping of structures that 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 or possesses high artistic values.
- The historic resource 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.

- The historic resource is associated with, or the contributing resources are unified by, events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

- The historic resource is, or the contributing resources are, associated with the lives of persons important to the city, state, or national history.

Historic Resources Tiering System

The Historic Preservation Commission is responsible for the adoption of the Historic Resource Tier Designation List, which is maintained by the Historic Preservation Subcommittee. A historic resource may be designated as Tier I, Tier II, or Tier III under Subsection 4.02.040(G) of the City's Development Code. Tier I, II and III historic resources are judged based upon their determined degree of significance, pursuant to the criteria in Subsection 4.02.040H (Historic Resource Tiering Criteria).

- **Tier I.** Tier I resources are historic resources that should not be demolished or significantly altered under any circumstances, regardless of their designation status. Resources within this Tier are determined to be the City's most significant historical or cultural resources. Tier I resources meet one or more of the following:

  - A resource listed on the Ontario Register that meets at least one of the criteria within the Architecture/Form category, and three criteria within the History category, listed in Subsection 4.02.040H (Historic Resource Tiering Criteria).

  - A contributing resource within a district that meets at least one of the criteria within the Architecture/Form Category and three criteria within the History Category Subsection 4.02.040H (Historic Resource Tiering Criteria).

- **Tier II.** Tier II resources are historic resources wherein demolition of these properties should be avoided. Tier II resources shall meet one or more of the following:

  - Any historic resource listed or determined eligible for listing in the National Register of Historic Places.

  - Any historic resource listed or determined eligible for listing in the California Register of Historic Resources.

  - A historic resource listed on the Ontario Register and meets at least two criteria within the Architecture/Form or History categories, listed in Subsection 4.02.040H (Historic Resource Tiering Criteria).

  - A contributing resource within an eligible historic district wherein the district meets at least two of the criteria in either the Architecture/Form or History categories as listed in Subsection 4.02.040H (Historic Resource Tiering Criteria).

- **Tier III.** Tier III consists of historic resources that are Designated Local Historic Landmarks, are contributing properties within Designated Local Historic Districts, or are eligible historic resources. Demolition of these resources should be avoided where possible but may be appropriate under certain circumstances.

Historic Context for the New Model Colony Area

The New Model Colony Historic Context is a guidance document that provides a historical background for diary properties located within the former San Bernardino County Agricultural Preserve (now called Ontario Ranch). It also provides a framework for understanding and preserving the history of the area as well as a foundation for integrating historic preservation into future land use planning. The ORSC site is located within the area studied in this guidance document.

5.5.1.2 EXISTING CONDITIONS

Prehistory

The archaeological record of southern California is a rich and complex continuum traditionally divided into time units based on changes in artifact types and styles. Archaeological data and correlations with ethnographic data have resulted in the determination of the following chronology for prehistoric southern California:

- **Early Man Horizon.** This period, predating 6,000 BC, is characterized by the presence of large projectile points and scrapers, suggesting reliance on hunting rather than gathering.

- **Milling Stone Horizon.** This period, from 6,000 BC to 1,000 BC, is characterized by the presence of hand stones, milling stones, choppers, and scraper planes; tools associated with seed gathering and shellfish processing with limited hunting activities; and evidence of a major shift in the exploitation of natural resources.

- **Intermediate Horizon.** This period, from 1,000 BC to AD 750, reflects the transitional period between the Milling Stone and Late Prehistoric Horizons. Little is known of this period, but evidence suggests interactions with outside groups and a shift in material culture reflecting this contact.

- **Late Prehistoric Period.** This period, from AD 750 to European contact, is characterized by the presence of small projectile points; use of the bow and arrow; steatite containers and trade items; asphaltum; cremations; grave goods; mortars and pestles; and bedrock mortars. (Ontario 2022)

Cultural Traditions

The earliest inhabitants of the Ontario region lived in the area on a seasonal basis approximately 10,000 years ago. Later, permanent settlements formed along streams and creeks as populations used newer 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 (Ontario 2022).

By the 1700s, local Native Americans in southern California had contact with Europeans. One of the earliest known records of this contact is based upon Father Garcés' trip from the Mojave Desert to the coast of California through the Cajon Pass. In 1771, the Spanish established the 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, the 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 (Ontario 2022).

Historical Setting of Ontario

George and William Chaffey were among the early pioneers in the region. In 1881, they believed that if the land were properly irrigated it could be converted to profitable agriculture property. They bought approximately 6,000 acres of land in 1882 that was arid and covered by patches of scrub brush. The land would eventually become the cities of Ontario and Upland. George and William Chaffey derived the name of the City from their native province of Ontario in Canada. Initially, development was slow due to the lack of water in the region. The Chaffey brothers developed Ontario by designing a water system that brought water to every parcel. The brothers helped lay miles of cement pipe and later the San Antonio Water Company drove a tunnel into the head of the San Antonio canyon to tap the underground flow. The City was referred to as the "Model Colony" after receiving an award at the World Fair identifying it as a "Model Irrigation Colony," for its innovation of water rights and technology that assisted in attracting settlers. The City of Ontario incorporated in 1891 and was one of the early towns in San Bernardino County. Charles Frankish, an early citizen of Ontario, guided and encouraged early development in the City. He was successful in attracting the Southern Pacific Railway to locate a depot in the center of town on Euclid Avenue, making it an important feature of the City. The establishment of the Southern Pacific Railroad depot transformed Ontario into an agricultural center. Ontario focused primarily on the citrus industry, but also grew walnuts, peaches, and grapes. There was a large gentry class of citrus growers who constructed many grand ornamental Victorian houses throughout the City (Ontario 2022).

In 1923, airplane enthusiasts such as Judge Archie Mitchell and Waldo Waterman established Latimer Field and from that point on, Ontario became an aviation town. Urban growth pushed the fliers progressively east, until they took up their present location and established the Ontario Municipal Airport in 1929. During World War II, the airport was a busy training center for pilots of the Lockheed P-38 "Lightning" twin-boom fighter. In 1946, the airport was renamed Ontario International Airport and was eventually rededicated to civil aviation in 1947 and commercial service in 1949. The economy shifted from an agricultural to an industrial and manufacturing economy. Today, Ontario retains its history through many recognized historic neighborhoods, buildings, and agricultural districts (Ontario 2022).

Ontario Ranch

In 1967, the County of San Bernardino designated 14,000 acres of agriculture land in Chino Valley as an agriculture preserve. The area was protected by the Williamson Act and the Land Conservation Act. It had been dominated by dairy farms since the early 1900s. By the 1980s, the area had more cows per acre and higher milk yields than anywhere else in the world (Ontario 2022).

By the 1990s, increased demand for housing and high operation costs pressured farmers in the San Bernardino Agricultural Preserve to consider relocating their dairies and annexing their land to adjoining cities. Anticipating the expiration of the Williamson Act contracts, this area was divided and portions were incorporated into the cities of Ontario, Chino, and Chino Hills. Ontario annexed 8,200 acres of the former San Bernardino Agriculture Preserve in 1999 and called the area the New Model Colony, and more recently, Ontario Ranch. LAFCO required the City to prepare a general plan amendment and EIR prior to annexation. Ontario began planning for annexation in 1996 and adopted the New Model Colony General Plan Amendment and EIR in 1998 (Ontario 2022).

Records Search

In October 2023, a records search of the California Historical Resources Information System was conducted at the South Central Coastal Information Center (SCCIC) at the California State University, Fullerton. The purpose of the records search was to determine the extent and location of previous cultural resources studies, cultural resources surveys, previously identified prehistoric or historic archaeological site locations, architectural resources, historic properties, cultural landscapes, or tribal cultural resources within a one-mile radius of the ORSC site and Offsite Improvement Area. Additional sources consulted included the NRHP, the Historic Property Data File, the listing of California Historical Landmarks, the CRHR, the California Inventory of Historic Resources, and the California Points of Historical Interest.

The results of the records search indicated that 43 previous cultural resources investigations have been conducted within one mile of the ORSC site and Offsite Improvement Area, covering approximately 25 percent of the total area surrounding the ORSC site and Offsite Improvement Area within the records search radius. These studies revealed the presence of pre-contact sites, including lithic scatters, and historical sites, including former farmhouses, electrical transmission structures, single-family residences, wells, cisterns, roads, and sites associated with residential trash dumping. The previous studies were conducted between 1976 and 2016 and vary in size from 0.25 acre to 1,122 acres.

Of these studies, six were in the vicinity of the ORSC site and Offsite Improvement Area (SB-317, SB-800, SB-5424, SB-3610, SB-5702, SB-5976, and SB-7977). The studies that include a portion of the ORSC site and/or Offsite Improvement Area are listed in Table 5.5-1, *Previous Cultural Resources Studies in the ORSC Site and Offsite Improvement Area.*

Table 5.5-1 Previous Cultural Resources Studies in the ORSC Site and Offsite Improvement Area

Report No. (LA)	Author(s)	Title	Year
SB-317	Patricia Martz	Description and Evaluation of the Cultural Resources: Cucamonga, Demens, Deer, and Hillside Creek Channels, San Bernardino and Riverside Counties, California	1976
SB-800	Joseph E. Hearn	Archaeological-Historical Resources Assessment for Chino Avenue/Walker Avenue to Cucamonga Channel	1979
SB-5424	"Tom" Bai Tang, Deirdre Encarnacion, Daniel Ballester, Josh Smallwood, and Terri Jacquemain	Historical/Archaeological Resources Survey Report: Planning Area 4, Riverside Drive and Walker Avenue, City of Ontario, San Bernardino County, California	2006
SB-5702	Beth Gordon	CA8118/SCE Grove, 13524 South Grove Ave, Ontario, San Bernardino County, California 91761	2004
SB-5976	Matthew Wetherbee, Sarah Siren, and Gavin Archer	Cultural Resource Assessment New Model Colony East Backbone Infrastructure, City of Ontario, San Bernardino County, California	2007
SB-7977	Lee Panich, Tsim D. Schneider, and John Holson	Supplemental Archaeological Survey Report: Tehachapi Renewable Transmission Project Segment 8 East (Phases 2 and 3), San Bernardino County California	2010

Source: ECORP 2024.

The results of the records search indicate that 95 percent of the ORSC site and Offsite Improvement Area for the sewer extension along Vineyard Avenue has been previously surveyed for cultural resources. The cultural resources evaluation for the Armstrong Ranch Specific Plan EIR (State Clearinghouse Number 2006111009) covered the entirety of the 199-acre ORSC site (ECORP 2024).

The records search also determined that 24 previously recorded pre-contact and historic-era cultural resources are within one-mile of the ORSC site and Offsite Improvement Area, as shown in Table 5.5-2, *Previously Recorded Cultural Resources Within One Mile of the ORSC Site and Offsite Improvement Area*. Of these, one is believed to be associated with Native American occupation of the vicinity, and 23 are historic-era sites associated with midcentury housing development patterns. There are four previously recorded cultural resources within or adjacent to the ORSC site (Resources P-36-13241 through P-36-13244), all of which are historic-age structures on the ORSC site that were documented in the 2006 survey. No other archaeological resources were documented in the vicinity of the ORSC site and Offsite Improvement Area.

Table 5.5-2 Previously Recorded Cultural Resources Within One Mile of the ORSC Site and Offsite Improvement Area

Site Number (CA-SBR)	Primary (P-36)	Recorder and Year	Age/Period	Site Description	Within ORSC Site and Offsite Improvement Area
–	12195	Pamela Daily 2005	Historic	Building, Structure	No
–	12533	Robert Porter and William Jenson 2005	Historic	Site	No
–	13229	Josh Smallwood 2006	Historic	Building	No
–	13230	Josh Smallwood 2006	Historic	Building	No
–	13231	Josh Smallwood 2006	Historic	Building	No
–	13232	Josh Smallwood 2006	Historic	Building	No
–	13233	Josh Smallwood 2006	Historic	Building	No
–	13234	Josh Smallwood 2006	Historic	Building	No
–	13235	Josh Smallwood 2006	Historic	Building	No
–	13236	Josh Smallwood 2006	Historic	Building	No
–	13237	Josh Smallwood 2006	Historic	Building	No
–	13238	Josh Smallwood 2006	Historic	Building	No
–	13239	Josh Smallwood 2006	Historic	Building	No
–	13240	Josh Smallwood 2006	Historic	Building	No
–	13241	Josh Smallwood 2006	Historic	Building	Yes
–	13242	Josh Smallwood 2006	Historic	Building	Yes
–	13243	Josh Smallwood 2006	Historic	Building	Yes
–	13244	Josh Smallwood 2006	Historic	Building	Yes
–	23548	Michael H. Dice 2011	Historic	Building	No
–	24866	Dana E. Supernowicz 2010	Historic	Building	No
–	25440	Wendy L. Tinsley Becker 2010	Historic	Structure	No
–	26051	Riordan Goodwin 2019	Historic	Structure	No
33019H	33019	Jennifer Stropes 2019	Historic	Site	No
–	33020	Jennifer Stropes 2019	Pre-contact	Other	No

Source: ECORP 2024.

Historic Resources Evaluation

Summary of Previous Evaluations

The 2016 Phase II evaluation for the Armstrong Ranch Specific Plan studied six properties on the ORSC site with potential resources, shown on Figure 5.5-1, *Historic Properties Studies*. The 2016 evaluation determined that the built structures on two of the properties were less than 50 years of age (9155 East Riverside Drive and 13123 Ontario Avenue). The four other properties were determined to contain structures of historic age. The

structures on two of these properties (9381 Riverside Drive and 13165 Ontario Avenue) had been previously evaluated and recorded by historical archaeologist Josh Smallwood in the 2006 survey, and the structures on the two other properties (13115 Ontario Avenue and 9309 Ontario Avenue) were evaluated by Richard White in the 2016 Phase II evaluation.

The following summarizes the history and significance of the resources on these four properties based on the findings from the Phase II evaluation (see Appendix F2) and the updated historic resources evaluation conducted for 9381 Riverside Drive[1] (see Appendix F1):

- **13115 Ontario Avenue.** This property contains a two-story, wood-framed residence built between 1930 and 1950. It is characterized by several architecturally incongruous additions, including multiple hipped gables. The residence is not connected to the dairy operations on the ORSC site and was not listed in the City's Historic Context New Model Colony Area (Historic Context). The 2016 Phase II evaluation determined that the structure does not appear eligible for the NRHP or the CRHR or meet the Historic Context criteria for local significance (Archaeological Associates 2016b).

- **9309 Ontario Avenue.** This property contains an abandoned diary that comprises a residence and milking parlor. The City's Historic Context lists the property as a "Post 1960 Dairy Farm." The original construction dates to the early 1960s and the buildings are in poor condition. The 2016 Phase II evaluation determined that the structure does not appear eligible for the NRHP or the CRHR or meet the Historic Context criteria for local significance (Archaeological Associates 2016b).

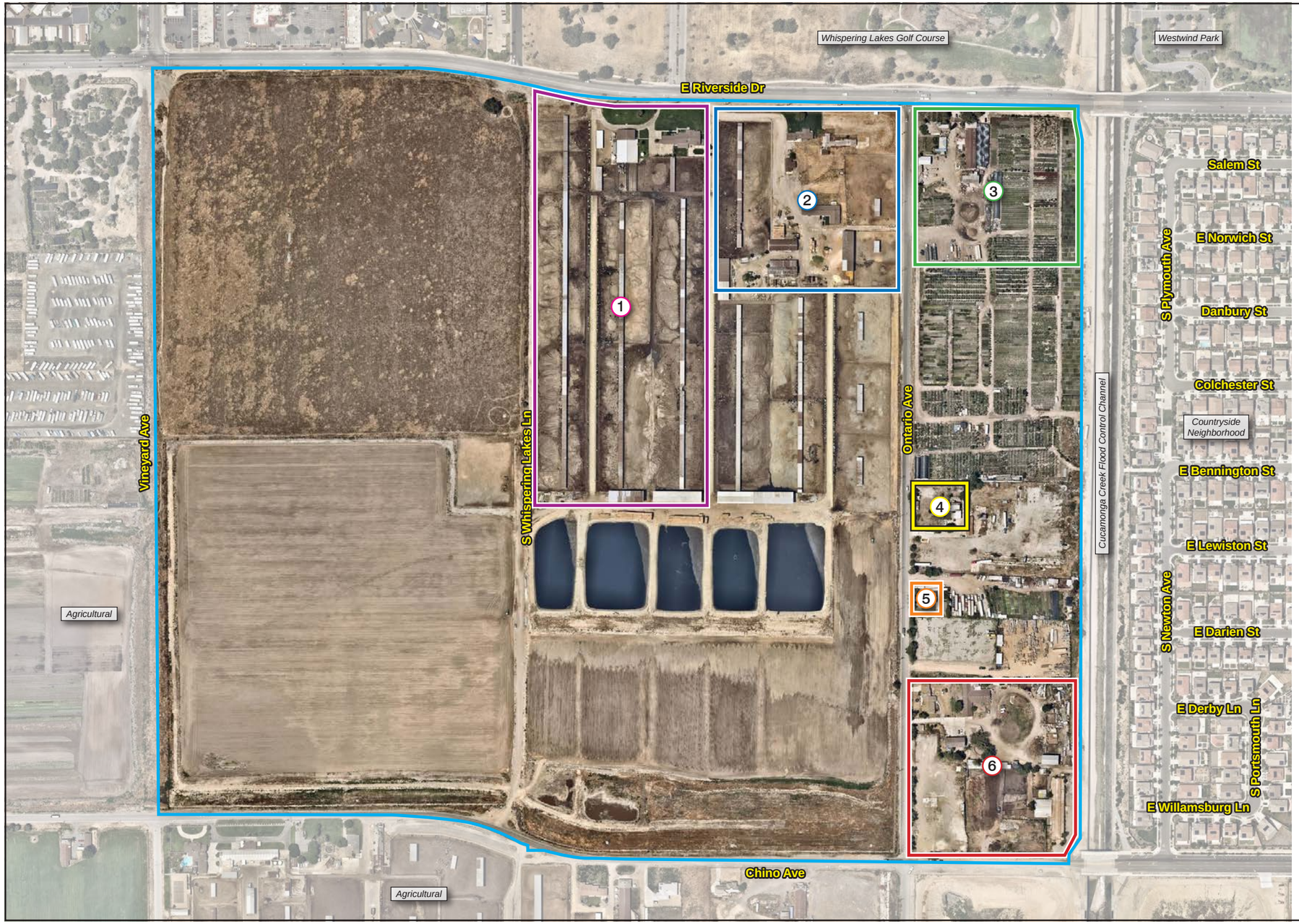
- **Resource P-36-13241 at 9381-A Riverside Drive**. This is a historic structure consisting of a one-story, Ranch-style, single-family residence recorded by Josh Smallwood in 2006. Construction on the property had been observed in archival research as early as 1937 with significant increase of development between 1942 and 1945. The property was owned during this period by Major Corliss Champion, founder of Orange Blossom Dairy Farm. The farm was sold twice in 1945 and was renamed Ellsworth Ranch by new owner Rex C. Ellsworth. Ellsworth owned the property until 1975 and operated a breeding ranch for race horses. Smallwood evaluated the resource as not eligible for listing in the NRHP/CRHR (ECORP 2024).

- **Resource P-36-13242 at 9381-B Riverside Drive**. This is a historic structure consisting of a multifamily residence of mixed construction with a vernacular design recorded by Josh Smallwood in 2006. The building was purported to have been used as farm worker's quarters associated with the Orange Blossom Dairy Farm/Ellsworth Ranch. Smallwood evaluated the resource as not eligible for listing in the NRHP/CRHR (ECORP 2024).

- **Resource P-36-13243 at 9381-D Riverside Drive**. This is a historic structure consisting of a one-story Ranch-style building recorded by Josh Smallwood in 2006. The structure appeared at time of documentation to be a storage barn that had since been partially converted into a residence associated with the Orange Blossom Dairy Farm/Ellsworth Ranch. Smallwood evaluated the resource as not eligible for listing in the NRHP/CRHR (ECORP 2024).

[1] The property at 9381 Riverside Drive contains three structures of historic age that are discussed individually.

Figure 5.5-1 - Historic Properties Studies



- ORSC Site
- 1 — 9155 Riverside Drive
- 2 — 9381 Riverside Drive (Studied in 2023 Historic Resources Evaluation)
- 3 — 9309 Riverside Drive
- 4 — 13115 Ontario Avenue
- 5 — 13165 Ontario Avenue
- 6 — 13213 Ontario Avenue

0 400
Scale (Feet)

Source: Nearmap 2023; PMA 2026.

5. Environmental Analysis
CULTURAL RESOURCES

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- **Resource P-36-13244 at 13165 Ontario Avenue.** This is a historic structure consisting of a one-story single-family residence with a vernacular design recorded Josh Smallwood in 2006. Archival research indicates the structure was constructed around 1949 by property owner John R. Stewart, with improvements completed in the late 1950s. Smallwood evaluated the resource as not eligible for listing in the NRHP/CRHR (ECORP 2024). The 2016 Phase II evaluation concurred with this finding and further determined that the residence does not appear to meet the City's Historic Context criteria for local significance (Archaeological Associates 2016b).

The 2016 Phase II evaluation concluded that the three resources at 9381 Riverside Drive (P-36-13241 through P-36-13243) did not appear to be eligible for inclusion on the NRHP under Criteria A, B or C (see Section 5.5.1.1, *Regulatory Background*).

Updated Historical Resources Evaluation

The previous Phase II evaluation determined that the three resources at 9381 Riverside Drive were potentially eligible for inclusion on the CRHR under Criteria A and B, as well as for local significance pursuant to the Historic Context guidelines (Archaeological Associates 2016b). The significance of the three resources on 9381 Riverside Drive was reevaluated in December of 2023 by ECORP Architectural Historian Andrew Bursan, MCRP. A survey was conducted of the resource that entailed walking around the building exteriors on the property, documentation with notes and photographs, noting of character-defining features, spatial relationships, observed alterations, and examining any historic landscape features on the properties. In addition, ECORP performed building development and archival research for the 9381 E. Riverside Drive property to establish a thorough and accurate historic context for the significance evaluations, and to confirm the building development history of 9381 E. Riverside Drive and associated parcels. The following describes the history of the property and descriptions of the buildings and structures from the December 2023 ECORP evaluation. The methodology and full details of the updated investigation can be found in Appendix F1.

Historic Context

Ranch Style (1930-1975)

All dwellings at 9381 E. Riverside Drive are Ranch-style houses. Ranch-style houses in California reflect a national trend of fascination with the "Old West" and were a building style of choice for tract housing. Ranch homes were originally developed in the western and southwestern U.S., but quickly gained national popularity through the dissemination of do-it-yourself manuals and plans in national magazines such as Sunset, Better Homes and Gardens, and House Beautiful. Later, ranch houses were popular as a custom-built type of housing, which was especially popular in the late 1940s and 1950s. Ranch houses were typically built between 1930 and 1975, but peaked in the 1950s, as the most prevalent type of post-WWII suburban tract-style housing, often housing veterans who secured housing with Federal Housing Authority loans.

Ranch style houses are usually a one-story, single-family residence. Houses designed in this architectural style include several identifying characteristics such as rambling, elongated plans; a horizontal emphasis; general asymmetry; free-flowing interior spaces; and a designed connection to the outdoors. Features such as low-pitched roofs with wide eaves, a combination of cladding materials including board-and-batten siding, brick

and stone chimneys, and large picture windows were commonly applied and evoked an aesthetic that was reminiscent of these past architectural traditions. Decorative features such as wood shutters and dovecotes were often added to enhance the rusticated appearance of Ranch houses.

Character-defining features include:

- Rambling, elongated plans with a horizontal emphasis.
- One to two stories in height.
- Low-pitched gabled or hipped roofs with overhanging, open eaves.
- General asymmetry.
- Free-flowing interior spaces.
- Designed connection to the outdoors.
- Cladding featuring stucco, board and batten, shingles, clapboard, or a combination of materials.
- Brick or stone chimneys details.
- Attached garages often linked to residence by breezeways.
- Stone, brick, board and batten, clapboard, or horizontal wood siding used for accent on walls, secondary cladding types, and planters.
- Functional and non-functional shutters details as trim around windows.
- Fenestration may include a picture window.

Property History

The 80-acre property at 9381 Riverside Drive first appears in a 1938 aerial image that depicts the property as having about 7 acres of planted trees in a rectangular formation near E. Riverside Drive on the northeast corner of the property. During this period, no buildings appear on the property and besides the 7-acre tree grove; the rest of the parcel appears fallow. By the time of the next aerial image in 1948, seven buildings, including two single-family dwellings and five ancillary ranch buildings, are seen clustered on the northeast corner of the property, replacing a portion of the former tree grove. The remaining portion of the property contains three large square corrals, each ranging from 20 to 30 acres.

By the late 1970s, the property had much of the same configuration as the 1940s but with the addition of two rectangular Ranch-style dwellings, including a street-facing, 20-foot by 90-foot house and a 20-foot by 50-foot single-family dwelling at the center of the building cluster on the northeast corner of the property. After the property converted to a dairy in the late 1970s, four new buildings appear on the property, including a street-facing, circa-1978 Ranch-style house near the centered main entrance to the property. The dwelling is flanked

to the west by a circa-1978 dairy barn–style building. By 1985, two hay storage canopies were at the center of the property. In 1994, six new linear cattle feeding trough canopies span the southern end of the property ranging from 450 feet to 1,000 feet in length. The property owners have not added new buildings or structures to the property since 1994.

Ownership History

Research shows the property having been used for agricultural purposes since the 1930s. In the early 1940s, Major C. C. Moseley operated the property briefly as a cattle ranch and later sold it in 1945 to restaurant chain owner W. "Tiny" Naylor in 1945. The property again sold to Rex Ellsworth in 1947, who operated it as an 80-acre thoroughbred racehorse breeding farm. Although Rex Ellsworth had a decorated career as a thoroughbred breeder and was the owner of the 1955 Kentucky Derby horse Swaps, Ellsworth's main horse breeding and training operations were seven miles to the west in Chino, near the intersection of Schaefer Avenue and Pipeline Avenue. Newspaper articles associate Swaps and subsequent winning horses trained by Ellsworth with the Chino location, which he purchased in 1953 (officially listed 3985 Schaefer Avenue), with no mention of these horses training at the 9381 Riverside Drive location after 1953. The subject property most likely acted as an ancillary facility to the main operation in Chino, which was about 220 acres larger. The De Boer family purchased the property in the late 1970s and have operated a dairy on the property to the present day.

Resource Descriptions

The 80-acre property at 9381 Riverside Drive contains dwellings and farm structures on the north end of the property and long, linear cattle corrals spanning the southern two-thirds of the property. An L-shaped gravel driveway leads to the center of the cluster of buildings at the north end of the property.

At the far northeast end of the property is a circa-1947, one-story, single-family, Ranch-style dwelling (P-36-13242) topped by a side gabled roof with slightly overhanging eaves. The rectangular-shaped house features rough-textured stucco and a chimney centered on the front façade. Except for one aluminum slider window on the front elevation, all window treatments and doors have been removed, leaving only window and door openings or window openings boarded with plywood.

Just to the west sits a circa-1966, one-story, single-family, Ranch-style dwelling (P-36-13241) topped by a cross-gabled roof with rounded bargeboards on the projecting front gabled eastern section of the house. L-shaped in plan, the house features nonoriginal, rough-textured stucco that is punctuated by nonoriginal vinyl-frame windows, except for one aluminum slider window on the front elevation. A flat-panel wood door highlights the west end of the front façade and serves as the primary entrance.

Further to the south is a small, circa-1955, one-story, single-family, Ranch-style house surmounted by a side-gabled roof with a projecting wing on the east elevation topped by a front-gabled roof. The house sits on a T-shaped plan with rough-textured stucco cladding the exterior elevation and vinyl-frame windows interspersed on all sides of the dwelling.

This dwelling is flanked to the south by a circa-1948, one-story, single-family, Ranch-style house (P-36-13243) on an L-shaped plan. A side-gabled roof tops the house and features three decorative dovecote vents along the peak. Nonoriginal rough-textured stucco clads exterior surfaces, and nonoriginal vinyl frame windows are on

all sides. Two wood-frame doors on the east end of the south elevation provide the primary entrance, along with three garage door openings on the same façade. Decorative vents punctuate gable faces.

At the very south end of the building cluster sit two circa-1948 farm storage buildings and 12 canopy structures built in the 1980s. The northernmost farm storage building features a front gabled corrugated metal roof, rough textured stucco cladding, and a rectangular plan. A sliding wood door serves as the primary entrance to the western façade. The building has limited fenestration and an exposed southern elevation. The other circa-1948 farm storage building to the south is of corrugated metal construction and topped by a front-gabled roof. Exposed sections of the building on the east and south elevations provide entrance to the building.

The property's northwestern corner contains a circa-1978 Ranch-style dwelling and dairy barn structure. The one-story Ranch-style dwelling features a side-gabled roof, a rectangular plan, and rough-textured stucco cladding with brick trim. Fenestration consists of aluminum slider windows on all sides. A centered and projecting front gabled section of the roof shelters a wood-frame door that provides the primary entrance to the house and is by a brick chimney. Just to the west is a two-story, front-gabled dairy barn on a rectangular plan. Window treatments consist of three aluminum slider windows on the primary northern elevation. Two flat panel wood doors act as entrance ways on the primary façade, and the west elevation contains three freight entrances with metal roll-up doors. Four brick pilasters on the primary façade distinguish the building.

Flanking the two farm storage buildings to the east and west are two hay canopy shelters with corrugated metal shed roofs supported by square wood posts. The remainder of the property to the south consists of six new linear cattle feeding trough canopy shelters spanning the southern end of the property and ranging from roughly 1,000 feet to 450 feet in length. No new buildings or structures have been added to the property since 1994. Vegetation on the property consists of a grass lawn that surrounds the dwelling on the north end of the property and one pine tree on the north property line.

5.5.2 Thresholds of Significance

CEQA Guidelines Section 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 California Register of Historical Resources:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated the with 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 § 5024.1; 14 CCR § 4852)

The fact that a resource is not listed in the California Register of Historical Resources, 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.

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

C-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

C-3 Disturb any human remains, including those interred outside of dedicated cemeteries.

5.5.3 Environmental Impacts

5.5.3.1 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.5-1: Development of the ORSC site and Offsite Improvement Area for the sewer alignment along Vineyard Avenue would not impact an identified historic resource. [Threshold C-1]

A SCCIC records search was conducted for the ORSC site and the Offsite Improvement Area, that included review of all recorded archaeological and built-environment resources and a review of cultural resource reports. The California Points of Historical Interest, California Historical Landmarks, CRHR, NRHP, and the California State Historic Properties Directory listings were also reviewed. Based on the results of the records search and the previous cultural resource studies completed, approximately 95 percent of the ORSC site has been previously studied; however, most of the off-site utility improvement locations in the ORSC area have not been previously studied.

Previous evaluations of buildings and structures on the ORSC site identified four historic period resources, three of which are at 9381 Riverside Drive (P-36-13241 through P-36-13243) and one at 13165 Ontario Avenue (P-36-13244). The previous resource evaluations determined that Resource P-36-13244 was not eligible for listing in the NRHP/CRHR and did not meet the City's Historic Context criteria for local significance. The 2016 Phase II evaluation determined that the three resources at 9381 Riverside Drive were eligible for CRHR listing under Criteria A and B as well as for local significance pursuant to the Historic Context guidelines (see Appendix F2). However, an updated Architectural Evaluation for the buildings/structures at 9381 Riverside Drive was conducted in December 2023 (see Appendix F2). A description of the structures and their history is provided in Section 5.5.1.2. The following is an evaluation of the resources under the NRHP/CRHR criteria and the City of Ontario Historic Landmark criteria.

NRHP/CRHR Criterion A/1

The property at 9381 Riverside Drive has been used for agricultural purposes since the 1930s. It later operated as a cattle ranch, thoroughbred racehorse breeding ranch, and finally as a dairy. While the property shares a history with thoroughbred horseracing, horse breeder Rex Ellsworth only used the property as his main headquarters from 1947 to 1953 before moving his headquarters to a Chino property seven miles to the west where he achieved greater success. Evidence did not suggest that other uses of the property, including a cattle ranch and later a dairy started in the late 1970s, played an important role in events of the past. Both cattle ranches and dairies stand as commonplace agricultural activities for the area, and no information was found indicating that the property is associated with important innovations in ranching or dairy production. Research found no association with more specific events or patterns of development that have historical significance at the local, state, or national level. For these reasons, 9381 Riverside Drive is not eligible for the NRHP/CRHR under Criterion A/1 (ECORP 2024).

NRHP/CRHR Criterion B/2

Previous owners of the 9381 Riverside Drive property include C. C. Moseley, who operated the property briefly as a cattle ranch, restaurant chain owner W. "Tiny" Naylor, and Rex Ellsworth, who operated it as an 80-acre thoroughbred racehorse breeding farm starting in 1947. The De Boer family has operated a dairy on the property since the late 1970s. Although Rex Ellsworth had a decorated career as a thoroughbred breeder and was the owner of the 1955 Kentucky Derby winning horse, Swaps, Ellsworth's main horse breeding and training operation was seven miles to the west in Chino, near the intersection of Schaefer Avenue and Pipeline Avenue. Newspaper articles associate the racehorse Swaps and subsequent winning horses trained by Ellsworth with the Chino location, which he purchased in 1953 (officially listed 3985 Schaefer Avenue), with no mention of these horses training at the subject 9381 Riverside Drive location after 1953. In addition, research found no indication that other property owners besides Ellsworth made a significant contribution to local history. There is no information in the archival record to suggest that the 9381 E. Riverside Drive is associated with the lives of persons significant in our past. Therefore, the property is not eligible for the NRHP/CRHR under Criterion B/2 (ECORP 2024).

NRHP/CRHR Criterion C/3

The property at 9381 Riverside Drive represents a typical example of an agricultural property with Ranch-style dwellings, and similar properties can be found throughout southwest San Bernardino County to the present day. The Ranch-style dwellings on the property lack features found in better examples of the style, such as board-and-batten siding, diamond-pane windows, x-bracing, and more rambling plans. Research found no evidence that any of the dwellings on the property are the work of a master. Ancillary farm storage buildings and corrals have utilitarian designs and few distinguishable architectural characteristics. No building on the property embodies the distinctive characteristics of a type, period, or method of construction or represents a significant and distinguishable entity whose components may lack individual distinction. Therefore, 9381 Riverside Drive is not eligible for the NRHP/CRHR under Criterion C/3 (ECORP 2024).

NRHP/CRHR Criterion D/4

The information potential of 9381 Riverside Drive is expressed in its built form and in the historical record. It has not yielded, nor is it likely to yield, information important in history or prehistory. The property at 9381 E. Riverside Drive is not eligible for the NRHP/CRHR under Criterion D/4 (ECORP 2024).

Integrity

Because the buildings on the property were not relocated, 9381 Riverside Drive maintained integrity of setting. The De Boer Dairy has operated the property since the late 1970s and completely reconfigured the corrals on the property and added a few new canopy shelters and two farm storage buildings. Dairy operation changes since the 1970s have dramatically changed the relationship between the buildings and general farm operations from the 1947 period of significance. Due to this drastic change of use and physical layout, the property no longer retains integrity of setting, feeling, and association. The oldest buildings on the property are Ranch-style dwellings built from roughly 1947 to the 1960s. These dwellings have all undergone significant alterations, including the replacement of original windows with vinyl-frame windows, the replacement of original doors, cladding in nonoriginal stucco, and building additions. The alterations have removed what few character-defining features the dwellings had. In addition, the two ancillary farm buildings have replacement cladding and altered entranceways. Therefore, the property lacks integrity of design, materials, and workmanship. Regardless of integrity, due to lack of historical significance, 9381 Riverside Drive does not meet NRHP or CRHR eligibility criteria as an individual resource or as part of any known or suspected historic district; the resource is not listed on any Certified Local Government historic property register (ECORP 2024).

City of Ontario Historic Landmark Designation

An individual City of Ontario Historic Landmark must meet the following criteria from the Ontario Development Code, Section 4.02.050, on its own merit:

1. **It meets the criteria for listing in the National Register of Historic Places.** Per the significance evaluation above, the property is not eligible for the NRHP under any criterion.

2. **It meets the criteria for listing in the California Register of Historic Resources.** Per the significance evaluation above, the property is not eligible for the CRHR under any criterion.

3. **It meets one or more of the following criteria:**

    a. **It exemplifies or reflects special elements of the City's history.** The property exhibits a history typical of agricultural properties in the area and does not have special elements of the City's history.

    b. **It is identified with persons or events significant in local, state, or national history.** Previous owners of 9381 Riverside Drive include C. C. Moseley, who operated the property briefly as a cattle ranch; restaurant chain owner W. "Tiny" Naylor; and Rex Ellsworth, who operated it as an 80-acre thoroughbred racehorse breeding farm starting in 1947. The De Boer family has operated a dairy on the property since the late 1970s. Although Rex Ellsworth had a decorated career as a thoroughbred breeder and was the

owner of the 1955 Kentucky Derby horse, Swaps, Ellsworth's main horse breeding and training operation was seven miles to the west in Chino, near the intersection of Schaefer Avenue and Pipeline Avenue. Newspaper articles associate the racehorse Swaps and subsequent winning horses trained by Ellsworth with the Chino location that he purchased in 1953 (officially listed 3985 Schaefer Avenue), with no mention of these horses training at the subject 9381 Riverside Drive location after 1953. There is no information in the archival record to suggest that 9381 Riverside Drive is associated with the lives of people significant in local, state, or national history.

c. **It is representative of the work of a notable builder, designer, architect, or artist**. Research found no evidence that 9381 Riverside Drive represents the work of a notable builder, designer, architect, or artist. Therefore, the property is not eligible because of association with notable builders, designers, architects, or artists.

d. **It embodies distinguishing architectural characteristics of a style, type, period or method of construction.** The property at 9381 Riverside Drive represents a typical example of an agricultural property with Ranch-style dwellings, and similar properties can be found throughout southwest San Bernardino County to the present day. Ranch-style dwellings on the property lack the character-defining elements of the style, such as board-and-batten siding, diamond-pane windows, x-bracing, and more rambling plans. Ancillary farm storage buildings and corrals have utilitarian designs and few distinguishable architectural characteristics. Therefore, the property is not eligible due to embodying a distinguished architectural characteristic of a style, type, period, or method of construction.

e. **It is noteworthy example of the use of indigenous materials or craftsmanship.** The property at 9381 Riverside Drive contains Ranch-style dwellings and utilitarian farm buildings all built after WWII. They represent typical building types and construction methods of the era and the property is not eligible for association with indigenous materials or craftsmanship.

f. **It embodies elements that represent a significant structural, engineering, or architectural achievement or innovation**. The property at 9381 Riverside Drive contains Ranch-style dwellings and utilitarian farm buildings all built after WW II. The current dairy operation has arranged corrals and farm-related elements much like other dairies in the area. Therefore, the property is not eligible for representing 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 of the City.** The property at 9381 Riverside Drive is in an agricultural area on the southern end of the City of Ontario among many properties of a similar type and configuration. Therefore, the property is not eligible as it does not represent a unique location, a singular physical characteristic, and is not an established and familiar visual feature of a neighborhood or community of the City.

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.** Ontario and southwestern San Bernardino County contain several dairy and agricultural operations similar to the property at 9381 Riverside Drive. Therefore, the property is not eligible as one of the few remaining examples in the city, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen. (ECORP 2024)

Findings and Conclusions

No historic built environment resources were identified within the 938 Riverside Drive property based on extensive archival research, field survey, and property significance evaluation. Therefore, the property is not considered a historical resource for the purposes of CEQA. Further, no potential indirect impacts to historical resources were identified. Therefore, impacts are considered less than significant.

Level of Significance Before Mitigation: Less than significant.

Impact 5.5-2: Development of the ORSC and sewer alignment could impact archaeological resources. [Threshold C-2]

According to the records search (see Appendix F1), there are no Archaeological Determinations of Eligibility (i.e., archaeological resources assessed by the Office of Historic Preservation with respect to National Register eligibility) in the ORSC site and Offsite Improvement Area (ECORP 2024). Additionally, according to the NAHC's Sacred Land Files record search, no tribal resources were found on the ORSC site (see Section 5.18, *Tribal Cultural Resources*). As noted above, the Offsite Improvement Area along Vineyard Avenue has not been surveyed for cultural resources. Although there are no current known archaeological resources in the ORSC site and Offsite Improvement Area, the areas that have not been surveyed or studied and could contain archaeological resources. Therefore, impacts to archaeological resources are potentially significant.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.5-3: Grading activities could potentially disturb human remains but would comply with existing law to ensure significant impacts do not occur. [Threshold C-3]

The ORSC site and sewer alignment within the Offsite Improvement Area would require demolition, ground clearing, excavation, grading, and other construction activities, in order to accommodate the proposed improvements onsite and sewer improvements. California Health and Safety Code, Section 7050.5; CEQA Section 15064.5; and PRC Section 5097.98, mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Specifically, California Health and Safety Code, Section 7050.5, requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into 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 PRC Section 5097.98. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, which will designate a Native American Most Likely Descendant (MLD) for the Proposed Project. The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (PRC Section 5097.94). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (PRC Section 5097.98). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county where the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

In the unlikely event soil-disturbing activities associated with the ORSC site and Offsite Improvements would result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur.

Level of Significance Before Mitigation: Less than significant.

5.5.3.2 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF THE OFF-SITE GENERAL PLAN AMENDMENTS AND REZONE

The Proposed Project would require compliance with SB 330 and SB 166 to ensure no net loss of residential units in the City. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site. The GPA and Rezone area is on Vineyard Avenue south of the ORSC site.

- **Historic Resources.** The GPA and Rezone area does not contain any designated historic landmarks from the City's Register of Historic Resources. The records search for the Proposed Project included all recorded resources within one-mile of the ORSC site and Offsite Improvement Area. Therefore, the cultural resources listed in Table 5.5-2 include any resources that have been recorded on the GPA and Rezone area. Known or future historic sites or resources listed in the national, California, or local registers would be protected through local ordinances, TOP 2050 policies, and state and federal regulations restricting alteration, relocation, and demolition of historical resources. Mitigation Measure 5-1 in the TOP 2050 SEIR requires evaluation of potential historic resources. At the time a development project is proposed at the GPA and Rezone area, the project applicant would need to identify any known or potential historic structures or resources at the site and implement project-level CEQA review to identify any impacts, direct or indirect, that the project could have on an identified historic structure or resource in accordance with the City's Historic Preservation ordinance and Mitigation Measure 5-1. The CEQA Guidelines require a project that will have potentially adverse impacts on historical resources to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Additionally, historic properties in the City

are classified based on their determined degree of significance through three tiers, pursuant to Section 4.02.040(H) of the Ontario Development Code. The tier system identifies resources that have the highest preservation value in terms of their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. The tier system also includes minimum mitigation measures and a mitigation fee structure for each tier.

While development of the GPA and Rezone area could impact known or unknown historic resources, the off-site land use changes under the Proposed Project would not result in additional impacts to historic resources. Any type of development proposed for the GPA and Rezone area would require compliance with state and local regulations protecting historic resources. Development of the GPA and Rezone area under its existing designation would result in the same level of impacts to historic resources as development under the proposed designation.

- **Archaeological Resources.** Recorded archaeological resources within the GPA and Rezone area are listed in Table 5.5-2. Like the ORSC site and Offsite Improvement Area, the GPA and Rezone area contains agricultural uses and is largely undeveloped. Therefore, unknown archaeological resources could exist in the GPA and Rezone area. Development of the GPA and Rezone area would be required to comply with existing federal, state and local regulations that provide protections to archaeological resources. Mitigation Measure 5-2 of the TOP 2050 SEIR requires projects to provide studies that document the presence/absence of archaeological resources and provide a detailed mitigation plan to avoid and protect any potential resources based on the recommendations of a qualified cultural preservation expert. The proposed off-site land use change would increase the allowable residential density of the GPA and Rezone area but would not result in any conditions that would increase potential impacts to archaeological resources. Development of the GPA and Rezone area under either designation would likely require ground disturbance, thereby requiring a protection plan to be implemented to mitigate impacts to less than significant. Development of the GPA and Rezone area would require compliance with state and federal regulations in addition to Mitigation Measure 5-2 of the TOP SEIR.

- **Human Remains.** Development at the GPA and Rezone area has the potential to impact human remains. California Health and Safety Code, Section 7050.5; CEQA Section 15064.5; and PRC Section 5097.98 mandate that a specific process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, as described in Impact 5.5-3 above. Compliance with state regulations would ensure that this impact is less than significant.

5.5.4 Cumulative Impacts

The area considered for cumulative impacts to historic and archaeological resources is within a one-mile radius of the ORSC site and Offsite Improvement Area, the same area as the records search, which overlaps with the GPA and Rezone area. Twenty-four previously recorded historical and/or archaeological resources were identified within one mile of the ORSC site, according to the records search conducted through the SCCIC. Other projects in the region could demolish or otherwise alter historical and archaeological resources. Other projects, including the development of the GPA and Rezone area, would be required to comply with CEQA Guidelines Section 15064.5, which requires the lead agency to determine if discovered resources are unique or

historically significant, and if so, to avoid or mitigate impacts to such resources in accordance with the provisions of PRC Section 21083.2. The Proposed Project would not result in a cumulatively considerable impact to cultural resources.

5.5.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impacts 5.5-1 and 5.5-3 would be less than significant.

Without mitigation, this impact would be **potentially significant**:

- **Impact 5.5-2** Development of the ORSC site and sewer alignment could result in the discovery of subsurface archaeological resources.

5.5.6 Mitigation Measures

Impact 5.5-2

CUL-1 Prior to the start of construction, the Project Proponent shall retain a qualified professional archaeologist to monitor all ground-disturbing activities associated with construction of the ORSC site and Offsite Improvement Area. Monitoring is not required for placement of equipment or fill inside excavations that were monitored, above-ground construction activities, or redistribution of soils that were previously monitored (such as the return of stockpiles to use in backfilling). The Monitoring Archaeologist shall meet or work under the direct supervision of someone meeting the Secretary of the Interior's professional qualifications standards for prehistoric and historic archaeology. The archaeologist shall be present at a pre-grading meeting(s), establish procedures for archeological resource monitoring during grading and construction, and establish, in conjunction with the City, procedures to temporarily halt or redirect all work to allow the sampling, identification, and evaluation of all resources as that are encountered by the archaeologist. If archeological features are discovered, the archeologist shall report such findings to the Ontario Planning Director. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in conjunction with the City, that shall be taken for exploration and/or salvage in compliance with CEQA standards.

5.5.7 Level of Significance After Mitigation

Impact 5.5-2

Mitigation Measure CUL-1 would ensure the preservation and curation of archeological resources if uncovered during ground-disturbing activities of the ORSC site and sewer alignment. This mitigation measure would ensure that impacts to archaeological resources are mitigated to less than significant levels.

5.5.8 References

Archaeological Associates. 2016a, July. Cultural Resources Records Search Update and Summary for the Armstrong Ranch Specific Plan, 199 Acres Located Southeast of the Intersection of Vineyard Avenue and East Riverside Drive, City Of Ontario, Riverside County. (Appendix F2)

_____. 2016b, September. Phase II Historical and Architectural Significance Evaluations for Six Properties within the Armstrong Ranch Specific Plan, 199 Acres Located Southeast of the Intersection of Vineyard Avenue and East Riverside Drive, City of Ontario, San Bernardino County. (Appendix F2)

ECORP Consulting Inc. 2024, January. California Historical Resources Information System Records Search Results and Architectural Evaluation Update for the Ontario Regional Sports Complex Project, Ontario, California. (Appendix F1)

Ontario, City of. 2022. The Ontario Plan 2050 Draft Environmental Impact Report. https://www.ontarioca.gov/OntarioPlan.

5. Environmental Analysis
CULTURAL RESOURCES

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5.6 ENERGY

This section of the Draft EIR evaluates the energy implications of the Ontario Regional Sports Complex (ORSC) and the off-site General Plan Amendment and Rezone (GPA and Rezone) in a local and regional context. The potential energy impacts of the ORSC site and Offsite Improvement Area are evaluated as project-level, while those of the GPA and Rezone are evaluated a programmatic level. The energy calculation sheets are included in Appendix D3.

5.6.1 Environmental Setting

5.6.1.1 REGULATORY BACKGROUND

Federal, state, and local laws, regulations, plans, or guidelines related to energy that are potentially applicable to the Proposed Project are summarized herein.

Federal

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 was established in response to the 1973 oil crisis. The act created the Strategic Petroleum Reserve, established vehicle fuel economy standards, and prohibited the export of U.S. crude oil (with a few limited exceptions). It also created Corporate Average Fuel Economy (CAFE) standards for passenger cars starting in model year 1978. The CAFE Standards are updated periodically to account for changes in vehicle technologies, driver behavior, and/or driving conditions.

The federal government issued new CAFE standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon (mpg) in 2025. On March 30, 2020, the EPA finalized updated CAFE and greenhouse gas (GHG) emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026. On December 21, 2021, under direction of Executive Order 13990 issued by President Biden, the National Highway Traffic Safety Administration (NHTSA) repealed SAFE Vehicles Rule Part One, which had preempted State and local laws related to fuel economy standards. In addition, on March 31, 2022, the NHTSA finalized new fuel standards that will increase fuel efficiency 8 percent annually for model years 2024 to 2025 and 10 percent annually for model year 2026. Overall, the new CAFE standards require a fleet average of 49 mpg for passenger vehicles and light trucks for model year 2026, which will be a 10 mpg increase compared to model year 2021 (NHTSA 2022).

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The act sets increased corporate average fuel economy standards; the renewable fuel standard; appliance energy-efficiency standards; building energy-efficiency

standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (USEPA 2023).

Energy Policy Act of 2005

Passed by Congress in July 2005, the Energy Policy Act includes a comprehensive set of provisions to address energy issues. This Act includes tax incentives for energy conservation improvements in commercial and residential buildings, fossil fuel production and clean coal facilities, and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers.

National Energy Policy

Established in 2001 by the National Energy Policy Development Group, the National Energy Policy is designed to help the private sector and state and local governments promote dependable, affordable, and environmentally sound production and distribution of energy for the future. Key issues addressed by the energy policy are energy conservation, repair and expansion of energy infrastructure, and ways of increasing energy supplies while protecting the environment.

Natural Gas Pipeline Safety Act of 1968

The Natural Gas Pipeline Safety Act of 1968 authorizes the United States Department of Transportation to regulate pipeline transportation of flammable, toxic, or corrosive natural gas and other gases as well as the transportation and storage of liquefied natural gas. The Pipeline and Hazardous Materials Safety Administration within the Department of Transportation develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6-million-mile pipeline transportation system.

State

Warren-Alquist Act

Established in 1974, the Warren-Alquist Act created the California Energy Commission (CEC) in response to the energy crisis of the early 1970s and the state's unsustainable growing demand for energy resources. The CEC's core responsibilities include advancing State energy policy, encouraging energy efficiency, certifying thermal power plants, investing in energy innovation, developing renewable energy, transforming transportation, and preparing for energy emergencies. The Warren-Alquist Act is updated annually to address current energy needs and issues, and its latest edition was in January 2023.

California Public Utilities Commission

In September 2008, the California Public Utilities Commission adopted the Long-Term Energy Efficiency Strategic Plan, which provides a framework for energy efficiency in California through the year 2020 and beyond. It articulates a long-term vision and goals for each economic sector, identifying specific near-term,

midterm, and long-term strategies to assist in achieving these goals. This plan sets the following four goals, known as Big Bold Energy Efficiency Strategies, to achieve significant reductions in energy demand:

- All new residential construction in California will be zero net energy by 2020.[1]
- All new commercial construction in California will be zero net energy by 2030.
- Heating, ventilation and air conditioning, commonly referred to as "HVAC," will be transformed to ensure that its energy performance is optimal for California's climate.
- All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

With respect to the commercial sector, the Long-Term Energy Efficiency Strategic Plan notes that commercial buildings, which include schools, hospitals, and public buildings, consume more electricity than any other end-use sector in California. The commercial sector's five-billion-plus square feet of space accounts for 38 percent of the State's power use and over 25 percent of natural gas consumption. Lighting, cooling, refrigeration, and ventilation account for 75 percent of all commercial electric use, and space heating, water heating, and cooking account for over 90 percent of gas use. In 2006, schools and colleges were in the top five facility types for electricity and gas consumption, accounting for approximately 10 percent of State's electricity and gas use (CPUC 2011).

The California Public Utilities Commission and the CEC have adopted the following goals to achieve zero net energy levels by 2030 in the commercial sector:

- **Goal 1:** New construction will increasingly embrace zero net energy performance (including clean, distributed generation), reaching 100 percent penetration of new starts in 2030.
- **Goal 2:** 50 percent of existing buildings will be retrofit to zero net energy by 2030 through achievement of deep levels of energy efficiency and with the addition of clean distributed generation.
- **Goal 3:** Transform the commercial lighting market through technological advancement and innovative utility initiatives.

Energy Related Regulations

Table 5.6-1, *State Energy Regulations*, provides a summary list of energy regulations in California.

[1] Zero net energy buildings are buildings where the total amount of energy used by the building on an annual basis is equal to or less than the amount of renewable energy created on the site.

5. Environmental Analysis
ENERGY

Table 5.6-1 State Energy Regulations

Sector	Regulation	Description
Transportation	Assembly Bill 1493	AB 1493 (Pavley I) reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016.
	Executive Order N-79-20	Establishes a time frame for the transition to zero-emission passenger vehicles and trucks in addition to off-road equipment. It directs CARB to develop: 1) Passenger vehicle and truck regulations requiring increasing volumes of new zero emission vehicles sold in California toward the target of 100 percent of in-state sales by 2035; 2) Medium- and heavy-duty vehicle regulations requiring increasing volumes of new ZE trucks and buses sold and operated in California toward the target of 100 percent of the fleet transitioning to ZEVs by 2045 everywhere feasible, and for all drayage trucks to be ZE by 2035; and 3) Strategies to achieve 100 percent zero emission from all off-road vehicles and equipment operations in California by 2035, in cooperation with other State agencies, the EPA, and local air districts.
Renewable Energy	Senate Bill (SB) 107, SB X1-2, Executive Order S-14-08,	Renewables Portfolio Standard (RPS). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08, signed in November 2008, expanded the state's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2).
	SB 350	Established tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.
	SB 100	RPS for publicly owned facilities and retail sellers will consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.
	Senate Bill 1020	SB 1020 was signed into law on September 16, 2022. It requires renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent by 2040. Additionally, SB 1020 requires all state agencies to procure 100 percent of electricity from renewable energy and zero-carbon resources by 2035.
Energy Efficiency	Title 24, Part 6, Building Energy Efficiency Standards	Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 (24 CCR [California Code of Regulations], Part 6). Part 6 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 2022 Building Energy Efficiency Standards were approved by the California Building Standards Commission in December 2021. The 2022 standards became effective and replaced the 2019 standards on January 1, 2023. The 2022 standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic system and battery requirements for high-rise, multifamily buildings (i.e., more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).
	Title 24, Part 11, Green Building Standards Code (CALGreen)	On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11), or "CALGreen," was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory

Table 5.6-1 State Energy Regulations

Sector	Regulation	Description
		provisions of CALGreen became effective January 1, 2011, and were last updated in 2022. The 2022 CALGreen standards became effective January 1, 2023.
	Title 20, Appliance Efficiency Regulations	The 2006 Appliance Efficiency Regulations (20 CCR Sections 1601–1608) were adopted by the CEC on October 11, 2006, and 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. Though 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.

Local

City of Ontario 2022 Community Climate Action Plan

The City of Ontario adopted a Community Climate Action Plan (CCAP) in August 2022. The purpose of the CAP serves to implement a plan to reduce GHG emissions to achieve SB 32 emission reduction targets by year 2030 and additional reductions beyond year 2030. The CCAP is an update to the 2014 Community Action Plan and provides an updated emissions inventory, emissions forecast, and reduction strategy analysis. The CCAP is consistent with section 15184.5 of the CEQA Guidelines through 2030 because the emissions reductions demonstrated therein are consistent with statewide 2030 reduction targets; however, the CCAP's post-2030 reduction targets predate and are not aligned the State's current 2045 emission reduction targets and carbon neutrality goal (Ontario 2022). The CCAP provides a strategic roadmap for reducing GHG emissions generated in Ontario through measures that include improving energy efficiency, reducing nonrenewable energy consumption, and promoting the consumption of renewable energy.

5.6.1.2 EXISTING CONDITIONS

Electricity

The plan area 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 (CEC 2023a). Total electricity consumption in SCE's service area was approximately 107,876 gigawatt-hours (GWh) in 2022 (CEC 2024a). As shown in Table 5.6-2, *San Bernardino 2022 Nonresidential Electricity Consumption*, nonresidential electricity consumption in San Bernardino County was approximately 10,328 GWh in 2022, or approximately 9.6 percent of SCE's total service area electricity consumption (CEC 2024b). Therefore, as shown in Tabe 5.6-4, San Bernardino County experienced a nonresidential per capita consumption rate of 4,736 kilowatt-hours (kWh) per person per year in 2022. It should be noted that county energy consumption rates were retrieved to characterize existing energy consumption because that is the smallest scale at which energy consumption estimates are publicly available.

Table 5.6-2 San Bernardino County 2022 Nonresidential Electricity Consumption

Parameter	Quantity
Nonresidential Electricity Consumption (kWh per year)	10,327,755,820
San Bernardino County Population	2,180,777
Per Capita Electricity Consumption (kWh per year)	**4,736**

Sources: CEC 2024b; DOF 2023.

Sources of electricity sold by SCE in 2022 were:

- 31.4 percent renewable, consisting mostly of solar and wind
- 2.3 percent large hydroelectric
- 22.3 percent natural gas
- 9.2 percent nuclear
- 0.2 percent other
- 34.6 percent unspecified sources—that is, not traceable to specific sources (SCE 2023)[2]

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas to the City of Ontario. SoCalGas' service area 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 (CEC 2022). Total natural gas consumption in SoCalGas's service area was approximately 503 billion thousand-British thermal units (kBtu) in 2022 (CEC 2024c). As shown in Table 5.6-3, *San Bernardino County 2022 Nonresidential Natural Gas Consumption*, nonresidential natural gas consumption in San Bernardino County was approximately 29 billion kBtu in 2022, or approximately 5.9 percent of SoCalGas' total service area natural gas consumption (CEC 2024d). Therefore, as shown in Tabe 5.6-5, San Bernardino County experienced a nonresidential per capita consumption rate of 13,517 kBtu per person per year in 2022. It should be noted that county energy consumption rates were retrieved to characterize existing energy consumption because that is the smallest scale at which energy consumption estimates are publicly available.

Table 5.6-3 San Bernardino County 2022 Nonresidential Natural Gas Consumption

Parameter	Quantity
Nonresidential Natural Gas Consumption (kBtu per Year)	29,479,231,700
San Bernardino County Population	2,180,777
Per Capita Natural Gas Consumption (kBtu per Year)	**13,517**

Sources: CEC 2024d; DOF 2023.
Notes: Utilizes a conversion rate of 100 kBtu per Therm. kBtu = 1,000 Btu.

[2] The electricity sources listed reflect changes after the 2013 closure of the San Onofre Nuclear Generating Station, which is owned by SCE. Numbers are rounded up and may cause the total to not add up to exactly 100 percent.

Transportation Fuels

California is one of the top producers of petroleum in the nation, with drilling operations throughout the state. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay Area, and the Central Valley. California oil refineries also process Alaskan and foreign crude oil received in ports in Los Angeles, Long Beach, and the San Francisco Bay Area. Crude oil production in California and Alaska is in decline, and California refineries have become increasingly dependent on foreign imports (CEC 2024e). Since 2012, foreign supplies, led by Saudi Arabia through 2019, Ecuador in 2020 and 2021, and Iraq in 2022, provide over half of the crude oil refined in California (CEC 2024f). According to the United States Energy Information Administration, California's field production of crude oil has steadily declined since the mid-1980s, totaling approximately 125 million barrels in 2022 (EIA 2023).

According to the Energy Information Administration, transportation accounted for nearly 38 percent of California's total energy demand in 2021, the latest year of available information, amounting to approximately 2,785 trillion British thermal units (BTU) (EIA 2024). The CEC produces a California Annual Retail Fuel Outlet Report every year, which is a compilation of gasoline and diesel fuel sales across the state, available at the county level. According to the CEC, California's 2022 fuel sales totaled an estimated 13,640 million gallons of gasoline and 3,601 million gallons of diesel fuel, and San Bernardino County fuel sales totaled an estimated 915 million gallons of gasoline and 406 million gallons of diesel fuel in 2022 (CEC 2023b). Therefore, as shown in Table 5.6-4, *San Bernardino County 2022 Transportation Fuel Consumption,* San Bernardino County experienced a per capita consumption rate of 606 gallons of fuel per person per year in 2022. It should be noted that county energy consumption rates were retrieved to characterize existing energy consumption because that is the smallest scale at which energy consumption estimates are publicly available.

Table 5.6-4 San Bernardino County 2022 Transportation Fuel Consumption

Parameter	Quantity
Transportation Fuel Consumption (gallons per year)	1,321,000,000
San Bernardino County Population	2,180,777
Per Capita Transportation Fuel Consumption (gallons per year)	**606**

Source: CEC 2024d; DOF 2023.

5.6.2 Thresholds of Significance

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

E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.6.3 Environmental Impacts

5.6.3.1 METHODOLOGY

Construction

As discussed in Section 3.3.3, *Construction Phase*, and illustrated on Figure 3-14, *Phasing Plan*, the ORSC would be constructed over four phases across seven planning areas and includes the sewer alignment in the Offsite Improvement Area. Phase 1A would consist of mass grading and demolition activities across the approximately 199-acre ORSC site and construction of on-site roadways—Ontario Avenue and Streets A and B—and off-site utility and roadway improvements along Vineyard Avenue, Riverside Drive, and Chino Avenue. Phases 1B through 4 would consist of fine grading, paving, and building construction activities associated with the rest of the ORSC site, as identified in Table 3-9, *Ontario Regional Sports Complex Phasing and Equipment*.

Operational Phase

As identified in Chapter 3, *Project Description*, the City intends to construct the stadium and accompanying uses of the ORSC to attract a new Minor League Baseball team. Attracting a new Minor League Baseball team to the stadium is the most conservative analysis for evaluating physical impacts to the environment because attracting a new team means that all trips and vehicle miles traveled (VMT) associated with the stadium are new trips and VMT that do not currently occur in the city or San Bernardino region. Rancho Cucamonga identified the potential for the Quakes to relocate from LoanMart Field to the ORSC. If the Quakes team relocates from Rancho Cucamonga to Ontario, VMT impacts would be substantially lessened, because trips to LoanMart Field are existing trips and VMT. The relocation scenario is not evaluated below, and instead, the impact analysis assumes VMT associated with the stadium are new trips and thus provides a conservative analysis of energy emissions impacts generated by the Proposed Project.

Based on CEQA Guidelines Appendix F, Energy Conservation, 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 ORSC's energy requirements and its energy use efficiencies by amount and fuel type during demolition, construction, and operation; the effects of the proposed project on local and regional energy supplies; the effects of the proposed project on peak and base period demands for electricity and other forms of energy; the degree to which the ORSC complies with existing energy standards; the effects of the ORSC on energy resources; and the ORSC's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable.

To assist in analyzing whether the ORSC's energy consumption is considered wasteful, inefficient, or unnecessary, the following energy conservation goals from Appendix F of the CEQA Guidelines are used:

- Decrease overall per capita energy consumption.
- Decrease reliance on fossil fuels such as coal, natural gas, and oil.
- Increase reliance on renewable energy sources.

Though these energy conservation goals are used in this analysis to determine whether long-term operations of the ORSC could result in wasteful, inefficient, or unnecessary energy consumption, they are not considered significance thresholds. In other words, even though a project may result in an increase in per capita energy consumption, that does not necessarily mean that the project would result in wasteful, inefficient, or unnecessary energy consumption because the consumption of energy alone does not constitute the wasteful, inefficient, or unnecessary use of energy resources. Because different land use types consume different types of energy resources at different rates depending on that occupancy's operational objectives and energy needs, comparing the per capita energy consumption of the ORSC against the aggregated nonresidential energy consumption data for the County is informative but not determinative of whether that energy consumption is wasteful, inefficient, or unnecessary. Therefore, this analysis focuses on whether the use of that energy resource is carried out in a wasteful, inefficient, or unnecessary manner in the context of the Appendix F energy conservation goals and explores whether mitigation may be warranted to ensure that the use of energy resources is not considered wasteful, inefficient, or unnecessary.

The provided energy and fuel usage information for the ORSC are based on the following.

- **Building Energy.** For the Baseball Stadium, the building would be designed all electric, and electricity consumption estimates for similar facilities provided by the City were used to characterize the energy consumption for the Baseball Stadium in this analysis, which demonstrates an approximate consumption rate of 19.4 kWh per year per square foot (Appendix D1). For all other components of the ORSC site, building energy consumption estimates utilize the California Emissions Estimator Model (CalEEMod version 2022.1) default energy (i.e., electricity and natural gas) rates for nonresidential land uses, which are based on the CEC's 2018–2030 Uncalibrated Commercial Sector Forecast (commercial forecast) compiled by the CEC in 2019. Use of the CalEEMod default energy rates results in conservative estimates compared to the recently adopted 2022 Building Energy Efficiency Standards because the commercial forecast is based on the energy demand per square foot of building space, land use subtype, and end use for the year 2019. It is anticipated that new buildings under the 2022 Building Energy Efficiency Standards will generally result in lower energy use.

- **Stationary Sources.** The ORSC could result in the installation and operation of stationary sources, such as generators, boilers, or fire pumps. The quantity, type, size, location, fuel type, and annual average operating hours for potential stationary source equipment are unknown at this time; thus, no energy consumption associated with stationary sources has been included in this analysis as it would be speculative to include energy consumption estimates without substantial evidence to support the assumed quantity, type, size, location, fuel type, and annual average operating hours of unknown equipment. Should the ORSC need to install and operate stationary source equipment, the South Coast AQMD must be contacted for issuance of a permit under applicable District Rules and/or the Portable Equipment Registration Program, depending on the stationary source equipment that is needed.

  In general, if stationary source equipment is permitted, it would be necessary for the operation of the ORSC site and would typically not constitute wasteful, inefficient, or unnecessary consumption of energy resources. For instance, should the ORSC determine the need for back-up generators, under permitting requirements with the South Coast AQMD, that equipment would be used only for maintenance and testing

and in times of emergency, which would constitute a necessary use of that energy resource. Should the ORSC determine the need for other stationary source equipment, such as boilers or fire pumps, the use of that equipment would be necessary for the water heating needs and safety precautions, respectively, for the applicable building. Moreover, any stationary source equipment that is also considered an appliance that is regulated by Title 20, *Appliance Efficiency Regulations*, of the California Code of Regulations (CCR), such as boilers, would be designed pursuant to the latest energy efficiency standard that applies for that equipment. As such, it is speculative to include stationary source equipment with unknown parameters, and further analysis would be required by the South Coast AQMD through the permitting process.

- **On-Road Vehicle Fuel Usage.** Fuel usage associated with operation-related vehicle trips and construction-related vehicle trips (i.e., worker and vendor trips) is based on fuel usage data obtained from EMFAC2021, version 1.0.2, and on vehicle trip generation data provided in the traffic impact analysis (see Appendix L2, *Traffic Impact Analysis*).

- **Off-Road Equipment Fuel Usage.** Fuel usage for construction-related off-road equipment are based on fuel usage data obtained from OFFROAD2021, version 1.0.5, and on the equipment mix and operations anticipated for the ORSC (see the methodology discussion under Section 5.3.3.1, *Methodology*, of Section 5.3, *Air Quality*, for details).

5.6.3.2 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.6-1: The ORSC would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation. [Threshold E-1]

Short-Term Construction Impacts

Construction of the ORSC, including development on the ORSC site and within the Offsite Improvement Area, would create temporary demands for electricity. Natural gas is not generally required to power construction equipment, and therefore is not anticipated during construction phases. Electricity use would fluctuate according to the phase of construction. Additionally, it is anticipated that most 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.

Construction of the ORSC would also temporarily increase demands for energy associated with transportation fuels. Transportation energy use depends on the type and number of trips, VMT, fuel efficiency of vehicles, and travel mode. Energy use 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 or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be necessary to complete that phase of construction. It is anticipated that most off-road construction equipment, such as those used during demolition and grading, would be gasoline or diesel powered. In addition, all operation of construction equipment would cease upon completion of construction.

Energy resources consumed during construction of the ORSC estimated and are provided in Table 5.6-5, *Ontario Regional Sports Complex Construction Energy Consumption*. Nonetheless, the consumption of these energy resources is necessary to construct the Proposed Project.

Table 5.6-5 Ontario Regional Sports Complex Construction Energy Consumption

Parameter	Quantity		
	Gasoline (gallons)	Diesel (gallons)	Electricity (kWh)
Construction Worker Transportation Fuel Consumption	129,152	169	53,448
Construction Vendor Truck Fuel Consumption	6,754	59,637	0
Construction Haul Truck Fuel Consumption	14	101,325	0
Construction Off-Road Equipment Fuel Construction	0	1,418,271	0
TOTAL ORSC	**135,921**	**1,579,402**	**53,448**

Source: Appendix D3.

The construction contractors would be required to minimize nonessential idling of construction equipment in accordance with the 13 CCR, Article 4.8, Chapter 9, Section 2449. Such required practices would limit wasteful and unnecessary energy consumption. Therefore, construction of the ORSC would not result in the wasteful, inefficient, or unnecessary consumption of energy resources.

Long-Term Impacts During Operation

Operation of the ORSC would create demand for electricity and natural gas for building energy use and demand for electricity, compressed natural gas, diesel, and gasoline for vehicle transportation. Operational use of electricity and natural gas in buildings would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; and lighting. As discussed under Section 5.6.3.1, *Methodology*, the following energy conservation goals are considered to assist in analyzing whether the ORSC's energy consumption could be considered wasteful, inefficient, or unnecessary:

- Decrease overall per capita energy consumption.
- Decrease reliance on fossil fuels such as coal, natural gas, and oil.
- Increase reliance on renewable energy sources.

Electricity Consumption

Electrical service to the ORSC site is provided by SCE through connections to existing off-site and on-site electrical lines and new on-site infrastructure. As shown in Table 5.6-6, *Ontario Regional Sports Complex Electricity Consumption*, at full buildout of the ORSC, which is assumed as early as 2027, electricity consumption would total an estimated 18,643,141 kWh annually after accounting for both building electricity demand and electric vehicle electricity demand. As shown in this table, the ORSC would consume electricity at a per capita rate that is lower than the county average. Moreover, though Table 5.6-6 shows that the proposed buildings would consume 17,338,246 kWh per year, the ORSC would be required to comply with the latest California Building Standards Code (CBSC) and CALGreen requirements for including rooftop solar systems and passive energy

efficiency designs to reduce potential wasteful, inefficient, or unnecessary consumption of electricity. Rooftop solar systems would reduce the amount of overall electricity consumed that is transported through the State's electricity grid, reducing the amount of electricity lost in transmission. Regarding electricity that would be drawn from the grid, electricity utility compliance with the State's RPS program under SB 100 would ensure that the proportion of electricity that is sourced from renewable and carbon-free sources—and consumed by the ORSC—increases until it must be 100 percent in 2045. ORSC compliance with the CBSC and CALGreen and utility compliance with SB 100 ultimately result in incremental shifts away from reliance on fossil fuels and toward a greater reliance on renewable energy sources. Overall, the ORSC would result in lower per capita electricity consumption when compared to existing consumption rates in the county, decrease reliance on fossil fuels, and increase reliance on renewable energy sources. Therefore, the ORSC's electricity consumption would not be considered wasteful, inefficient, or unnecessary, and this impact would be less than significant.

Table 5.6-6 Ontario Regional Sports Complex Electricity Consumption

Parameter	kWh/Year
ORSC Electricity Consumption	
Building Electricity Consumption	17,338,246
Transportation Electricity Consumption	1,304,896
Total ORSC Electricity Consumption	**18,643,141**
Per Capita Electricity Consumption	
ORSC[1]	2,599
County Average[2]	4,736
Project Exceeds County Average?	**No**

Source: Appendix D3.
[1] Per capita consumption for the ORSC is based on a service population of visitors and employees (7,172 persons), as identified in Section 5.17, *Transportation*.
[2] County average per capita consumption is drawn from Table 5.6-2.

Natural Gas Consumption

As shown in Table 5.6-7, *Ontario Regional Sports Complex Natural Gas Consumption*, natural gas consumed by the ORSC would total 12,359,271 therms annually, the natural gas consumption for all proposed buildings other than the stadium. As discussed in Section 5.6.3.1, the Baseball Stadium building would be all electric and would not consume any natural gas for building energy needs. As shown in this table, the ORSC would consume natural gas at a per capita rate that is lower than the County average. In addition, the consumption estimates in the table are largely drawn from the default consumption estimates from the California Emissions Estimator Model (CalEEMod), which are based on the CEC's 2018–2030 Uncalibrated Commercial Sector Forecast (commercial forecast), compiled by the CEC in 2019. This means that the modeled natural gas use reflects average building consumption rates through 2019 and corresponds with a mixture of building designs that are compliant with the 2016 CBSC and earlier code versions.

Table 5.6-7 Ontario Regional Sports Complex Natural Gas Consumption

Parameter	kBtu/Year
ORSC Natural Gas Consumption	
Building Natural Gas Consumption	12,359,271
Total ORSC Natural Gas Consumption	**12,359,271**
Per Capita Natural Gas Consumption	
ORSC[1]	1,723
County Average[2]	13,517
Project Exceeds County Average?	**No**

Source: Appendix D3.
[1] Per capita consumption for the ORSC is based on a service population of visitors and employees (7,172 persons), as identified in Section 5.17, *Transportation*.
[2] County average per capita consumption is drawn from Table 5.6-3.

Because each version of the CBSC has built on the energy efficiency performance of the last—i.e., a building designed compliant with the minimum requirements of the 2019 Code would consume less energy than the same building designed compliant with the 2016 Code, and a building designed to the 2022 Code would consume less energy than that of the 2019 Code—future iterations of the CBSC are assumed to achieve greater energy efficiency performance. The ORSC would be required to comply with the latest CBSC and CALGreen requirements that apply at the time of design approval including requirements for passive energy efficiency design to reduce potential wasteful, inefficient, or unnecessary consumption of natural gas. Moreover, the current 2022 California Energy Code—Part 6 of the CBSC—is structured in a way that includes mandatory requirements for all projects but also allows building designs to demonstrate compliance through either the Prescriptive Requirements or Performance Pathway.

The prescriptive requirements contain various prescribed features, such as solar water heaters, heat pumps, solar panel arrays, and battery storage, depending on the building occupancy types and climate zone. For instance, grocery, office, financial institution, unleased tenant space, retail, school, warehouse, auditorium, convention center, hotel, motel, library, medical office building/clinic, restaurant, and theater occupancy types normally require both solar and battery storage systems under the prescriptive requirements. Under the prescriptive requirements, a new development's building design is called the "standard design building," which represents the energy-efficiency performance of that building if it included all prescribed features (e.g., solar, battery storage) under the mandatory requirements and prescriptive requirements. A project may instead demonstrate compliance using the mandatory requirements and performance pathway without including all prescribed features, such as solar or battery storage; however, that building design must match or exceed the energy efficiency performance of the standard design building. In other words, if a project would be required to include solar and battery storage under the prescriptive requirements, it can choose to demonstrate compliance using the performance pathway and not include solar and battery storage so long as it can show that it would achieve the same overall energy efficiency performance as if solar and battery storage were included.

As a result of required compliance with the California Energy Code, the ORSC's energy consumption is anticipated to be substantially lower than what is shown in Tables 5.6-6 and 5.6-7. Moreover, natural gas

consumed by the ORSC site would be the result of space and water heating needs for the businesses and buildings on-site to operate and serve the local and regional community with park and entertainment amenities. In addition, it should be noted that the ORSC would be required under Mitigation Measure GHG-2 to eliminate natural gas consumption for building energy needs not related to commercial cooking activities, as discussed in Section 5.8.7, *Level of Significance After Mitigation*. Implementation of Mitigation Measure GHG-2 would result in an increase in electricity consumption and a decrease in natural gas consumption from what is shown in Tables 5.6-6 and 5.6-7; however, the exact extent of energy source fuel switching is unknown because the exact natural gas needs for potential commercial cooking activities is unknown. Therefore, these estimates assume an unmitigated energy scenario.

Compliance with the CBSC (Title 24, CCR) and California Energy Code (Part 6 of Title 24, CCR) that is applicable to each building at the time it goes through permitting would decrease reliance on fossil fuels through energy efficiency design requirements that are not reflected in the consumption estimates provided in Tables 5.6-6 and 5.6-7. As mentioned under Section 5.6.3.1, *Methodology*, the CalEEMod energy consumption estimates for the ORSC are based on nonresidential building energy demand through 2019 and do not reflect the incorporation of additional energy efficiency envelope design requirements that are currently required under the 2022 CBSC. Moreover, the CBSC undergoes triennial updates (e.g., every 3 years) that incrementally improve those energy efficiency standards to support the State's long-term goals for GHG emissions reductions and carbon neutrality. As such, the current 2022 CBSC requires improved energy efficiency in building envelope design beyond what was required in the 2019 CBSC. Likewise, the 2025 CBSC is anticipated to require improved energy efficiency in building envelope design beyond what is required in the 2022 CBSC, and so on into future code cycles. Because the ORSC would be constructed through 2027, it is possible that some of the proposed buildings of the ORSC could be compliant with the 2022 CBSC and others with the 2025 CBSC, depending on when permits are issued for each individual building. Therefore, compliance with the CBSC in effect at the time that each building of the ORSC is permitted would ensure that the building envelope design for buildings of the ORSC are more energy-efficient than what is assumed in the consumption estimates shown in Tables 5.6-6 and 5.6-7.

In addition to the California Energy Code design requirements each building envelope would be required to meet, building appliances (e.g., space and water heating and cooking appliances), whether they are natural gas or electric, must meet their own energy efficiency standards in effect at the time that the appliance is manufactured. Any appliances that are regulated by Title 20, CCR, such as space and water heating and cooking appliances, would be designed pursuant to the applicable energy efficiency standards thereof for that appliance. As previously discussed, buildings proposed as part of the ORSC would be required under Mitigation Measure GHG-2 to eliminate natural gas consumption for building energy needs not related to commercial cooking activities. As such, natural gas appliances included in the ORSC would be limited to appliances necessary for commercial cooking uses. Similarly, the consumption of natural gas for commercial cooking activities would be necessary as part of the respective businesses' operational objectives, such as providing kitchen services at the hotel. Therefore, the ORSC's natural gas consumption would not be considered wasteful, inefficient, or unnecessary, and this impact would be less than significant.

Transportation Fuel Consumption

Operation of the ORSC would consume transportation energy from the use of motor vehicles (e.g., gasoline, diesel, compressed natural gas, and electricity). Table 5.6-8, *Ontario Regional Sports Complex Transportation Fuel Consumption*, shows the estimated fuel usage of the ORSC compared to the existing county consumption estimates in Table 5.6-4.

Table 5.6-8 Ontario Regional Sports Complex Transportation Fuel Consumption

Parameter	Gallons/Year
ORSC Transportation Fuel Consumption	
Gasoline Consumption	1,962,334
Diesel Consumption	46,265
Compressed Natural Gas Consumption	1,537
Total ORSC Transportation Fuel Consumption	**2,010,136**
Per Capita Natural Gas Consumption	
ORSC[1]	280
County Average[2]	606
Project Exceeds County Average?	**No**

Source: Appendix D3.
[1] Per capita consumption for the ORSC site is based on a service population of visitors and employees (7,172 persons), as identified in Section 5.17, *Transportation*.
[2] County average per capita consumption is drawn from Table 5.6-4.

As shown in this table, the ORSC site would result in lower per capita transportation fuel usage for gasoline-, diesel-, and compressed natural gas-powered vehicles. Because of State and federal vehicle fuel efficiency standards, the average fuel efficiency for vehicles used by employees and visitors of the ORSC site is anticipated to improve with each year as older and less fuel-efficient vehicles are retired and replaced with newer, more fuel-efficient vehicles or vehicles powered by alternative fuel sources (e.g., electricity, hydrogen). Therefore, the ORSC site is anticipated to result in lower per capita transportation fuel consumption. Moreover, incremental vehicle fleet turnover in future years would decrease reliance on fossil fuels and slowly shift a greater proportion of transportation energy needs to electricity, which will incrementally increase the ORSC's reliance on renewable energy sources through electricity utility compliance with SB 100.

Furthermore, the ORSC site would include pedestrian and bicycle amenity improvements that would encourage the use of active transportation modes (e.g., biking and walking). Improving the nearby active transportation infrastructure would encourage less travel by single-occupancy-passenger vehicle, which would further contribute to minimizing per capita VMT.

Summary

Overall, regulatory compliance (e.g., Building Energy Efficiency Standards, CALGreen, RPS, and CAFE standards) will increase building energy efficiency and vehicle fuel efficiency and reduce building energy demand and transportation-related fuel usage. Additionally, the ORSC site would include design features pursuant to

the applicable energy efficiency requirements in effect at the time the respective building undergoes permitting, encourage active transportation, and incorporate renewable energy generation that will contribute to minimizing building and transportation-related energy demands overall and demands on nonrenewable sources of energy. Implementation of the ORSC would not result in inefficient, wasteful, or unnecessary energy consumption. Therefore, this impact would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Impact 5.6-2: The ORSC would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. [Threshold E-2]

Applicable plans relevant to the ORSC include the California RPS Program and the City's CCAP.

California Renewable Portfolio Standard Program

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. In general, California has RPS requirements of 33 percent renewable energy by 2020 (SB X1-2), 40 percent by 2024 (SB 350), 50 percent by 2026 (SB 100), 60 percent by 2030 (SB 100), and 100 percent by 2045 (SB 100). SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. 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. The land uses accommodated under the ORSC would comply with the current and future iterations of the Building Energy Efficiency Standards and CALGreen.

Ontario Community Climate Action Plan

As previously discussed, the City adopted the CCAP to implement a plan to reduce GHG emissions to achieve SB 32 emission reduction targets by year 2030 and additional reductions beyond year 2030. While the CCAP's primary focus is reducing community-wide GHG emissions, a main strategy in the plan relates to improving energy efficiency, reducing fossil fuel energy consumption, and promoting renewable energy consumption in its place. As discussed in Section 5.8, *Greenhouse Gas Emissions,* and demonstrated in Table 5.8-7, *Ontario Regional Sports Complex Consistency with CCAP Strategies,* the ORSC would be generally considered consistent with the City's CCAP and consistent with its energy efficiency and renewable energy strategies.

The ORSC would be required to comply with the version of the CBSC, including the Building Energy Efficiency Standards in Part 6, that is in effect at the time that each proposed structure is designed. Currently, the 2022 Building Energy Efficiency Standards require that new structures of specified occupancy types either include rooftop solar systems or be designed in such a way they achieve the same energy efficiency as if solar were included. The ORSC would involve pedestrian and active transportation improvements throughout and adjacent to the ORSC site, such as sidewalks and bicycle lanes, that would reduce VMT and transportation fuel consumption. Moreover, the ORSC would comply with applicable water efficiency standards in CALGreen to reduce the amount of water and electricity consumed for treatment and transport during operation. These

features support the ORSC's consistency with the City's CCAP strategies that are focused on energy efficiency and renewable energy. Therefore, the ORSC would be consistent with the California RPS program and the City's CCAP, and this impact would be less than significant.

Level of Significance Before Mitigation: Less than significant.

5.6.3.3 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF OFF-SITE GENERAL PLAN AMENDMENT AND REZONE

The Proposed Project requires compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site. The transportation model was adjusted to reflect off-site GPA and Rezone.

- **Wasteful, Inefficient, or Unnecessary Energy.** As explained in Section 5.17, *Transportation*, VMT outside the 199-acre ORSC site does not differ between the future baseline and future with-project conditions. These parcels are already designated and zoned as residential use in TOP. Furthermore, in general, increasing residential density is expected to result in a more efficient, compact land use with less energy use per unit and fewer vehicle trips per unit than low density residential uses. Table 5.6-9, *Residential Energy Use and Vehicle Trip Generation Rates*, illustrates the energy consumption and vehicle trip generation rates anticipated for varying densities of residential development types. The energy consumption rates for the various residential land uses are drawn from CalEEMod default values, which reflect per-unit consumption rates from the CEC's 2019 Residential Appliance Saturation Survey, and the trip generation rates are drawn from the latest Institute of Transportation Engineers' (ITE) Trip Generation Manual (11th Edition). As shown in Table 5.6-9, the GPA and Rezone is expected to result in generally more efficient per-unit energy consumption and vehicle trip generation. As a result, per capita energy consumption from the new residences envisioned by the GPA and Rezone is anticipated to decrease from existing conditions. Therefore, the GPA and Rezone would not result in a significant impact related to the wasteful, inefficient, or unnecessary consumption of energy resources.

- **Plan Consistency.** As discussed under Impact 5.8-2, the two plans or policies that were adopted for the purposes of encouraging energy efficiency and renewable energy which would apply to the Proposed Project include California's RPS and the City's CCAP. While the Proposed Project envisions more dense residential development along Vineyard Avenue, the Proposed Project does not include any site-specific proposal for residential development. As such, when individual residential development projects envisioned by the GPA and Rezone undergo their own environmental review, consistency with these plans will be considered, and mitigation will be applied as appropriate and necessary to reduce impacts to less than significant levels. Nonetheless, future development would be required to meet the version of the CBSC that is in effect at the time it goes through plan check and approval with the City. The CBSC undergoes triennial updates (e.g., every 3 years) that incrementally improve energy efficiency standards to support the State's long-term goals for GHG emissions

reductions and carbon neutrality. As such, the current 2022 CBSC requires improved energy efficiency in building envelope design beyond what was required in the 2019 CBSC. Likewise, the 2025 CBSC is anticipated to require improved energy efficiency in building envelope design beyond what is required in the 2022 CBSC, and so on into future code cycles. In addition to the California Energy Code design requirements each building envelope would be required to meet, building appliances (e.g., space and water heating and cooking appliances), whether they are natural gas or electric, must meet their own energy efficiency standards in effect at the time that the appliance is manufactured. Any appliances that are regulated by Title 20, CCR, such as space and water heating and cooking appliances, would be designed pursuant to the applicable energy efficiency standards thereof for that appliance. Therefore, the GPA and Rezone would not result in a significant impact related to consistency with a plan adopted for the purposes of reducing GHG emissions.

Table 5.6-9 Residential Energy Use and Vehicle Trip Generation Rates

CalEEMod Residential Land Use	kWh/Year/Unit	kBtu/Year/Unit	Weekday ADT/Unit
Single-Family (low density)	7,610	31,290	9.43
Apartments Low Rise (low to medium density)	4,686	16,657	6.74
Apartments Mid Rise (medium density)	4,316	11,037	4.54
Apartments High Rise (high density)	4,316	11,037	4.54
Condo/Townhouse (low to medium density)	4,849	18,842	6.74
Condo/Townhouse High Rise (medium density)	4,316	11,037	4.54

Source: CalEEMod Version 2022.1, Appendix G, Table G-28, *Annual Energy Use by Land Use Subtype and EDFZ*.
Notes:
kWh = kilowatt-hours; kBtu = thousand-British thermal units; ADT = average daily trips.
ITE Trip Generation Rates are drawn from the Institute of Transportation Engineers' (ITE) Trip Generation Manual 11th Edition (ITE 2024). Consistent with the CalEEMod User's Guide, Single-family utilizes ITE Code 210, Apartments Low Rise and Condo/Townhouse utilize ITE Code 220, Apartments Mid Rise and Condo/Townhouse High Rise utilize ITE Code 220, and Apartments High Rise utilizes ITE Code 222.
Energy consumption estimates reflect CalEEMod default per-dwelling-unit consumption estimates for Electricity Demand Forecast Zone 10.

5.6.1 Cumulative Impacts

The areas considered for cumulative impacts to electricity and natural gas supplies and facilities are the SCE and SoCalGas service areas. Other projects in the SCE and SoCalGas service areas, including development in the GPA and Rezone area, would be subject to existing regulations, including the CBSC, which requires new buildings to increase their energy efficiency design. Incremental improvements in the CBSC attempt to align new development design, including that of the ORSC, with the State's goals for carbon neutrality. Additionally, as described above in the Section 5.6.3.3, Programmatic Environmental Effects of Off-Site General Plan Amendment and Rezone, the proposed off-site land use changes associated with the ORSC are expected to result in more efficient, compact land uses, thereby potentially reducing energy usage associated with transportation. The GPA and Rezone would therefore not result in any cumulatively considerable impacts. With compliance of existing laws, plans and regulations, cumulative impacts of the Proposed Project would be less than significant, and impacts would not be cumulatively considerable.

5.6.2 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.6-1 and 5.6-2.

5.6.3 Mitigation Measures

No potentially significant impacts are identified, and no mitigation measures are needed.

5.6.4 Level of Significance After Mitigation

All impacts with respect to energy resources are less than significant.

5.6.5 References

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5.7 GEOLOGY AND SOILS

This section of the Draft EIR evaluates the potential for implementation of the Ontario Regional Sports Complex (ORSC) and associated sewer alignment on Vineyard Avenue in the Offsite Improvement Area to impact geological and soil resources, paleontological resources, or unique geologic features in the City of Ontario. The potential impacts associated with the ORSC are analyzed on a project level while the potential impacts of the off-site General Plan Amendment and Rezone (GPA and Rezone) are analyzed on a program level. The analysis in this section is based in part on the following:

- *Preliminary Geotechnical Investigation, Armstrong Ranch Specific Plan, DeBoer Parcels City of Ontario, County of San Bernardino, California*, Alta California Geotechnical Inc., April 14, 2015
- *Geotechnical Investigation for Ontario Regional Sports Complex, SE Corner of East Riverside Dr and Ontario Ave, Ontario, CA,* RMA Group, December 6, 2023
- *Paleontological Assessment Memorandum for the Ontario Sports Complex Project, San Bernardino County, California*, ECORP Consulting Inc., November 9, 2023

Complete copies of these studies are included as Appendix F1, F2, and F3, respectively, to the Draft EIR.

5.7.1 Environmental Setting

5.7.1.1 REGULATORY BACKGROUND

Federal Regulations

Soil Hazards

There are no federal regulations for soil or soil hazards.

Paleontological Resources

Paleontological Resources Preservation, Omnibus Public Lands Act, Public Law 111-011, Title VI, Subtitle D, 2009

The Paleontological Resources Preservation, Omnibus Public Lands Act (PRPA) directs the secretaries of the Interior and of Agriculture to manage and protect paleontological resources on federal land using "scientific principles and expertise." To formulate a consistent paleontological resources management framework, the PRPA incorporates most of the recommendations from the report of the Secretary of the Interior, "Assessment of Fossil Management on Federal and Indian Lands" (USDI 2000). In passing the PRPA, Congress officially recognized the scientific importance of paleontological resources on some federal lands by declaring that fossils from these lands are federal property that must be preserved and protected. The PRPA codifies existing policies of the Bureau of Land Management, National Park Service, US Forest Service, Bureau of Reclamation, and US Fish and Wildlife Service, and provides the following:

- Uniform criminal and civil penalties for illegal sale and transport, and theft and vandalism of fossils from federal lands.
- Uniform minimum requirements for paleontological resource-use permit issuance (terms, conditions, and qualifications of applicants).
- Uniform definitions for "paleontological resources" and "casual collecting."
- Uniform requirements for curation of federal fossils in approved repositories.

National Environmental Policy Act of 1969

The National Environmental Policy Act of 1969, as amended, recognizes the continuing responsibility of the federal government to "preserve important historic, cultural, and natural aspects of our national heritage…" (Sec. 101 [42 US Code sec. 4321] #382). With the passage of the PRPA, paleontological resources are considered a significant resource, and it is now standard practice to include paleontological resources in National Environmental Policy Act studies in all instances where there is a possible impact.

Antiquities Act of 1906

The Antiquities Act of 1906 states, in part:

> That any person who shall appropriate, excavate, injure or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States, without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which said antiquities are situated, shall upon conviction, be fined in a sum of not more than five hundred dollars or be imprisoned for a period of not more than ninety days, or shall suffer both fine and imprisonment, in the discretion of the court. (16 US Code secs. 431–433)

Although there is no specific mention of natural or paleontological resources in the act itself, or in the act's uniform rules and regulations (Title 43 Part 3, Code of Federal Regulations [43 CFR 3]), the term "objects of antiquity" has been interpreted to include fossils by the National Park Service, Bureau of Land Management, the US Forest Service, and other federal agencies. Permits to collect fossils on lands administered by federal agencies are authorized under this act; however, due to the large gray areas left open to interpretation due to the imprecision of the wording, agencies are hesitant to interpret this act as governing paleontological resources.

State Laws

Soil Hazards

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972. Its primary purpose is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act delineates "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The act also requires that cities and counties withhold development permits for sites within

an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 to protect the public from the effects of earthquake hazards other than surface fault rupture, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The act requires responsible agencies to only approve projects within seismic hazard zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation(s). In addition, the act requires real estate sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones.

California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission and the code is also known as Title 24, Part 2 of the California Code of Regulations. The 2022 CBC is based on the 2021 International Building Code, modified for California conditions. These codes provide minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. 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 shaking with specified probability of occurring at a site. 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 city and county building officials for compliance with the CBC.

Natural Hazards Disclosure Act

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

Soils Investigation Requirements

Requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures, are in California Health and Safety Code Sections 17953 to 17955, and in Section 1802 of the CBC. Testing of samples from subsurface investigations is required, such as from borings or test pits.

Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

Paleontological Resources

California Public Resources Code

Paleontological sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA. PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, state:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public lands (state, county, city, and district).

Local Laws

Soil Hazards

City of Ontario Municipal Code

Site development in the City is required to comply with the CBC and all state requirements pertaining to geotechnical hazards and constraints, including soil conditions. The CBC has been incorporated and adopted in its entirety into the City's Building Code as Title 8, Chapter 1, Section 8-1.01 of the Ontario Municipal Code.

Erosion Control and Sediment Control Plan Requirements

Prior to issuance of a building permits, the City Engineering Department requires the inclusion of "Erosion and Sediment Control and Contractor Activity Notes" on the grading plan cover sheet prior to submittal. Applicants must also demonstrate conformance with applicable best management practices (BMP), including those recommended by the California Stormwater Quality Association's Construction BMP Online Handbook (December 2019) and prepare a Storm Water Pollution Prevention Plan (SWPPP) with a site map that shows the construction site perimeter; existing and proposed buildings, lots, roadways, and stormwater collection and discharge points; general topography both before and after construction; and drainage patterns across the ORSC site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of

other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for nonvisible pollutants if there is a failure of the BMPs, and a sediment-monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

5.7.1.2 EXISTING CONDITIONS

Geology and Soils

A geotechnical investigation was conducted for the ORSC site dated December 6, 2023, which studied the geology and soils present across Planning Areas 1 and 2 of the ORSC site (see Appendix F2). A 112-acre portion of the ORSC site was also studied in a preliminary geotechnical investigation dated April 2015 on behalf of the Armstrong Ranch Specific Plan (see Appendix F1). The following setting information incorporates the findings of these two reports, referred to as the 2023 study and 2015 study, respectively.

Geologic and Geomorphic Setting

Regionally, the ORSC site is part of the Peninsular Ranges Geomorphic Province that extends approximately 900 miles from the Transverse Ranges and the Los Angeles Basin southward to the southern tip of Baja California. The province is characterized by steep, mountainous terrain and valleys trending in a northwestern direction. Plutonic and metamorphic rocks, making up the bedrock, compose majority of the surrounding mountains. Plio/Pleistocene-aged to older Quaternary-aged alluvial fan deposits fill the valleys, and younger alluvium fill the incised drainages (ECORP 2023).

Located in the western section of the San Bernardino Valley, south of the San Gabriel Mountains, the City of Ontario, along with the ORSC site, is underlain by alluvial soils resulting from the erosion of the San Gabriel Mountains to the north. Desktop studies of the geology for the ORSC site and Offsite Improvement Area indicate that the underlying geologic units are primarily alluvial deposits from the Holocene epoch. These deposits consist of fine-grained, silty sands and fine- to medium-grained sand and vary in color—brown, gray, or yellowish-brown (ECORP 2023). The deposits extend 700 to 900 feet below the ground surface and rest on a basement of granitic bedrock (RMA Group 2023).

Stratigraphy

Subsurface investigation of the ORSC site during the 2023 study encountered manure and manure-impacted soil as well as asphalt, concrete, artificial fill, and alluvium. The following summarizes the earth materials found on the ORSC site.

- **Manure.** The manure and manure-impacted soils' thickness ranged from only a few inches to a couple of feet. The manure and manure-impacted soils were thicker along the edges of the animal pens and particularly between the feed aisle and shade structures in the pens where the cows congregate. Actual thickness of the manure and manure-impacted soils varies across the ORSC site.

- **Asphalt and concrete.** Asphalt was observed as pavement throughout the dairy and is three to four inches thick or less. The concrete was observed and encountered as pavement, particularly in the feed aisles

between the pens. The concrete pavement is assumed to be six to eight inches thick in the ORSC site. Other areas of concrete pavement in the ORSC site were found to be three to four inches thick.

- **Artificial Fill.** Artificial fill, consisting of gray silty sand, was encountered in the pens under the manure and was about a foot thick. This fill is expected to range from a few inches to up to three feet in the pens. The fill was placed to create drainage in the pens away from the feed aisles to the rear of the pens. Artificial fill was also observed as earthen berm around the basins and in the southern portion of the site. The soil in the berms appears to be excavated from the basins and is similar to the alluvial soil.

- **Alluvial Soils.** Alluvial soils encountered in borings and observed around the site consisted of light brown to grayish-brown and brown silty fine sand with thin layers of clay, sandy silt, and trace to minor amounts of gravel. Isolated, filled old stream channels were also encountered where layers of sand were encountered in a boring, but these sand layers were not continuous across the site between borings (RMA Group 2023).

Surface and Groundwater Conditions

The 2015 study did not identify groundwater during the subsurface investigation (Alta Geotechnical 2015). Groundwater in the vicinity of the ORSC site is generally approximately 190 feet below the surface based on available data from a well that is approximately 2.5 miles from the site (Alta Geotechnical 2015). This well reported a groundwater measurement of 136 feet below the ground surface in April 2022 (RMA Group 2023).

Surface water was present at the ORSC site during the 2023 study in the form of dairy wash ponds that were estimated to have a depth of less than 10 feet. Subsurface infiltration from the basins is expected to yield very limited saturated soils around the base of the basins (RMA Group 2023). Additional information regarding surface and groundwater conditions at the ORSC site is in Section 5.10, *Hydrology and Water Quality*.

Tectonic Framework

Of the eight structural provinces in California that have been classified by predominant regional fault trends and similar fold structure, the ORSC site is in Structural Province I, which is controlled by the dominant northwest trend of the San Andreas Fault and divided into two blocks, the Coast Range Block and the Peninsular Range Block. The ORSC site is on the Peninsular Range Block and characterized by a series of parallel, northwest trending faults that show right lateral dip-slip movement. The northwest trending faults divide the Peninsular Range block into eight subblocks.

The Riverside Subblock, one of the eight subblocks, is bounded on the west by the Elsinore fault zone and on the east by the San Jacinto fault zone. The ORSC site is on the northwest portion of the Riverside subblock, approximately 6.6 miles from the Chino-Central Avenue fault, 8.3 miles from the San Jose fault, 9.7 miles from the Cucamonga fault, 10.7 miles from the Sierra Madre fault, and 11.3 miles from the Elsinore fault.

The ORSC site is not in an Alquist-Priolo earthquake fault zone. Several other large active fault systems, including the Whittier, San Jacinto, Sierra Madre, and San Andreas faults, are in the region surrounding the site. These fault systems, in a large part, control the geologic structure of southern California (Alta Geotechnical 2015).

Earthquake Hazards

The ORSC site is in southern California, which is a known tectonically active area. The type and magnitude of seismic hazards affecting a site are dependent on the distance to the causative fault and the intensity and magnitude of the seismic event. The seismic hazard may be primary, such as surface rupture and/or ground shaking, or secondary, such as liquefaction and/or ground lurching (Alta Geotechnical 2015).

Local and Regional Faulting

The nearest active fault to the ORC site is the Chino-Central Avenue fault, which is approximately 6.6 miles to the west. This fault has been identified as a Fault Rupture Hazard Zone by the State of California. No "active" faults have been identified on the portions of the ORSC site that have been geologically studied; therefore, primary surface rupture or deformation at the site is considered unlikely. Ground shaking hazards caused by earthquakes along the Chino fault and other active regional faults exist. The California Building Code requires use-modified spectral accelerations and velocities for most structural designs, and these are applicable to the ORSC (Alta Geotechnical 2015).

Soils

According to the Natural Resource Conservation Service's (NRCS) Web Soil Survey, the ORSC site is underlain by Hilmar loamy fine sand and Delhi fine sand (NRCS 2023). Expansion testing performed in accordance with ASTM D4829 indicates that earth materials underlying the site have an expansion classification of very low (RMA Group 2023).

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources; vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are areas that show evidence of prehuman activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important indications, it is the geologic formations that are the most important, since they may contain important fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation. Fossil remains may occur throughout Ontario, although the area of their distribution is not known. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area.

A paleontological record search was conducted through the Western Science Center in Hemet, California. The area studied consists of the approximately 199-acre ORSC site along with the off-site improvements for sewer lines along Vineyard Avenue and Chino Avenue. The records search did not locate any fossil localities in the ORSC site and Offsite Improvement Area or within a one-mile radius of this area.

The ORSC site is primarily underlain by alluvial deposits from the Holocene epoch (approximately 10,000 years ago), which are considered to have low paleontological sensitivity due to their younger geologic age. However, a record search conducted by the San Bernardino County Museum found the remains of a mammoth from

approximately 20 feet below the ground surface in the city. Therefore, at depths of approximately 5 to 10 feet below ground surface, Pleistocene (approximately 2 million years ago to 11,700 years ago) alluvial sediments may be found, and paleontological sensitivity would therefore increase (ECORP 2023).

5.7.2 Thresholds of Significance

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

G-1 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.

G-2 Result in substantial soil erosion or the loss of topsoil.

G-3 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.

G-4 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.

G-5 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

G-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

5.7.3 Environmental Impacts

5.7.3.1 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.7-1: Project occupants and visitors would be subject to potential seismic-related hazards resulting in risks to life or property. [Thresholds G-1i through G-1iv, and G-4])

Seismic-related hazards were studied within the Geotechnical Investigation (see Appendix F2), which included site-specific recommendations for Planning Area 1 and Planning Area 2. Supplemental geotechnical investigations would be required to evaluate seismic hazards on the remaining portion of the ORSC site and Offsite Improvement Area in compliance with the Seismic Hazard Mapping Act, and the CBC, and the City of Ontario's Municipal Code.

Earthquakes and Ground Rupture

The ORSC site is not within an Alquist-Priolo earthquake fault zone. Several other large active fault systems, including the Whittier, San Jacinto, Sierra Madre, and San Andreas faults, occur in the region surrounding the site. These fault systems, in large part, control the geologic structure of southern California (Alta Geotechnical 2015).

Surface Rupture

Surface rupture is a break in the ground surface during or as a consequence of seismic activity. As discussed above, the ORSC site is not on or directly adjacent to any known faults. The potential for surface rupture at the site is considered remote. Therefore, the construction and operation of the ORSC would not directly or indirectly expose people or structures to substantial adverse effects related to fault rupture. Impacts would be less than significant.

Ground Shaking

Southern California is considered a seismically active region and, as noted previously, the regional vicinity of the ORSC site contains multiple large active fault systems. As such, the ORSC site is subject to seismic events (ground shaking) due to its proximity to these fault systems. However, the ORSC would comply with the standards of the CBC and Ontario Municipal Code to ensure that structures designed for human occupancy would meet earthquake resistance standards. These standards would reduce impacts from seismic ground shaking to a less than significant level.

Landslides and Seismically Induced Soil Hazards

Seismically Induced Landslides

The ORSC site and the area surrounding the site are relatively flat. There are no slopes within or adjacent to the site. Furthermore, according the California Geological Survey's Deep-Seated Landslide Susceptibility Map, the ORSC site is in an area of low landslide hazard susceptibility (CGS 2011). Development of the ORSC would have less than significant impacts with respect to landslide hazards.

Dry Sand Settlement

Dry sand settlement is the process of non-uniform settlement of the ground surface during a seismic event. In order to prepare the ORSC site for construction, approximately 66,437 cubic yards of organic material would

be removed from the site. Due to the great depth of the groundwater and upon accomplishment of the proposed removals, the potential for dry sand settlement will be minimal (Alta Geotechnical 2015). The 2023 study estimated that 0.70 inch of total seismically induced ground settlement may occur at the site under modeled earthquake conditions (RMA Group 2023). Impacts associated with dry sand settlement would therefore be less than significant.

Liquefaction

Seismic agitation of relatively loose saturated sands, silty sands, and some silts can result in a buildup of pore pressure. If the pore pressure exceeds the overburden stresses, a temporary quick condition known as liquefaction can occur. Liquefaction effects can manifest in several ways including: 1) loss of bearing; 2) lateral spread; 3) dynamic settlement; and 4) flow failure with lateral spreading typically being the most damaging mode of failure. Due to the depth to groundwater on the site and its vicinity (approximately 190 feet below the existing ground surface), the potential for liquefaction based on the existing conditions is low. The ORSC would have less than significant impacts with respect to liquefaction hazards.

Other Earthquake Hazards

Seiches

A seiche is a free or standing-wave oscillation on the surface of water in an enclosed or semi-enclosed basin. The wave can be initiated by an earthquake and can vary in height from several centimeters to a few meters. The potential for a seiche impacting the property is considered nonexistent because the ORSC site is not within proximity to a body of water large enough to result in a seiche, as described in Section 5.10. Impacts would therefore be less than significant.

Tsunami

A tsunami is a great sea wave produced by a submarine earthquake, landslide, or volcanic eruption. The ORSC site is more than 30 miles from the Pacific Ocean and not within the State of California Tsunami Inundation Zone. Impacts would therefore be less than significant.

Level of Significance Before Mitigation: Less than significant.

Impact 5.7-2: Unstable geologic unit or soils conditions, including soil erosion, could result from development of the ORSC resulting in risks to life or property but compliance with the CBC and Ontario Municipal Code would reduce impacts. [Thresholds G-2, G-3, and G-4]

Soils on the ORSC site were studied within the Geotechnical Investigation (see Appendix F2). Site-specific recommendations for grading were identified for Planning Area 1 and Planning Area 2 (see Appendix F2). In compliance with California Health and Safety Code Sections 17953 to 17955 and Section 1802 of the CBC, supplemental studies will be also required to provide additional recommendations for the remaining area ORSC site and Offsite Improvement Area. The recommendations of these studies are required by the City to be incorporated into the ORSC construction and design through California Health and Safety Code Sections

17953 to 17955, and Section 1802 of the CBC. The City requires compliance with the CBC through Title 8, Chapter 1, Section 8-1.01 of the Ontario Municipal Code.

Erosion

The ORSC would involve the grading the 199-acre site to remove or relocate the organic matter associated with historical dairy operations on the site in addition to off-site construction on surrounding roadways. Trenching, grading, and compacting associated with the construction of buildings; the modification, construction, and relocation of underground utility lines; and installation of landscaping and construction of hardscape could expose on-site soil to wind and water erosion during construction activities. According to the NRCS Web Soil Survey, the ORSC site has a medium to high susceptibility to soil erosion (NRCS 2023). However, compliance with the CBC and Ontario Municipal Code and review of grading plans by the City Engineer would ensure no significant impacts would occur. As such, development of the ORSC would not result in significant impacts with regard to soil erosion.

Compressible Soils

According to the 2015 study, the undocumented artificial fill and upper portions of the young alluvial fan deposits onsite were considered compressible and unsuitable to support the proposed improvements under the residential Armstrong Ranch Specific Plan development (Alta Geotechnical 2015). Therefore, the ORSC site could expose persons or structures to potentially significant hazards from compressible soils. The 2023 study recommended that prior to placement of compacted fills, all nonengineered fills and loose, porous, or compressible soils be removed down to competent ground. The study further notes that removed and/or overexcavated soils may be moisture conditioned and recompacted as engineered fill, except for soils containing detrimental amounts of organic material. The recommended depths of soil removals are in Appendix F2.

Therefore, compliance with the CBC and Ontario Municipal Code, in addition to review of grading plans by the City Engineer and incorporation of recommendations from the project geotechnical investigations, would ensure no significant impacts would occur.

Expansive Soils

The 2015 study concluded that the soils on the studied portion of the ORSC site have a low to medium expansion potential (Alta Geotechnical 2015). The 2023 study concluded that soils at the ORSC site have a very low expansion classification. The 2023 study recommends that potential expansive properties of the soils be reassessed and verified at the completion of rough grading. Compliance with the CBC and Ontario Municipal Code and recommendations of the respective geotechnical investigations and City Engineer would ensure that impacts associated with expansive soils are reduced to less than significant.

Corrosive Soils

The 2015 study classified the soils on the studied area of the ORSC site as "severely corrosive" to buried metals (Alta Geotechnical 2015). According to the NRCS web soil survey, an approximately 52-acre portion of the site underlain by Hilmar loamy fine sand has a high corrosion potential for steel. The remaining portion of the site underlain by Delhi fine sand has a low corrosion potential (NRCS 2023). The 2023 study supports these

conclusions, noting that the ORSC site soils that were tested have a soil reactivity of 6.8, an electrical resistivity of 770 ohm-cm, and a chloride content of 153 ppm (RMA Group 2023). These results indicate that the ORSC site soils are corrosive to ferrous (iron) metals. The 2015 study and 2023 study provide recommendations to correct and reduce existing on-site soils and geotechnical conditions of the ORSC site. These recommendations include protecting pipes by utilizing coatings and using clean backfills and a cathodic protections system (RMA Group 2023). The incorporation of these recommendations in addition to compliance with the CBC and review from the City Engineer would ensure that impacts are less than significant.

Lateral Spreading

Lateral spreading is a horizontal ground movement that can occur in saturated soft soils as a response to severe ground shaking or rapid loading. Because saturated soils have high water content, there normally is little or no lateral support to prevent them from bulging out from under a heavy load during seismic vibration or rapid filling. Due to the depth of groundwater (approximately 190 feet below the existing ground surface) and the low moisture level of the soil, the potential for lateral spreading on the site is considered low (Alta Geotechnical 2015). The incorporation of the recommendations from the studies of the remaining portions of the ORSC site would ensure that impacts regarding lateral spreading for the whole of the ORSC site are less than significant.

Subsidence

Land subsidence is the condition where the elevation of a land surface decreases due to the withdrawal of fluid. Subsidence danger is greatest where poorly consolidated alluvial deposits overlie areas where large volumes of water have been removed. There is a potential for subsidence in the Ontario area due to groundwater pumping and extraction from the Chino Basin. It is anticipated that if subsidence due to groundwater extraction were to occur, it would affect the entire region and not result in significant differential settlement across the site (Alta Geotechnical 2015). Additionally, the 2023 study reports that soils at the ORSC site have a subsidence factor of 0.15 foot and notes that the degree to which fill soils are compacted may require adjustments in grades near the completion of grading to balance the earthwork (RMA Group 2023).

Level of Significance Before Mitigation: Less than significant.

Impact 5.7-3: Soil conditions may not adequately support proposed septic tanks but no septic tanks are proposed. [Threshold G-4]

Soil on the ORSC site has somewhat limited to severely limited suitability for septic tanks (NRCS 2023). However, the ORSC would not include septic systems. The ORSC would be required to connect to the public sewer that serves the City. The Offsite Improvements involves the installation of new sewer infrastructure to serve the ORSC site, as shown in Figure 3-9, *Sewer Infrastructure*, in Chapter 3, *Project Description*. The ORSC and Offsite Improvements would not result in any impact with respect to soil conditions for septic tanks.

Level of Significance Before Mitigation: No impact.

Impact 5.7-4: Construction of the ORSC site or within the Offsite Improvement Area could directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature. [Threshold G-6]

A records search through the Western Science Center in Hemet produced no results for fossil localities within the ORSC site and Offsite Improvement Area or within a one-mile radius of the area. The geologic units mapped in the area are alluvial deposits from the Holocene and are therefore unlikely to contain fossils due to their younger age. However, if ground disturbance under the ORSC exceeds the depth of the alluvial deposits, the likelihood of reaching Pleistocene (approximately 2 million years ago to 11,700 years ago) alluvial sediments would increase, and there is potential for these sediments to contain fossils (ECORP 2023).

To assess the significance of a geologic unit to contain paleontological resources (i.e., paleontological potential/sensitivity), paleontologists have adopted the standards of the Society of Vertebrate Paleontology (2010). Based on the presence of Holocene alluvium within the ORSC site and Offsite Improvement Area, a low-sensitivity criteria for producing fossils has been assigned to the area. Therefore, full-time monitoring by a qualified geologist would not be required to avoid impacts to paleontological resources. However, if ground disturbance in the ORSC site and Offsite Improvement Area exceeds the Holocene alluvial deposits (at approximately 5 to 10 feet below ground surface), the likelihood of reaching Pleistocene alluvial sediments would increase. There is considerably higher potential within these sediments to contain fossils. Therefore, impacts to paleontological resources for deep excavations are potentially significant.

Level of Significance Before Mitigation: Impacts would be potentially significant.

5.7.3.2 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF THE OFF-SITE GENERAL PLAN AMENDMENTS AND REZONE

The Proposed Project would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, The Ontario Plan and Zone Changes, of the Project Description, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site in TOP. The parcels proposed for rezoning are located south of ORSC site on Vineyard Avenue. These proposed changes would not result in additional impacts regarding geology and soils. The issues addressed in this section concern geologic and soil hazards, erosion, and paleontological resources. These site-specific topics that would need to be addressed regardless of the type of residential development proposed. Future development at these sites would be required to comply with Federal, State, and local regulations concerning reduction of geologic and soil hazards and the protection of soils and paleontological resources. Therefore, impacts from the GPA and Rezone would be less than significant.

- **Earthquakes.** Projects considered for approval under TOP would be required to comply with seismic safety provisions of the CBC (Title 24, Part 2 of the California Code of Regulations). Such compliance would reduce hazards arising from ground shaking to less than significant.

- **Geohazards.** Projects considered for approval under TOP would be required to comply with the California Building Code (CBC). Compliance with the safety provisions of the CBC would ensure less-than-significant impacts from geology and soil hazards.

- **Septic Tanks.** Similar to the ORSC, future development would be required to connect to the City's sewer and treated by IEUA. No impact would occur.

- **Paleontological Resources**. The potential to uncover undiscovered paleontological resources is high within the City. Mitigation Measure 5-2 in the 2022 EIR would be applicable for future development associated with the GPA and Rezone. Mitigation Measure 5-2 requires that in the event of an unanticipated discovery of archaeological resources during grading and excavation of the site, a qualified archaeologist would assess the find and develop a course of action to preserve the find. Therefore, Mitigation Measure 5-2 would reduce potential impacts to paleontological resources to a level that is less than significant.

5.7.4 Cumulative Impacts

Geology and Soils

The cumulative setting for geologic resources is typically site specific. As discussed previously, the Proposed Project, which includes the ORSC and associated improvements in the Offsite Improvement Area and the GPA and Rezone, would not result in significant impacts related to geology and soils. Although the ORSC site may be subject to potentially significant hazards of strong ground shaking, and unstable soil conditions, mandatory compliance with state and City regulations would ensure impacts to geology and soils would be less than significant.

Since impacts associated with geology and soils focus on specific sites or areas, the less-than-significant impacts from the Proposed Project would not contribute to a cumulative increase in hazards in the immediate vicinity of the ORSC site, Offsite Improvement Area, or GPA and Rezone area. Similarly, impacts to paleontological resources are considered site specific. The ORSC site, Offsite Improvement Area, and GPA and Rezone area, do not contain any known fossil localities; however, discovery of these resources has the potential to occur during excavation activities. Implementation of mitigation would reduce impacts associated with paleontological resources in the ORSC site and Offsite Improvement Area. Therefore, cumulative impacts associated with geology and soils would be less than significant.

5.7.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.7-1, 5.7-2, and 5.7-3.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.7-4** Excavation activities from the ORSC site and sewer alignment have the potential to impact paleontological resources.

5.7.6 Mitigation Measures

Impact 5.7-4

GS-1 Prior to grading, a Paleontological Resources Mitigation and Monitoring Plan (PRMMP) shall be prepared by a Qualified Paleontologist meeting the standards of Society of Vertebrate Paleontology (2010). The PRMMP shall discuss the laws and regulations for the protection of paleontological resources, the significance of fossils, and protocol to follow in case a discovery is made. The PRMMP shall also outline the duties of paleontological monitoring onsite, including the salvaging and preparation of fossils and the final submission of all paleontological resources to an accredited museum or facility for curation.

GS-2 During excavations exceeding depth of approximately 5 to 10 feet below ground surface, a qualified paleontological monitor shall be present during construction activities to spot check the sediments and depths of excavations to determine the geologic units encountered. If paleontological resources are discovered, full-time monitoring shall be required during grading, as identified in the Paleontological Resources Monitoring and Mitigation Plan.

GS-3 In the event of any fossil discovery, regardless of depth or geologic formation, construction work shall halt within a 50-foot radius of the find until its significance can be determined by a qualified paleontologist. Significant fossils shall be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards of the Society of Vertebrate Paleontology (2010). A regional repository shall be identified by the City Council and a curatorial arrangement shall be signed prior to collection of the fossils.

5.7.7 Level of Significance After Mitigation

Impact 5.7-4

Deep excavations in soil types below the Holocene alluvium deposits could impact paleontological resources. Mitigation Measure GS-1 would require preparation of a Paleontological Resources Mitigation and Monitoring Plan (PRMMP) and Mitigation Measure GS-2 would require an archeological/paleontological resources monitor onsite during excavation activities that exceed a depth of 10 feet below the ground surface. Mitigation Measure GS-3 also provides additional procedure in the event of fossil discovery. With implementation of Mitigation Measures GS-1 through GS-3, Impact 5.7-4 would be reduced to less than significant.

5.7.8 References

Alta California Geotechnical Inc. 2015, April. Preliminary Geotechnical Investigation Armstrong Ranch Specific Plan: DeBoer Parcels City of Ontario, County of San Bernardino, California. (Appendix F1)

———. California Geological Survey (CGS). 2011. Susceptibility to Deep-Seated Landslides in California. https://www.conservation.ca.gov/cgs/documents/publications/map-sheets/MS_058.pdf.

5. Environmental Analysis
GEOLOGY AND SOILS

ECORP Consulting Inc. 2023, November 9. Paleontological Assessment Memorandum for the Ontario Sports Complex Project, San Bernardino County, California. (Appendix F3)

Natural Resource Conservation Service (NRCS). Web Soil Survey: K Factor, Whole Soil—San Bernardino County Southwestern Part, California. https://websoilsurvey.nrcs.usda.gov/app/.

Ontario, City of. 2022. The Ontario Plan 2050 Draft Environmental Impact Report. https://www.ontarioca.gov/OntarioPlan.

RMA Group. 2023, December 6. Geotechnical Investigation for Ontario Regional Sports Complex, SE Corner of East Riverside Dr and Ontario Ave, Ontario, CA. (Appendix F2)

5.8 GREENHOUSE GAS EMISSIONS

This section of the Draft EIR evaluates the potential for implementation of the Ontario Regional Sports Complex (ORSC) and the off-site General Plan Amendment and Rezone (GPA and Rezone) to cumulatively contribute to greenhouse gas (GHG) emissions impacts. The potential GHG emissions impacts of the ORSC site, including construction within the Offsite Improvement Area, are evaluated as project-level, while those of the GPA and Rezone are evaluated a programmatic level.

Because no single project is large enough to result in a measurable increase in global concentrations of GHGs, 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 (South Coast AQMD) Working Group and the California Air Resources Board (CARB). GHG emissions modeling was conducted using the California Emissions Estimator Model (CalEEMod), version 2022.1, and model outputs are in Appendix D1, *Air Quality and GHG Modeling*, of this DEIR. Cumulative impacts related to GHG emissions are based on the State GHG reduction goals.

Terminology

The terms are used throughout this chapter.

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a GHG absorbs relative to a molecule of carbon dioxide (CO_2) over a given period of time (20, 100, and 500 years). CO_2 has a GWP of 1.
- **Carbon dioxide-equivalent (CO_2e).** The standard unit to measure the amount of GHGs in terms of the amount of CO_2 that would cause the same amount of warming. CO_2e is based on the GWP ratios between the various GHGs relative to CO_2.
- **$MTCO_2e$.** Metric ton of CO_2e.
- **$MMTCO_2e$.** Million metric tons of CO_2e.

5.8.1 Environmental Setting

5.8.1.1 GREENHOUSE GASES AND CLIMATE CHANGE

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st centuries. Other GHGs identified by the IPCC that contributes to global warming to a lesser extent are nitrous oxide (N_2O), sulfur hexafluoride (SF_6),

hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[1,2] The major GHGs applicable to the Proposed Project are briefly described.

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.

- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have stronger greenhouse effects than others. These are referred to as high GWP gases. The GWPs of GHG emissions are shown in Table 5.8-1, *GHG Emissions and Their Relative Global Warming Potential Compared to CO_2*. The GWP is used to convert GHGs to CO_2-equivalence (CO_2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under the IPCC Fourth Assessment Report's (AR4) GWP values for CH_4, 10 MT of CH_4 would be equivalent to 250 MT of CO_2.

Table 5.8-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO_2

GHGs	Fourth Assessment Report Global Warming Potential Relative to CO_2[1]	Fifth Assessment Report Global Warming Potential Relative to CO_2[1]	Sixth Assessment Report Global Warming Potential Relative to CO_2[1]
Carbon Dioxide (CO_2)	1	1	1
Methane (CH_4)[2]	25	28	30
Nitrous Oxide (N_2O)	298	265	273

Sources: IPCC 2007, 2013, and 2022.
Notes: The IPCC published updated GWP values in its Sixth Assessment Report (AR6) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO_2. However, GWP values identified in AR4 are used in CalEEMod. Therefore, this analysis utilizes AR4 GWP values.
1 Based on 100-year time horizon of the GWP of the air pollutant compared to CO_2.
2 The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

1 Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals); however, water vapor is not considered a pollutant because it is considered part of the feedback loop rather than a primary cause of change.

2 Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. The share of black carbon emissions from transportation is dropping rapidly and is expected to continue to do so between now and 2030 as a result of California's air quality programs. The remaining black carbon emissions will come largely from woodstoves/fireplaces, off-road applications, and industrial/commercial combustion (CARB 2022a). However, state and national GHG inventories do not include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities.

The IPCC's recent Sixth Assessment Report (AR6) summarizes the latest scientific consensus on climate change. It finds that atmospheric concentrations of CO_2 have increased by 50 percent since the industrial revolution and continue to increase at a rate of two parts per million each year. By the 2030s, and no later than 2040, the world will exceed 1.5°C (2.7°F) warming (CARB 2022a). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. Human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in the frequency of warm spells and heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.
- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

Potential Climate Change Impacts for California

There is at least a greater than 50 percent likelihood that global warming will reach or exceed 1.5°C in the near term, even for the very low GHG emissions scenario (IPCC 2022). Climate change is already impacting California and will continue to affect it for the foreseeable future. For example, the average temperature in most

areas of California is already 1°F higher than historical levels, and some areas have seen average increases in excess of 2°F (CalOES 2020). The California Fourth Climate Change Assessment identifies the following climate change impacts under a business-as-usual scenario:

- Annual average daily high temperatures in California are expected to rise by 2.7°F by 2040, 5.8°F by 2070, and 8.8°F by 2100 compared to observed and modeled historical conditions. These changes are statewide averages. Heat waves are projected to become longer, more intense, and more frequent.
- Warming temperatures are expected to increase soil moisture loss and lead to drier seasonal conditions. Summer dryness may become prolonged, with soil drying beginning earlier in the spring and lasting longer into the fall and winter rainy season.
- High heat increases the risk of death from cardiovascular, respiratory, cerebrovascular, and other diseases.
- Droughts are likely to become more frequent and persistent through 2100.[3]
- Climate change is projected to increase the strength of the most intense precipitation and storm events affecting California.
- Mountain ranges in California are already seeing a reduction in the percentage of precipitation falling as snow. Snowpack levels are projected to decline significantly by 2100 due to reduced snowfall and faster snowmelt. California's water storage system is designed with the expectation that snow will stay frozen for many months, and that as it melts, it will be stored in a series of reservoirs and dams, many of which are used to generate electricity. Changing waterfall patterns therefore impact both water supply and electricity supply.
- Marine layer clouds are projected to decrease, though more research is needed to better understand their sensitivity to climate change.
- Extreme wildfires (i.e., fires larger than 10,000 hectares or 24,710 acres) would occur 50 percent more frequently. The maximum area burned statewide may increase 178 percent by the end of the century. Drought and reduced water supplies can increase wildfire risk.
- Exposure to wildfire smoke is linked to increased incidence of respiratory illness.
- Sea level rise is expected to continue to increase erosion of beaches, cliffs, and bluffs. (CalOES 2020)

Global climate change risks to California are shown in Table 5.8-2, *Summary of GHG Emissions Risks to California*, and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

[3] Overall, California has become drier over time, with five of the eight years of severe to extreme drought occurring between 2007 and 2016 and unprecedented dry years in 2014 and 2015 (OEHHA 2018). Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years from 2012 to 2015 (OEHHA 2018).

Table 5.8-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health Impacts	• Heat waves will be more frequent, hotter, and longer • Fewer extremely cold nights • Poor air quality made worse • Higher temperatures increase ground-level ozone levels • Deaths due to extreme heat
Water Resources Impacts	• Decreasing Sierra Nevada snowpack • Challenges in securing adequate water supply • Potential reduction in hydropower • Loss of winter recreation
Agricultural Impacts	• Increasing temperature • Increasing threats from pests and pathogens • Expanded ranges of agricultural weeds • Declining productivity • Irregular blooms and harvests
Coastal Sea Level Impacts	• Accelerated sea-level rise • Increasing coastal floods • Shrinking beaches • Worsened impacts on infrastructure
Forest and Biological Resource Impacts	• Increased risk and severity of wildfires • Lengthening of the wildfire season • Movement of forest areas • Conversion of forest to grassland • Declining forest productivity • Increasing threats from pests and pathogens • Shifting vegetation and species distribution • Altered timing of migration and mating habits • Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: CEC 2006, 2009; CCCC 2012; CNRA 2014; CalOES 2020.

5.8.1.2 REGULATORY BACKGROUND

Federal Regulations

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not impose any emission reduction requirements but allow the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009a).

To regulate GHGs from passenger vehicles, the EPA was required to issue an endangerment finding (USEPA 2009b). The finding identified emissions of six key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the Proposed Project's GHG emissions inventory because they constitute the majority of GHG emissions and, according to guidance by the South Coast AQMD, are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory.

US Mandatory Report Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 MT or more of CO_2e per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2017 to 2026)

The federal government issued new Corporate Average Fuel Economy (CAFE) standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon (mpg) in 2025. However, on March 30, 2020, the EPA finalized an updated CAFE and GHG emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021 to 2026. Under SAFE, the fuel economy standards will increase 1.5 percent per year compared to the 5 percent per year under the CAFE standards established in 2012. Overall, SAFE requires a fleet average of 40.4 mpg for model year 2026 vehicles (85 Federal Register 24174 (April 30, 2020)).

On December 21, 2021, under the direction of Executive Order (EO) 13990 issued by President Biden, the National Highway Traffic Safety Administration repealed SAFE Vehicles Rule Part One, which had preempted state and local laws related to fuel economy standards. In addition, the National Highway Traffic Safety Administration announced new proposed fuel standards on March 31, 2022. Fuel efficiency under the new standards proposed will increase 8 percent annually for model years 2024 to 2025 and 10 percent annual for model year 2026. Overall, the new CAFE standards require a fleet average of 49 mpg for passenger vehicles and light trucks for model year 2026, which would be a 10 mpg increase relative to model year 2021 (NHTSA 2022).

State Regulations

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order (EO) S-03-05, EO B-30-15, EO B-55-18, Assembly Bill 32 (AB 32), AB 1279, Senate Bill 32 (SB 32), and SB 375.

Executive Order S-03-05

EO S-03-05 was signed June 1, 2005, and set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

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

AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in EO S-03-05. CARB prepared the 2008 Scoping Plan to outline a plan to achieve the GHG emissions reduction targets of AB 32.

Executive Order B-30-15

EO B-30-15, signed April 29, 2015, set a goal of reducing GHG emissions in the state to 40 percent of 1990 levels by year 2030. Executive Order B-30-15 also directed CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in EO S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaption strategy, *Safeguarding California*, in order to ensure climate change is accounted for in state planning and investment decisions.

Senate Bill 32 and Assembly Bill 197

In September 2016, Governor Brown signed SB 32 and AB 197 into law, making the executive order goal for year 2030 into a statewide mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direct emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

Executive Order B-55-18

Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Assembly Bill 1279

Assembly Bill 1279, signed by Governor Newsom in September 2022, codifies the carbon neutrality targets of EO B-55-18 for year 2045 and sets a new legislative target for year 2045 of 85 percent below 1990 levels for

anthropogenic GHG emissions. CARB will be required to update the scoping plan to identify and recommend measures to achieve the net-zero and GHG emissions-reduction goals.

2022 Climate Change Scoping Plan

CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 15, 2022, which lays out a path to achieve carbon neutrality by 2045 or earlier and to reduce the State's anthropogenic GHG emissions (CARB 2022a). The Scoping Plan was updated to address the carbon neutrality goals of EO B-55-18 (discussed below) and the ambitious GHG reduction target as directed by AB 1279. Previous Scoping Plans focused on specific GHG reduction targets for our industrial, energy, and transportation sectors—to meet 1990 levels by 2020, and then the more aggressive 40 percent below that for the 2030 target. This plan expands upon earlier Scoping Plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. Carbon neutrality takes it one step further by expanding actions to capture and store carbon including through natural and working lands and mechanical technologies, while drastically reducing anthropogenic sources of carbon pollution at the same time.

The path forward was informed by the IPCC's recent AR6, and the measures would achieve 85 percent below 1990 levels by 2045 in accordance AB 1279. CARB's 2022 Scoping Plan identifies strategies as shown in Table 5.8-3, *Priority Strategies for Local Government Climate Action Plans*, that would be most impactful at the local level for ensuring substantial process toward the State's carbon neutrality goals.

Table 5.8-3 Priority Strategies for Local Government Climate Action Plans

Priority Area	Priority Strategies
Transportation Electrification	Convert local government fleets to zero-emission vehicles (ZEV) and provide electric vehicle charging at public sites.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).
Vehicle Miles Traveled Reduction	Reduce or eliminate minimum parking standards.
	Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.
	Implement parking pricing or transportation demand management pricing strategies.
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing allowable density of the neighborhood).
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements)

Table 5.8-3 Priority Strategies for Local Government Climate Action Plans

Priority Area	Priority Strategies
Building Decarbonization	Adopt all-electric new construction reach codes for residential and commercial uses.
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers).
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing)
	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings).

Source: CARB 2022a.

For residential and mixed-use development projects, CARB recommends this first approach to demonstrate that these land use development projects are aligned with State climate goals based on the attributes of land use development that reduce operational GHG emissions while simultaneously advancing fair housing. Attributes that accommodate growth in a manner consistent with the GHG and equity goals of SB 32 have all the following attributes:

- Transportation Electrification
  - Provide electric vehicle (EV) charging infrastructure that, at a minimum, meets the most ambitious voluntary standards in the California Green Building Standards Code at the time of project approval.
- Vehicle Miles Traveled (VMT) Reduction
  - Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).
  - Does not result in the loss or conversion of the State's natural and working lands.
  - Consists of transit-supportive densities (minimum of 20 residential dwelling units/acre), or is in proximity to existing transit stops (within a half mile), or satisfies more detailed and stringent criteria specified in the region's Sustainable Communities Strategy (SCS).
  - Reduces parking requirements by:
    - Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or
    - Providing residential parking supply at a ratio of <1 parking space per dwelling unit; or

  - For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.
- At least 20 percent of the units are affordable to lower-income residents.
- Result in no net loss of existing affordable units.

- Building Decarbonization
  - Use all electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.

The second approach to project-level alignment with State climate goals is net zero GHG emissions, especially for new residential development. The third approach is to align with GHG thresholds of significance, which many local air quality management and air pollution control districts have developed or adopted (CARB 2022a).

Senate Bill 375

SB 375, the Sustainable Communities and Climate Protection Act, was adopted in 2008 to connect the GHG emissions reduction targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPO). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target.

2017 Update to the SB 375 Targets

CARB is required to update the targets for the MPOs every eight years. CARB adopted revised SB 375 targets for the MPOs in March 2018 that became effective in October 2018. All SCSs adopted after October 1, 2018, are subject to these new targets. CARB's updated SB 375 targets for the SCAG region were an 8 percent per capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018).

The targets consider the need to further reduce VMT, as identified in the 2017 Scoping Plan Update (for SB 32) while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of "percent per capita" reductions in GHG emissions from automobiles and light trucks relative to 2005; this excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies, such as statewide road user pricing. The proposed targets call for greater per-capita GHG emission reductions from SB 375 than are currently in place, which for 2035 translate into proposed targets

that either match or exceed the emission reduction levels in the MPOs' currently adopted SCSs to achieve the SB 375 targets. CARB foresees that the additional GHG emissions reductions in 2035 may be achieved from land use changes, transportation investment, and technology strategies (CARB 2018).

Transportation Sector–Specific Regulations

Advanced Clean Fleets and Advanced Clean Trucks

CARB adopted the Advanced Clean Fleets (ACF) regulation in 2023 to accelerate the transition to zero-emission medium- and heavy-duty vehicles. In conjunction with the Advanced Clean Trucks (ACT) regulation, the ACF regulations helps to ensure that medium- and heavy-duty zero-emission vehicles (ZEV) are brought to the market by requiring certain fleets to purchase ZEVs. The ACF ZEV phase-in approach, which provides initial focus where the best fleet electrification opportunities exist, sets clear targets for regulated fleets to make a full conversion to ZEVs and creates a catalyst to accelerate development of a heavy-duty public charging infrastructure network.

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 light-duty vehicles. (See also the previous discussion in federal regulations under "Update to Corporate Average Fuel Economy Standards [2017 to 2026]."")

In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of ZEVs into a single package of standards. Under California's Advanced Clean Car program, by 2025 new automobiles will emit 34 percent less GHG emissions and 75 percent less smog-forming emissions.

Executive Order S-01-07

On January 18, 2007, the state set a new low-carbon fuel standard for transportation fuels sold in the state. EO S-01-07 set a declining standard for GHG emissions measured in CO_2e gram per unit of fuel energy sold in California. The low-carbon fuel standard required a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applied to refiners, blenders, producers, and importers of transportation fuels, and used market-based mechanisms to allow these providers to choose the most economically feasible methods for reducing emissions during the "fuel cycle."

Executive Order B-16-2012

On March 23, 2012, the state identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and

the California Fuel Cell Partnership to establish benchmarks to accommodate ZEVs in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). EO B-16-2012 also directed the number of ZEVs in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are ZE by 2015 and at least 25 percent by 2020. The executive order also established a target for the transportation sector of reducing GHG emissions to 80 percent below 1990 levels.

Executive Order N-79-20

On September 23, 2020, Governor Newsom signed EO N-79-20, whose goal is that 100 percent of in-state sales of new passenger cars and trucks will be ZE by 2035. Additionally, the fleet goals for trucks are that 100 percent of drayage trucks are ZE by 2035, and 100 percent of medium- and heavy-duty vehicles in the state are ZE by 2045, where feasible. The EO's goal for the state is to transition to 100 percent ZE off-road vehicles and equipment by 2035, where feasible.

Renewables Portfolio: Carbon Neutrality Regulations

Senate Bills 1078, 107, and X1-2 and Executive Order S-14-08

A major component of California's Renewable Energy Program is the renewables portfolio standard established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. EO S-14-08, signed in November 2008, expanded the state's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production decreases indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

Senate Bill 350

Senate Bill 350 (de Leon) was signed into law in September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100. Under SB 100, the RPS for public-owned facilities and retail sellers consists of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Senate Bill 1020

SB 1020 was signed into law on September 16, 2022. SB 1020 provides interim RPS targets (90 percent renewable energy by 2035 and 95 percent renewable energy by 2040) and requires renewable energy and zero-carbon resources to reach 100 percent clean electricity by 2045.

Energy Efficiency Regulations

California Building Code: Building Energy Efficiency Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for the consideration and possible incorporation of new energy efficiency technologies and methods.

The CEC adopted the 2022 Building Energy Efficiency Standards on August 11, 2021, and it went into effect on January 1, 2023. The 2022 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, etc. The 2022 standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic system for multifamily residential occupancies and nonresidential occupancies such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).

California Building Code: CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory provisions of CALGreen became effective January 1, 2011, and were last updated in 2022. The 2022 CALGreen standards became effective on January 1, 2023.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (20 CCR Sections 1601–1608) were adopted by the CEC on October 11, 2006, and 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. Though 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.

Solid Waste Diversion Regulations

AB 939: Integrated Waste Management Act of 1989

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code Section 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the Act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses. Section 5.408 of CALGreen also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

AB 1327

The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code Section 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The 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.

AB 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 requires 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 with 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 with food waste.

Water Efficiency Regulations

SBX7-7

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed "SBX7-7." SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 required urban water providers to adopt a water conservation target of a 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

AB 1881: Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or an equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves, to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

Short-Lived Climate Pollutant Reduction Strategy

On September 19, 2016, the governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and methane. Black carbon is the light-absorbing component of fine particulate matter produced during the incomplete combustion of fuels. SB 1383 required the state board, no later than January 1, 2018, to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The bill also established targets for reducing organic waste in landfills. On March 14, 2017, CARB adopted the Short-Lived Climate Pollutant Reduction Strategy, which identifies the state's approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (charbroiling), and industrial processes. According to CARB, ambient levels of black carbon in California are 90 percent lower than in the early 1960s, despite the tripling of diesel fuel use (CARB 2017). In-use on-road rules were expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020. South Coast AQMD is one of the air districts that requires air pollution control technologies for chain-driven broilers, which reduces particulate emissions from these charbroilers by over 80 percent (CARB 2017). Additionally, South Coast AQMD Rule 445 limits installation of new fireplaces in the South Coast Air Basin.

Regional

SCAG's 2026-2045 RTP/SCS

SB 375 requires each MPO to prepare a sustainable communities strategy in its regional transportation plan (RTP/SCS). For the SCAG region, the 2020-2045 RTP/SCS, Connect SoCal, was adopted on September 3, 2020, and is an update to the 2016-2040 RTP/SCS (SCAG 2020). In general, the RTP/SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce VMT from automobiles and light duty trucks and thereby reduce GHG emissions from these sources.

Connect SoCal focuses on the continued efforts of the previous RTP/SCSs to integrate transportation and land use strategies in development of the SCAG region through the horizon year 2045 (SCAG 2020). Connect SoCal forecasts that the SCAG region will meet its GHG per capita reduction targets of 8 percent by 2020 and 19 percent by 2035. It also forecasts that implementation of the plan will reduce VMT per capita in year 2045 by 4.1 percent compared to baseline conditions for that year. Connect SoCal includes a "Core Vision" that centers on maintaining and better managing the transportation network for moving people and goods, while

expanding mobility choices by locating housing, jobs, and transit closer together; and increasing investments in transit and complete streets (SCAG 2020).

Local

City of Ontario 2022 Climate Action Plan

The City of Ontario adopted the Community Climate Action Plan (CCAP) in August 2022. The purpose of the CCAP is to implement a plan to reduce GHG emissions to achieve SB 32 emission reduction targets by year 2030 and additional reductions beyond year 2030. The CCAP is an update to the 2014 Community Action Plan and provides an updated emissions inventory, emissions forecast, and reduction strategy analysis. The CCAP is consistent with CEQA Guidelines Section 15183.5 through 2030 because the emission reductions demonstrated in it are consistent with Statewide 2030 reduction targets; however, the CCAP post-2030 reduction targets predate and are not aligned with the State's current 2045 emission reduction targets and carbon neutrality goal (Ontario 2022).

5.8.1.3 EXISTING CONDITIONS

California's GHG Sources and Relative Contribution

In 2022, the statewide GHG emissions inventory was updated for 2000 to 2020 emissions using the GWPs in IPCC's AR4, and California produced 369.2 $MMTCO_2e$ GHG emissions (CARB 2022b), 35.3 $MMTCO_2e$ lower than 2019 levels and 61.8 $MMTCO_2e$ below the 2020 GHG limit of 431 $MMTCO_2e$. The 2019 to 2020 decrease in emissions is likely due in large part to the impacts of the COVID-19 pandemic. Since the peak level in 2004, California's GHG emissions have generally followed a decreasing trend. In 2014, statewide GHG emissions dropped below the 2020 GHG limit and have remained below the limit since that time. Per capita GHG emissions in California have dropped from a 2001 peak of 13.8 metric tons per person to 9.3 metric tons per person in 2020, a 33 percent decrease (CARB 2022b).

California's transportation sector remains the largest generator of GHG emissions, producing 37 percent of the state's total emissions in 2020. Industrial sector emissions made up 20 percent and electric power generation made up 16 percent of the state's emissions inventory. Other major sectors of GHG emissions include commercial and residential (4 percent), agriculture and forestry (8.6 percent), high-GWP gases (5.8 percent), and recycling and waste (2 percent) (CARB 2022b).

Transportation emissions continued to decline for the past three consecutive years with the rise of fuel efficiency in the passenger vehicle fleet and increase in battery electric vehicles. The deployment of renewable and/or less-carbon-intensive resources and higher energy efficiency standards have facilitated the continuing decline in fossil fuel electricity generation. The industrial sector trend has been more flat in recent years but saw a decrease of 7.1 $MMTCO_2e$ in 2020. Commercial and residential emissions saw a decrease of 1.7 $MMTCO_2e$. Emissions from high-GWP gases have continued to increase as they replace ozone-depleting substances that are being phased out under the 1987 Montreal Protocol. Emissions from other sectors have remained mostly constant in recent years. Overall trends in the inventory also continue to demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic

product) is declining. From 2000 to 2020, the carbon intensity of California's economy decreased by 49 percent while the gross domestic product increased by 56 percent (CARB 2022b).

5.8.2 Thresholds of Significance

According to Appendix G of the 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.

5.8.2.1 CONSISTENCY WITH A GHG REDUCTION PLAN

CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of Greenhouse Gas Emissions, allows for lead agencies to analyze and mitigate the significant effects of GHG emissions at a programmatic level. Pursuant to CEQA Guidelines Section 15183.5, later project-specific environmental documents may tier from and/or incorporate by reference the GHG reduction plan so long as they include the following plan elements.

- Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.
- Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable.
- Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area.
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level.
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels.
- Be adopted in a public process following environmental review.

The Ontario CCAP was adopted in a public process following environmental review in August 2022. The CCAP included and updated a GHG inventory for Ontario based on the latest community protocols and GWPs. The CCAP provided emissions forecasts for 2030 and 2050 and established GHG emissions targets for 2030 consistent with SB 32. The CCAP identified State and local measures to reduce GHG emissions and quantified GHG reductions associated with these measures. With implementation of the GHG reduction

measures, the CCAP provides a flexible path to reduce the community's GHG emissions to achieve the 2030 target pursuant to SB 32. While the CCAP includes a forecast with reductions for the 2050 horizon, it was based on the reductions needed to achieve Executive Order S-03-05 and predates the passage of AB 1279 for year 2045.

Consequently, the CCAP is a qualified GHG reduction plan through 2030. However, emissions associated with the ORSC are not included in the forecast for the CCAP. Thus, the ORSC's GHG emissions impacts are not evaluated based on consistency with the CCAP under threshold GHG-1. However, consistency with the CCAP is included to address threshold GHG-2.

5.8.2.2 TARGET PROJECT-LEVEL EFFICIENCY THRESHOLD

The work prepared for the CCAP includes level of reductions from existing and new development and from residential and nonresidential development to achieve the adopted targets. There are separate targets for projects completed by 2030 and those completed between 2031 and 2050, consistent with the CCAP target years.

2030 Target Efficiency Thresholds

Nonresidential projects that do not use the CCAP Screening Tables (Ontario 2023) need to demonstrate that they will generate annual GHG emissions that do not exceed the following thresholds:

1. For residential development completed between 2020 and 2030, the project shall not produce GHG emissions greater than 5.85 $MTCO_2e$/dwelling unit.

2. For residential development completed after 2030, the project shall not produce GHG emissions greater than 1.53 $MTCO_2e$/dwelling unit.

3. For nonresidential developments of all types completed between 2020 and 2030, the project shall not produce GHG emissions greater than 8.84 $MTCO_2e$/2,500 square feet of conditioned space.

4. For nonresidential developments of all types completed after 2030, the project shall not produce GHG emissions greater than 3.61 $MTCO_2e$/2,500 square feet of conditioned space.[4]

For projects that include both residential and nonresidential space, the residential and nonresidential components must be assessed separately against their respective applicable thresholds. The residential thresholds assume that one dwelling unit is home to an average of 3.48 people by 2030, and 3.30 people by 2050. The nonresidential thresholds assume that 2,500 square feet of conditioned space employs an average of 2.31 people by 2030 and 2.83 people by 2050 (Ontario 2022).

[4] For the purposes of this analysis, this post-2030 efficiency metric is not used to analyze the ORSC because the reduction goals are inconsistent with the Statewide GHG emission reduction targets established by AB 1279.

5.8.2.3 NET ZERO THRESHOLD

The ORSC includes a Minor League Baseball stadium and regional city park with sports fields, which are land use types that are not identified by any air district's GHG emissions methodology or the State's Scoping Plan emissions inventory or forecast. Therefore, market capture approach thresholds and efficiency thresholds derived from the State's GHG emissions forecast are not applicable to the ORSC. To provide a conservative analysis of the ORSC's impacts in relation to carbon neutrality goals of AB 1279,[5] the City has identified a no net increase threshold of zero (0 $MTCO_2e$). Appendix D of the CARB 2022 Draft Scoping Plan recognizes that achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, may be an appropriate overall objective (CARB 2022a). Therefore, the zero threshold is consistent with the State's carbon neutrality goals under AB 1279 and provides the most conservative threshold for GHG emissions impacts under CEQA for the ORSC.

5.8.2.4 MASS EMISSIONS AND HEALTH EFFECTS

On December 24, 2018, in *Sierra Club et al. v. County of Fresno et al.* (Friant Ranch), the California Supreme Court determined that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health. The EIR prepared for the project, which involved a master-planned retirement community in Fresno County, showed that project-related mass emissions would exceed the San Joaquin Valley Air Pollution Control District's regional significance thresholds. In its findings, the California Supreme Court affirmed the holding of the Court of Appeal that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criterion air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. In general, the ruling focuses on the correlation of emissions of toxic air contaminants and criteria air pollutants and their impact to human health.

In 2009, the EPA issued an endangerment finding for six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) in order to regulate GHG emissions from passenger vehicles. The endangerment finding is based on evidence that shows an increase in mortality and morbidity associated with increases in average temperatures, which increase the likelihood of heat waves and ozone levels. The effects of climate change are identified in Table 5.8-2. Though identified effects such as sea level rise and increased extreme weather can indirectly impact human health, neither the EPA nor CARB has established ambient air quality standards for GHG emissions. The State's GHG reduction strategy outlines a path to avoid the most catastrophic effects of climate change and includes goals and objectives that are based on the State's path toward reducing statewide cumulative GHGs as outlined in AB 32, SB 32, and EO S-03-05.

As mentioned above, the two significance thresholds that the City uses to analyze GHG impacts are based on achieving the statewide GHG reduction goals based on a no net increase in GHG emissions (GHG-1) and

[5] The 2022 Scoping Plan update includes statewide measures to achieve the state's carbon neutrality goals under AB 1279, such as carbon dioxide removal, that are not applicable to local governments. Carbon neutrality goals are a "no impact" level and not a "less than significant" impact level for climate change effects. There are presently no reliable means of forecasting how future technological developments related to carbon dioxide removal may affect future emissions in a jurisdiction. Therefore, carbon neutrality targets are not directly applicable to local governments or CEQA projects to mitigate GHG emissions impacts of a proposed project.

consistency with policies or plans adopted to reduce GHG emissions (GHG-2). Further, because no single project is large enough to result in a measurable increase in global concentration of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Without federal or State ambient air quality standards for GHG emissions, and given the cumulative nature of GHG emissions and the City's significance thresholds that are tied to reducing the state's cumulative GHG emissions, it is not feasible at this time to connect the Proposed Project's specific GHG emissions to the potential health impacts of climate change.

5.8.3 Environmental Impacts

5.8.3.1 METHODOLOGY

This GHG evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely in conjunction with the ORSC. South Coast AQMD has published guidelines for analyzing and mitigating environmental impacts, and they were used in this analysis. The analysis in this section is modeled using CalEEMod, version 2022.1.

Construction

As discussed in Section 3.3.3, *Construction Phase*, and illustrated on Figure 3-14, *Phasing Plan*, the ORSC would be constructed over four phases across seven planning areas and includes construction activities within the Offsite Improvement Area. Phase 1A would consist of mass grading and demolition activities across the approximately 199-acre ORSC site and construction of on-site roadways—Ontario Avenue and Streets A and B—and off-site utility and roadway improvements along Vineyard Avenue, Riverside Drive, and Chino Avenue. Phases 1B through 4 would consist of fine grading, paving, and building construction activities associated with the rest of the ORSC site, as identified in Table 3-9, *Ontario Regional Sports Complex Phasing and Equipment*.

Operational Phase

As identified in Chapter 3, *Project Description*, the City intends to construct the stadium to attract a new Minor League Baseball team. Attracting a new Minor League Baseball team to the stadium is the most conservative analysis for evaluating physical impacts to the environment because it means that all trips and VMT associated with the stadium are new trips and VMT that do not currently occur in the City or San Bernardino region. The City of Rancho Cucamonga identified the potential for the Quakes to relocate from LoanMart to the Proposed ORSC site. In the event that the Quakes relocate from Rancho Cucamonga to Ontario, VMT impacts would be substantially lessened because trips to LoanMart Field are existing trips and VMT. Therefore, this scenario is not evaluated below, and the impact analysis provides a conservative analysis of GHG emissions impacts generated by the ORSC.

- **Transportation.** The primary source of mobile criteria air pollutant emissions is tailpipe exhaust emissions from the combustion of fuel (i.e., gasoline and diesel). For particulate matter, brake and tire wear and fugitive dust are created by vehicles traveling on roadways. Transportation criteria pollutant emissions assumed a horizon year of 2027 for the ORSC. Trips generated are based on the trip generation and VMT provided by Fehr & Peers in the Traffic Impact Analysis (see Appendix L2, *Traffic Impact Analysis*).

- **Area Sources.** Area sources generated from use of consumer products and cleaning supplies, as well as landscaping equipment, are based on CalEEMod default emission rates and on the assumed building and land use square footages.

- **Energy.** The CalEEMod (v. 2022.1) default energy (i.e., electricity and natural gas) rates for nonresidential land uses are based on the CEC's 2018-2030 Uncalibrated Commercial Sector Forecast (commercial forecast), which was compiled by the CEC in 2019. Use of the CalEEMod default energy rates results in conservative estimates compared to the recently adopted 2022 Building Energy Efficiency Standards because the commercial forecast is based on the energy demand per square foot of building space, land use subtype, and end use for the year 2019. It is anticipated new buildings under the 2022 Standards would generally result in lower electricity use. For the overall project modeling, the carbon intensity factor is based on the CO_2e intensity factor of 444 pounds per megawatt hour (lbs/MWh) as reported in Southern California Edison's 2022 Sustainability Report (SCE 2023). Overall, using the AR4 GWPs and the default CalEEMod intensity factors of 0.033 lb/MWh for CH_4 and 0.004 lb/MWh for N_2O, the adjusted intensity factor for CO_2 is 441.98 lbs/MWh.

- **Refrigerants.** GHG emissions from operation of building air conditioning and refrigeration equipment are based on CalEEMod default values based on land use type.

- **Stationary Sources.** The ORSC could result in the installation and operation of stationary sources, such as generators, boilers, or fire pumps. The quantity, type, size, location, fuel type, and annual average operating hours for potential stationary source equipment are unknown at this time; thus, no emissions associated with stationary sources have been included in this analysis. Should the ORSC need to install and operate stationary source equipment, the South Coast AQMD must be contacted for issuance of a permit under applicable District Rules and/or the Portable Equipment Registration Program, depending on the stationary source equipment that is needed. Thus, it is speculative to include stationary source equipment with unknown parameters.

Life-cycle emissions are not included in the GHG analysis, consistent with California Resources Agency directives.[6] Black carbon emissions are not included in the GHG analysis because CARB does not include this short-lived climate pollutant in the state's SB 32/AB 1279 inventory but treats it separately.[7] Additionally, though not anticipated, industrial sources of emissions that require a permit from South Coast AQMD

[6] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses were not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (CEQA Guidelines Section 15145).

[7] Particulate matter emissions, which include black carbon, are analyzed in Section 5.3, *Air Quality*. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The State's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017).

(permitted sources) are not included in the Proposed Project emissions analysis since they have separate emission reduction requirements. GHG modeling is included in Appendix D1 of this Draft EIR.

5.8.3.2 IMPACT ANALYSIS

Impact 5.8-1: The ORSC would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. [Threshold GHG-1])

Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Construction of the ORSC, which includes construction within the Offsite Improvement Area, would generate GHG emissions from the use of off-road construction equipment, material hauling and deliveries, and worker vehicle trips. Operation of the ORSC would generate GHG emissions from area sources such as landscaping equipment, energy sources such as natural gas and electricity consumption, stationary sources such as generators, transportation sources, and the use of refrigerants. The following analysis conservatively assumes the ORSC would be fully operational as early as 2027.

Construction

Construction of the ORSC would generate emissions associated with construction equipment and worker vehicle exhaust, manure off-hauling, site preparation, rough grading, fine grading, utilities trenching, building construction, paving, architectural coating, and finishing and landscaping as well as off-site improvements and sewer construction within the Offsite Improvement Area. A conservative estimate of construction GHG emissions associated with the ORSC is provided in Table 5.8-4, *Ontario Regional Sports Complex Construction GHG Emissions*. As shown, construction of the ORSC would result in 10,687 $MTCO_2e$ across the 2024 through 2027 construction period. The South Coast AQMD does not have a significance threshold for construction emissions. Therefore, the GHG emissions generated from full operation of the ORSC are provided in Table 5.8-5, *Ontario Regional Sports Complex Operational GHG Emissions*, and are used to determine whether the ORSC exceeds the net zero emissions thresholds utilized herein.

Table 5.8-4 Ontario Regional Sports Complex Construction GHG Emissions

Construction Year	ORSC $MTCO_2e$
Year 2024	2,676
Year 2025	6,661
Year 2026	722
Year 2027	629
Total Construction Emissions	**10,687**

Source: CalEEMod v. 2022.1. (see Appendix D1)

ORSC Buildout

Implementation of the ORSC would generate GHG emissions from vehicle trips, water demand, wastewater and solid waste generation, area sources (e.g., consumer cleaning products), and energy usage (i.e., natural gas and electricity). The ORSC would be required to comply with the applicable Building Energy Efficiency Standards and CALGreen. The ORSC would also include project design features that address water conservation and water-efficient landscaping that would comply with CALGreen. These features include low-flow fixtures, native landscaping, rainwater catchment system, and dedicated separate landscaping water meters. These features would all help to reduce GHG emissions.

Operational emissions of the ORSC are shown in Table 5.8-5*, Ontario Regional Sports Complex Operational GHG Emissions*. Much of the ORSC site is presently vacant and was primarily used for agricultural purposes, including the raising of livestock and dairy farming. Other land uses on the ORSC site include a nursery east of Ontario Avenue. It should be noted that due to the limited extent of development on the ORSC site, GHG emissions generated by existing uses are considered *de minimis*, meaning they represent a minimal amount of emissions, and the extent of livestock and dairy farming previously on the site is currently unknown. As a result, GHG emissions generated by existing land uses were not quantified and were conservatively omitted from this analysis.

Table 5.8-5 Ontario Regional Sports Complex Operational GHG Emissions

Source	ORSC $MTCO_2e$
Mobile	17,369
Area	25
Energy	4,149
Water	120
Solid Waste	94
Refrigerants	20
Total Emissions	21,777
Exceeds No Net Increase Threshold	**Yes**

Source: CalEEMod v. 2022.1. (see Appendix D1)

As shown in this table, the ORSC is estimated to generate approximately 21,777 $MTCO_2e$ annually, which is considered a net increase from existing conditions. Consequently, GHG emissions impacts associated with the ORSC are considered potentially significant.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.8-2: The ORSC could conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. [Threshold GHG-2]

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's 2022 Scoping Plan, SCAG's RTP/SCS, and the City's CCAP. A consistency analysis with these plans is presented below.

CARB Scoping Plan

The adopted 2022 CARB Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the State agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the low-carbon fuel standard and changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley California Advanced Clean Cars program). The ORSC would adhere to the programs and regulations identified by the Scoping Plan and implemented by State, regional, and local agencies to achieve the statewide GHG reduction goals of SB 32 and AB 1279. For example, new buildings within the ORSC site would meet the current CALGreen and Building Energy Efficiency standards at the time they are constructed. The ORSC's GHG emissions shown above in Table 5.8-5 include reductions associated with statewide strategies that have been adopted since SB 32 and AB 1279.

Though statewide efforts could provide downstream reductions at the local level, the 2022 Scoping Plan identifies three priority areas for local actions that would support and amplify the overall state efforts to reduce GHG emissions and achieve the long-term climate goals: 1) transportation electrification, 2) VMT reduction, and 3) building decarbonization. Table 5.8-6, *Ontario Regional Sports Complex Consistency to the Scoping Plan Priority Areas*, evaluates consistency of the ORSC with these three Scoping Plan local action priorities and their attributes.

Table 5.8-6 Ontario Regional Sports Complex Consistency with Scoping Plan Priority Areas

Priority Area	Priority Area Attributes	Project Consistency
Transportation Electrification	Provide EV charging infrastructure that, at a minimum, meets the most ambitious voluntary standards in the California Green Building Standards Code at the time of project approval.	**Inconsistent:** The ORSC does not include provisions in the Design Standards or Design Guidelines that are either comparable to or require compliance with the CALGreen nonresidential voluntary Tier 2 EV parking standards
VMT Reduction	Meets local jurisdiction adopted SB 743 threshold for VMT.	**Inconsistent:** As discussed in Chapter 5.17, *Transportation*, the ORSC would result in substantial increases in total VMT in the City and would exceed the City's threshold for VMT reductions.
Building Decarbonization	Use all electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	**Inconsistent:** The ORSC does not include provisions in the Design Standards or Design Guidelines that require all-electric building design.

Source: CARB 2022a.

As discussed in the table, the ORSC would generally be inconsistent with the priority areas pertaining to transportation electrification and building decarbonization. Thus, although the ORSC site would adhere either directly or indirectly to statewide strategies, because it would not meet two of the three local action priority areas, it is considered inconsistent with the Scoping Plan.

Level of Significance Before Mitigation: Potentially significant.

SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SCAG adopted the 2020-2045 RTP/SCS, Connect SoCal, in September 2020. Connect SoCal finds that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to plan for the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2020). Connect SoCal's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

Connect SoCal does not require that local general plans, proposed projects, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. It is anticipated that long-term and short-term (i.e., construction) jobs would be absorbed by the local and regional labor force, which would

contribute to minimizing passenger vehicle VMT. Therefore, the ORSC would be generally consistent with Connect SoCal, and impacts related to consistency with SCAG's Connect SoCal would be less than significant.

Level of Significance Before Mitigation: Less than significant

Ontario CCAP

To ensure new development projects are consistent with the City's CCAP, the CCAP includes implementation of a development review process to reduce GHG emissions associated with new development. The development review process sets procedures for evaluating GHG impacts and determining significance for CEQA purposes by using the "Greenhouse Reduction Measures Screening Thresholds Tables" to mitigate project GHG emissions that exceed the threshold level. The Screening Tables provide a menu of options that both ensure implementation of the reduction strategies and flexibility for projects to reduce GHG emissions to levels that align with the City's reduction goals. The ORSC is evaluated for consistency with the CCAP's applicable strategies in Table 5.8-7, *Ontario Regional Sports Complex Consistency with CCAP Strategies*. As demonstrated in this table, the ORSC would be generally consistent with the GHG emissions reduction strategies in the City's CCAP. Nonetheless, the ORSC has the potential to conflict with the GHG reduction measures in the City's CCAP if development projects within the ORSC site do not adhere to the measures in the CCAP. As such, this impact would be potentially significant.

Table 5.8-7 Ontario Regional Sports Complex Consistency with CCAP Strategies

CCAP Strategy	Strategy Description	Project Consistency
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.	**Not Applicable.** This measure is to be taken at the City level.
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.	**Not Applicable.** This measure applies to existing residential development.
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: • 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 ORSC would promote renewable energy sources on-site, including photovoltaic systems, through compliance with the 2022 California Building Standards Code, which requires that new buildings either include rooftop solar systems or be designed in such a way they achieve the same energy efficiency as if solar were included.
Strategy 4	**Green Roofs.** Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.	**Not Applicable.** This measure is to be taken at the City level.

Table 5.8-7 Ontario Regional Sports Complex Consistency with CCAP Strategies

CCAP Strategy	Strategy Description	Project Consistency
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.	**Not Applicable**. This measure is to be taken at the City level. Nonetheless, the ORSC would include various trees throughout the ORSC site to support this measure.
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.	**Not Applicable.** This measure is to be taken at the City level and applies to residential land uses.
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.	**Not Applicable.** This measure is to be taken at the City level and applies to existing development.
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.	**Not Applicable.** This measure is to be taken at the City level.
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.	**Not Applicable.** This measure does not apply because the ORSC is a regional-serving development and does not include residential uses.
Strategy 10	**Increase Transportation Ridership.** Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.	**Not Applicable.** This measure is to be taken at the City level.
Strategy 11	**Traffic signal synchronization and roadway management.** Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.	**Not Applicable.** This measure is to be taken at the City level.
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.	**Not Applicable.** This measure is to be taken at the City level.
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 ORSC would improve adjacent sidewalks and bike lanes to promote the use of active transportation networks in the vicinity of the ORSC site.
Strategy 14	**Vehicle Idling**. Limit idling of heavy-duty trucks. Support the South Coast AQMD and CARB anti-idling requirements and provide signage in key areas where idling that is not consistent with South Coast AQMD or CARB requirements might occur.	**Consistent.** Vehicle activity associated with the ORSC would be required to comply with 13 CCR, Section 2485 to limit truck idling to 5 minutes or less when the vehicles are not in use.

Table 5.8-7 Ontario Regional Sports Complex Consistency with CCAP Strategies

CCAP Strategy	Strategy Description	Project Consistency
Strategy 15	**Parking policy and event parking.** Adopt a comprehensive parking policy that encourages carpooling and the use of alternative transportation, including providing parking spaces for car-share vehicles at convenient locations with access to public transportation.	**Not Applicable.** This measure is to be taken at the City level.
Off-Road Equipment		
Strategy 16	**Electrification of construction and landscaping equipment.** Promote and incentivize the transition to electric construction and landscaping equipment.	**Not Applicable.** This measure is to be taken at the City level.
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.** Vehicle activity associated with the ORSC would be required to comply with 13 CCR Sections 2485 and 2499 to limit truck idling to 5 minutes or less when the vehicles are not in use.
Waste		
Strategy 18	**Methane capture at landfills.** Support efforts to reduce methane emissions from regional landfills.	**Not Applicable.** This measure does not apply to the ORSC but to landfill uses.
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 ORSC sit would be required to comply with all applicable federal, State, and local nonhazardous waste diversion requirements, including those in the applicable mandatory measures of CALGreen.
Strategy 20	**Construction and Demolition Waste Recovery Ordinance**. Increase the amount of waste recycled during construction and demolition of buildings.	**Consistent.** The ORSC would involve the recycling and reprocessing of asphalt demolished as part of the proposed uses.
Water		
Strategy 21	**Indoor water efficiency**. Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.	**Consistent.** The ORSC would be required to be designed compliant with the latest 2022 California Building Standards Code and CALGreen mandatory measures for installing water-efficient appliances and fixtures.
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.** ORSC would incorporate native drought-tolerant landscaping and would use recycled water to irrigate landscaped areas, consistent with the City of Ontario Recycled Water Master Plan.
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.	**Consistent.** The ORSC would be required to be designed compliant with the latest 2022 California Building Standards Code and CALGreen mandatory measures for installing water-efficient appliances and fixtures.
Strategy 24	**Methane capture for wastewater treatment.** Work with Inland Empire Utilities Agency (IEUA), the local wastewater treatment provider, to increase methane capture rate.	**Not Applicable.** This measure is to be taken at the City level.

Table 5.8-7 Ontario Regional Sports Complex Consistency with CCAP Strategies

CCAP Strategy	Strategy Description	Project Consistency
Other		
Strategy 25	**Methane capture for dairy operations.** Encourage and incentivize local dairy operations to reduce methane emissions through methane capture technology.	**Not Applicable.** This measure applies to dairy operations, which are not included in the ORSC.
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.	**Not Applicable.** 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.	**Not Applicable.** 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.	**Not Applicable.** This measure is to be taken at the City level.

Source: Ontario 2023.

Level of Significance Before Mitigation: Potentially significant.

5.8.3.3 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF OFF-SITE GENERAL PLAN AMENDMENT AND REZONE

The Proposed Project would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of Chapter 3, *Project Description*, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site.

- **Greenhouse Gas Emissions.** As explained in Section 5.17, *Transportation*, VMT outside the 199-acre ORSC does not differ between the future baseline and future with-project conditions. Because vehicular transportation, expressed in VMT generation, typically constitutes the largest GHG emission source for residential land uses, the redesignation and rezoning of these parcels would not result in a significant increase in GHG emissions. These parcels are already designated and zoned as residential use in TOP and the increase in residential density is solely to offset the displacement of the residential land use designation on the 199-acre ORSC site. Furthermore, in general, increasing residential density is expected to result in a more efficient, compact land use with less energy use per unit and fewer vehicle trips per unit than low density residential uses. Table 5.6-9, *Residential Energy Use and Vehicle Trip Generation Rates*, in Section 5.6, *Energy*, illustrates the energy consumption and vehicle trip generation rates anticipated for varying densities of residential development types. The energy consumption rates for the various residential land uses are drawn from CalEEMod default values, which reflect per-unit consumption rates from the CEC's 2019 Residential Appliance Saturation Survey, and the trip generation rates are drawn from the latest Institute

of Transportation Engineers' (ITE) Trip Generation Manual (11th Edition). As shown in Table 5.6-9, the GPA and Rezone is expected to result in generally more efficient per-unit energy consumption and vehicle trip generation. As a result, per capita GHG emissions from the new residences envisioned by the Off-site Amendments and Zone Changes is anticipated to decrease from existing conditions. Therefore, the GPA and Rezone would not result in a significant impact related to GHG emissions.

- **Plan Consistency.** As discussed under Impact 5.8-2, the three plans that were adopted for the purposes of reducing GHG emissions which would apply to the GPA and Rezone area include CARB's 2022 Scoping Plan, SCAG's Connect SoCal, and the City's CCAP. While the Proposed Project envisions more dense residential development along Vineyard Avenue, the GPA and Rezone component does not include any site-specific proposal for residential development. As such, when individual residential development projects envisioned by the TOP Amendments and Zone Changes undergo their own environmental review, consistency with these plans will be considered, and mitigation will be applied as appropriate and necessary to reduce impacts to less than significant levels. Therefore, the GPA and Rezone would not result in a significant impact related to consistency with a plan adopted for the purposes of reducing GHG emissions.

5.8.4 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts identified under Impact 5.8-1 and Impact 5.8-2 are not project-specific impacts to global warming, but the ORSC's contribution to this cumulative impact. As discussed above, the ORSC's would generate a substantial increase in GHG emissions from existing conditions. Emissions associated with future development in the GPA and Rezone would contribute to the Proposed Project's GHG emissions impacts. Consequently, the Proposed Project's cumulative contribution to global climate change impacts are cumulatively considerable.

5.8.5 Level of Significance Before Mitigation

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.8-1** The ORSC would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- **Impact 5.8-2** Development pursuant to the ORSC could potentially conflict with the state goals for carbon neutrality identified in the 2022 Scoping Plan.

5.8.6 Mitigation Measures

Impact 5.8-1

Implementation of Mitigation Measures TRAF-1 and TRAF-2 would be required. Implementation of Mitigation Measure AQ-2 would also be required.

GHG-1 The City of Ontario shall require proposed buildings within the ORSC site to be all electric, with electricity to be the only permanent source of energy for all nonemergency building energy needs, including but not limited to water heating; mechanical equipment; and heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling). All major appliances (e.g., dishwashers, refrigerators, and water heaters) provided/installed shall be electric-powered EnergyStar certified or an equivalent energy efficiency where applicable. The only exception to this measure shall be limited to commercial cooking uses. Prior to issuance of building permits for development projects, applicants shall provide plans that show the aforementioned requirements to the City of Ontario Planning Department. Prior to issuance of the certificate of occupancy, the City of Ontario Building Department shall verify installation of the electric-powered EnergyStar or equivalent appliances.

GHG-2 The City of Ontario shall require proposed buildings and parking areas within the ORSC site to include on-site renewable energy generation systems. Proposed buildings shall include photovoltaic (PV) and battery energy storage systems compliant with the Prescriptive Requirements of the California Building Standards Code, Part 6, California Energy Code. Proposed buildings may substitute alternative renewable energy generation technology (e.g., wind) for PV systems; however, that alternative generation technology system shall be sized to provide annual electricity equal to what would be provided by a PV system for that building compliant with the Prescriptive Requirements of the California Building Standards Code, Part 6, California Energy Code. Proposed parking areas shall include a PV system or alternative renewable energy generation system (e.g., wind) to help offset electricity demand generated by electric vehicle charging. Prior to issuance of building permits for development projects, applicants shall provide plans that show the aforementioned requirements to the City of Ontario Planning Department. Prior to issuance of the certificate of occupancy, the City of Ontario Building Department shall verify installation of the PV and battery energy storage systems or alternative renewable energy generation systems.

Impact 5.8-2

Implementation of Mitigation Measures GHG-1, AQ-2, and TRAF-1 and TRAF-2 would be required.

GHG-3 The City of Ontario shall require that the parking lots and parking structure install electric vehicle spaces in compliance with the voluntary Tier 2 standards under Section A5.106.5.3.2 of the Non-residential Voluntary Measures in the 2022 California Green Building Standards Code. All site plans submitted to the City of Ontario Planning Department shall illustrate compliance with Section A5.106.5.3.2.

GHG-4 The City of Ontario shall require applicants to design and construct buildings in Planning Areas 2, 3, and 4 to achieve a 100-point score with the 2022 Community Climate Action Plan (CCAP), Table 6, "Screening Table for Implementing GHG Performance Standards for Commercial, Office, Medical, Hotel, Industrial, and Retail Development, 2030." Alternatively, the analysis of development projects can be done through emissions calculations to

demonstrate equivalent reductions using CalEEMod or a similar tool. Projects that do not use the CCAP Screening Tables to demonstrate consistency with the 2022 CCAP must demonstrate that they will generate annual GHG emissions that do not exceed the following emission screening thresholds from the CCAP:

1. For residential development completed between 2020 and 2030, the project shall not produce GHG emissions greater than 5.85 $MTCO_2e$/dwelling unit.

2. For residential development completed after 2030, the project shall not produce GHG emissions greater than 1.53 $MTCO_2e$/dwelling unit.

3. For nonresidential developments of all types completed between 2020 and 2030, the project shall not produce GHG emissions greater than 8.84 $MTCO_2e$/2,500 square feet of conditioned space.

4. For nonresidential developments of all types completed after 2030, the project shall not produce GHG emissions greater than 3.61 $MTCO_2e$/2,500 square feet of conditioned space.

For projects that include both residential and nonresidential space, the residential and nonresidential components must be assessed separately against their respective applicable thresholds.

5.8.7 Level of Significance After Mitigation

Impact 5.8-1

The ORSC would generate a substantial increase in GHG emissions on-site. Mitigation Measure TRAF-1 requires implementation of transportation demand management (TDM) measures, such as pedestrian and active transportation improvements, to reduce VMT. Nonetheless, the vehicle fuel source, vehicle fuel efficiency, and travel mode for visitors are largely outside of the control of the ORSC, so no additional mitigation would be feasible to reduce vehicle-related emissions. The second-largest emissions source, energy consumption, results from electricity use and the consumption of natural gas on-site. Therefore, Mitigation Measure GHG-1 is required to reduce all on-site natural gas consumption by requiring all uses that do not include commercial cooking appliances to be designed as all-electric, precluding the installation and use of gas-fueled appliances that are not necessary for commercial cooking activities. In addition, Mitigation Measure GHG-2 would be required to ensure that electricity is generated on-site from renewable sources to the extent feasible. Table 5.8-8, *Mitigated Ontario Regional Sports Complex Operational GHG Emissions*, identifies GHG emissions generated by the ORSC with implementation of Mitigation Measures GHG-1, GHG-2, and AQ-2. It should be noted that the energy source emissions shown in Table 5.8-8 do not incorporate quantification of Mitigation Measure GHG-2 because it unknown at the time of this analysis exactly how much electricity would be generated by on-site renewable energy generation systems. The mitigation measures would reduce emissions to the extent feasible. However, the ORSC emissions would still exceed the no net increase GHG emissions threshold. Therefore, Impact 5.8-1 would be ***significant and unavoidable***.

Table 5.8-8 Mitigated Ontario Regional Sports Complex Site Operational GHG Emissions

Source	ORSC $MTCO_2e$
Mobile	17,369
Area	0
Energy	4,154
Water	120
Solid Waste	94
Refrigerants	20
Total Emissions[1]	21,757
Exceeds No Net Increase Threshold	**Yes**

Source: CalEEMod v. 2022.1. (See Appendix D1)
[1] Includes Mitigation Measures GHG-1 and GHG-2 and Mitigation Measure AQ-2.

Impact 5.8-2

CARB Scoping Plan

The ORSC has the potential to be inconsistent with the Scoping Plan priority areas. Mitigation Measure GHG-3 would be required to ensure that parking for the ORSC meets the most ambitious voluntary standards in CALGreen, ensuring that the ORSC meets the Scoping Plan objectives for transportation electrification. Mitigation Measure TRAF-1 requires implementation of TDM measures such as pedestrian and active transportation improvements to reduce VMT. However, as discussed in Section 5.17, *Transportation*, the ORSC would continue to result in a substantial increase in total VMT in the city and would exceed the City's VMT threshold. Therefore, the ORSC remains inconsistent with the priority area for VMT reductions. Mitigation Measure GHG-1 would require buildings on-site to use electric appliances and have all-electric heating and water heating systems, ensuring consistency with the Scoping Plan priority area for building decarbonization. But because the ORSC would exceed the City's VMT threshold, the ORSC would conflict with the Scoping Plan.

SCAG Regional Transportation Plan / Sustainable Communities Strategy

The ORSC's VMT would exceed the City's SB 743 VMT thresholds. Mitigation Measure TRAF-1 requires implementation of TDM measures such as pedestrian and active transportation improvements to reduce VMT. However, as discussed in Section 5.17, *Transportation*, the ORSC would continue to result in a substantial increase in total VMT in the city and would exceed the City's VMT threshold. Therefore, though the ORSC would be generally consistent with much of Connect SoCal, it would remain inconsistent with the underlying VMT-reducing goals of SCAG's Connect SoCal.

Ontario CCAP

The ORSC has the potential to conflict with the GHG reduction measures in the City's CCAP if development projects within the ORSC site do not adhere to the measures in the CCAP. To ensure that development projects reduce their GHG emissions consistent with the reduction targets established by the City's CCAP, the CCAP

includes a points system that assigns values for each GHG emissions mitigation design element or operational program feature incorporated into the development project. The CCAP 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 CCAP. Table 6, "Screening Table for Implementing GHG Performance Standards for Commercial, Office, Medical, Hotel, Industrial, and Retail Development, 2030," of the City's CCAP Screening Tables identify potential design features and their associated scores. Mitigation Measure GHG-4 would be required to reduce operational GHG emissions through the incorporation of energy efficiency measures and other emission-reducing design features in the CCAP's nonresidential screening table or calculate equivalent GHG reductions. Therefore, with mitigation, development projects on the ORSC site would be consistent with the CCAP.

Conclusion

The ORSC would be potentially inconsistent plans adopted for the purpose of reduce GHG emissions, including CARB's 2022 Scoping Plan, SCAG's SCS, and the City's CCAP. Implementation of Mitigation Measure GHG-4 would ensure that development projects within the ORSC are consistent with the City's CCAP. Additionally, implementation of the mitigation measures GHG-1 through GHG-3 as well as TRAF-1 would reduce impacts to the extent feasible. However, as discussed in Section 5.17, *Transportation*, the ORSC would continue to result in a substantial increase in total VMT in the City and would exceed the City's VMT threshold and potentially be inconsistent with the VMT reduction goals in the Scoping Plan and SCS. Therefore, Impact 5.8-2 would be ***significant and unavoidable***.

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5. Environmental Analysis
GREENHOUSE GAS EMISSIONS

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5.9 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft EIR evaluates the potential impacts of the Ontario Regional Sports Complex (ORSC) and the off-site General Plan Amendment and Rezone (GPA and Rezone) on human health and the environment due to exposure to hazardous materials or conditions associated with the ORSC site, Offsite Improvement Area, and GPA and Rezone area. The impacts on the ORSC site and sewer alignment in the Offsite Improvement Area are analyzed at a project-level while the impacts of the GPA and Rezone analyzed at a program level.

The analysis in this section is based, in part, on the following:

- *Phase I Environmental Site Assessment Report, 9155 and 9375 East Riverside Drive, APNs: 0218-101-01, -02, -07, and -08, and 0218-102-10, -11 Ontario, California*, Converse Consultants, March 2, 2023
- *Phase II Environmental Site Assessment Report, 9155 and 9375 East Riverside Drive Ontario, California*, 2023, Converse Consultants, December 4, 2023.
- *Phase I Environmental Site Assessment Report, APN 0218-111-09 Ontario, California,* Converse Consultants, October 20, 2023
- *Phase I Environmental Site Assessment Report, APNs 0218101-03, -04 -05, and -06 Ontario, California,* Converse Consultants, October 20, 2023
- *Phase I Environmental Site Assessment Report, 9309 East Riverside Drive Ontario, California,* Converse Consultants, October 25, 2023
- *Phase I Environmental Site Assessment Report, 13115 Ontario Avenue Ontario, California,* Converse Consultants, October 26, 2023
- *Phase I Environmental Site Assessment Report, 13165 Ontario Avenue Ontario, California,* Converse Consultants, October 27, 2023
- *Phase I Environmental Site Assessment Report, 13213 Ontario Avenue Ontario, California,* Converse Consultants, October 31, 2023

Complete copies of these studies are included in the Technical Appendices to this Draft EIR (Appendix H). In addition, a consistency determination analysis has been completed by the City for submittal to Ontario International Airport Inter Agency Collaborative (ONT-IAC) and is included as Appendix N to this Draft EIR.

5.9.1 Environmental Setting

5.9.1.1 REGULATORY BACKGROUND

Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the Proposed Project are summarized below.

Hazardous Materials and Waste

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

Hazardous Materials and Waste Regulation

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

Federal and State Regulations

Hazardous Materials

Comprehensive Environmental Response, Compensation and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as the Superfund, was enacted to protect the water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous wastes sites. Through CERCLA, the US Environmental Protection Agency (EPA) was given power to seek out those responsible for any release and ensure their cooperation in the cleanup. This federal law created a tax on the chemical and petroleum industries that went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List of sites, which are known as Superfund sites. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Emergency Planning and Community Right-To-Know Act

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation may be cited as the "Emergency Planning and community Right-to-Know Act of 1986" (EPCRA). The Act required the establishment of state commissions, planning districts, and local committees to facilitate the preparation and implementation of emergency plan. Under the requirements, local emergency planning committees are responsible for developing a plan for preparing for and responding to a chemical emergency, including:

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

The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year. The San Bernardino County Fire Protection District is responsible for coordinating hazardous material and disaster preparedness planning and appropriate response efforts with City departments and local and state agencies. The goal is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or human-made emergencies.

Another purpose of the EPCRA is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report to state and local agencies the location and quantities of chemicals stored onsite. Under section 313 of EPCRA, manufacturers are required to report chemical releases for more than 600 designated chemicals. In addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The EPA maintains the Toxic Release Inventory database to document the information that regulated facilities are required to report annually.

Resource Conservation and Recovery Act

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

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

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.

Title 40, Code of Federal Regulations, Part 61 Subpart M

Title 40, CFR Part 61 Subpart M establishes national emission standards for asbestos-containing materials during demolition and renovation. Furthermore, the regulation outlines procedures for asbestos emission control during demolition or renovation activities.

Toxic Substances Control Act (40 CFR Part 763 Subpart R)

The Toxic Substances Control Act of 1976 gives the EPA authority to require reporting, record-keeping, and testing requirements and restrictions relating to chemical substances and/or mixtures. The EPA repeatedly screens these chemicals and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of chemicals that pose an unreasonable risk. Also, the EPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It can control these chemicals as necessary to protect human health and the environment. The act supplements other federal statutes, including the Clean Air Act and the Toxic Release Inventory under EPCRA.

Responsible agencies that regulate hazardous materials and waste include:

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

California EPA. CalEPA was created in 1991 by Governor's Executive Order. Six boards, departments, and office were placed under the CalEPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to ensure the coordinated deployment of state resources. CalEPA oversees hazardous materials and hazardous waste compliance throughout California.

California Department of Toxic Substances Control. The DTSC is a department of CalEPA, which authorizes DTSC to carry out the RCRA program in California to protect people from exposure to hazardous wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California, primarily under the authority of RCRA and in

accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. San Bernardino County, including the City of Ontario, is in DTSC's Southern California region.

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

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

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

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

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

The Unified Program is related to the State Emergency Response Commission (SERC) and local emergency planning committees (LEPC) that were established under both federal (EPCRA) and state authority for the hazardous materials business plans and emergency response plans. Though the CUPA structure does not specifically incorporate the SERC and LEPCs, both SERC and CUPAs have found it beneficial to establish strong communication and coordination on hazardous materials issues. The CUPA board now has a representative on the SERC, and members of LEPCs are also CUPA board members. Common issues include

ensuring that hazardous materials, waste, and tank programs maintain strong coordination and communication for maximum consistency in program implementation. Shared data, joint resources, common forms, provision of emergency information, and regulatory review are other interests that are coordinated by the CUPA board and SERC/LEPCs.

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

Programs that regulate hazardous materials and waste include:

UST Program. Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I established regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In EPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with EPA oversight. In California, the State Water Resources Control Board (SWRCB), under the umbrella of CalEPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances. The program consists of four elements: leak prevention, cleanup, enforcement, and tank tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's GeoTracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs, including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

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

County of San Bernardino Hazardous Waste Management Plan. Assembly Bill 2948 (Chapter 1504, Statutes of 1986), commonly known as the Tanner Bill, authorized counties to prepare hazardous waste management plans (HWMP) in response to the need for safe management of hazardous wastes. The County of San Bernardino HWMP was adopted by the County and approved by the State in February 1990. The County HWMP serves as the primary planning document for the management of hazardous waste in San Bernardino County. It identifies the types and amounts of wastes generated in the county; establishes programs for managing these wastes; identifies an application review process for the siting of specified hazardous waste facilities; identifies mechanisms for reducing the amount of waste generated in the county; and identifies goals,

policies, and actions for achieving effective hazardous waste management. Hazardous materials and waste are managed by the HMD. As further required by the state, all cities in San Bernardino County must also adopt a city HWMP.

Hazardous Materials Disclosure Programs. Both the federal government and the State of California require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a hazardous materials business plan to their local CUPA (CFR, EPA, SARA, and Title III; California Health and Safety Code, Division 20, Chapter 6.95, Sections 25500–25520; Title 19 California Code of Regulations, Chapter 2, Subchapter 3, Article 4, Sections 2729–2734).

According to the HMD guidelines, the preparation, submittal, and implementation of a business plan is required for:

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

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

Occupational Safety: Title 8

The California Division of Occupational Safety and Health (Cal/OSHA) administers federal occupational safety requirements and additional state requirements in accordance with California Code of Regulations Title 8. Cal/OSHA requires preparation of an Injury and Illness Prevention Program, which is an employee

safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local Cal/OSHA enforcement unit.

Cal/OSHA regulates lead and asbestos exposure during construction activities under the California Code of Regulations, Title 8, Section 1532.1, Lead, and Section 1529, which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead and asbestos contamination is minimized or avoided.

Hazardous Materials Incident Response

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

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

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

Hazardous Material Spill/Release Notification Guidance

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

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

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

Hazardous Materials Business Plans

Both the federal government (Code of Federal Regulations) and the State of California (California Health and Safety Code) require all businesses that handle more than a specified amount—or "reporting quantity"—of hazardous or extremely hazardous materials to submit a hazardous materials business plan to its CUPA. According to the Environmental Health Department (EHD) guidelines, the preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in specified quantities.

Business plans must include an inventory of the hazardous materials at the facility. Businesses must update the whole plan at least every three years and the chemical portion every year. Also, business plans must include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

The EHD currently reviews submitted business plans and updates. Businesses that handle hazardous materials are required by law to provide an immediate verbal report of any release or threatened release of hazardous materials if there is a reasonable belief that the release or threatened release poses a significant present or potential hazard to human health and safety, property, or the environment. The EHD is also charged with the responsibility of conducting compliance inspections of regulated facilities in San Bernardino County.

California Accidental Release Prevention Program

CalARP became effective on January 1, 1997, replacing the California Risk Management and Prevention Program. Under CalARP, the Governor's Office of Emergency Services must adopt implementing regulations and seek delegation of the program from the EPA. CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. In most cases, local governments will have the lead role for working directly with businesses in this program. This requirement is coupled with the requirements for preparation of hazardous materials business plans under the Unified Program, implemented by the CUPA.

Leaking Underground Storage Tanks

Leaking USTs have been recognized since the early 1980s as the primary cause of groundwater contamination from gasoline compounds and solvents. In California, regulations aimed at protecting against UST leaks have been in place since 1983 (Health and Safety Code). This occurred one year before RCRA was amended to add Subtitle I, requiring UST systems to be installed in accordance with standards that address the prevention of

future leaks. The SWRCB has been designated the lead California regulatory agency in the development of UST regulations and policy.

Older tanks are typically single-walled steel tanks. Many of these have leaked as a result of corrosion, punctures, and detached fittings. As a result, the State of California required the replacement of older tanks with new double-walled fiberglass tanks with flexible connections and monitoring systems. UST owners were given 10 years to comply with the new requirements—the deadline was December 22, 1998. However, many UST owners did not act by the deadline, so the state granted an extension for their replacement ending January 1, 2002. The California Regional Water Quality Control Boards, in cooperation with the Office of Emergency Services, maintain an inventory of leaking USTs in a statewide database.

California Code of Regulations, Title 22, Division 4.5

Title 22, Division 4.5, of the California Code of Regulations sets forth the requirements for hazardous-waste generators; transporters; and owners or operators of treatment, storage, or disposal facilities. These regulations include the requirements for packaging, storage, labeling, reporting, and general management of hazardous waste prior to shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste. These regulations specify the requirements for transporting shipments of hazardous waste, including manifesting, vehicle registration, and emergency accidental discharges during transportation.

California Health and Safety Code, Sections 17920.10, 105255, and 39650

California Health and Safety Code Sections 17920.10, 105255, and 39650 require that emissions of toxic air contaminants, such as lead and asbestos, be controlled to levels that prevent harm to the public health during demolition activities.

Asbestos and Lead Regulations

South Coast Air Quality Management District & Environmental Protection Agency South Coast AQMD Rule 1403 and EPA govern the demolition of buildings containing asbestos and lead materials. Both, rule 1403 and EPA specifies work practices with the goal of minimizing asbestos and lead emissions during building demolition and renovation activities, including the removal and associated disturbance of asbestos and lead-containing material. The requirements for demolition and renovation activities include asbestos and lead surveying, notification, removal procedures, time schedules, handling and cleanup procedures, and storage and disposal requirements for asbestos and lead-containing waste materials.

Airport-Related Hazards

State Aeronautics Act

Airport authorities and other agencies regulate aircraft activity. The State Aeronautics Act (Public Utilities Code Section 21001 et seq.) is implemented by Caltrans's Division of Aeronautics. Key purposes of the act include: 1) foster and promote safety in aeronautics; 2) ensure that state laws and regulations relating to aeronautics are consistent with federal aeronautics laws and regulations; and 3) ensure that persons residing within the vicinity of airports are protected against intrusions by unreasonable levels of aircraft noise. The Division of

Aeronautics issues permits for and annually inspects hospital heliports and public-use airports, makes recommendations regarding proposed school sites within two miles of an airport runway, and authorizes helicopter landing sites at/near schools.

The State Aeronautics Act also establishes statewide requirements for airport land use compatibility plans (ALUCP). These plans are intended to provide for the orderly growth of a public airport and the area surrounding the airport while safeguarding the general welfare of inhabitants near the airport and the public in general. Caltrans's *California Airport Land Use Planning Handbook* provides guidelines for preparing ALUCPs that establish policies applicable to a range of issues, including the influence areas of airports, aircraft noise standards and criteria, accident potential zones, and building height zones near airports. San Bernardino County opted for an alternative to an airport land use commission and delegated responsibility to prepare an ALUCP to each airport's jurisdiction. Other public agencies also provide policy guidance or promulgate standards that address regional transportation and safety issues related to airport land use compatibility planning. Land use compatibility assessments are part of both the Ontario International Airport (ONT) ALUCP and Chino Airports.

Federal Aviation Administration

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

Air Safety Zones

The Caltrans Handbook provides planning guidance to airport land use commissions and counties and cities with jurisdiction over airport area land uses. The handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential.

Fire Hazards

California Department of Forestry and Fire Protection

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

California Fire Code

The California Fire Code (California Code of Regulations Title 24 Part 9) sets requirements for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency

access to buildings, and handling and storage of hazardous materials. The City adopts the update to the California Fire Code every three years.

Emergency Preparedness

Senate Bill 379

Senate Bill No. 379 requires that, upon the next revision of a local hazard mitigation plan on or after January 1, 2017, or, if the local jurisdiction has not adopted a local hazard mitigation plan, beginning on or before January 1, 2022, jurisdictions review and update their general plan safety element as necessary to address climate adaptation and resiliency strategies applicable to that city or county.

San Bernardino County Office of Emergency Services

The OES is a division of the County Fire Protection District and is responsible for disaster planning and emergency services coordination throughout the county, including the City of Ontario. The goal of the OES is to improve public- and private-sector readiness and mitigate local impacts resulting from natural or man-made emergencies through disaster preparedness planning and appropriate response efforts by city departments and local and state agencies. Though OES does not directly manage field operations, it manages an incident command post to ensure coordination of disaster response and recovery efforts through its day-to-day program management and during an incident/disaster. The division also manages and operates the Emergency Operations Center (EOC), which is the primary coordination point for disasters and major emergencies.

In the event of a disaster or an incident requiring complex coordination, preselected and trained responders report to the San Bernardino County Operational Area EOC. The 100-plus responders have been trained to perform specific functions designated under the Standardized Emergency Management System to coordinate disaster management. These responders are available 24 hours a day, 7 days a week. OES conducts annual exercises in the EOC to test the readiness for various types of disasters and large-scale emergencies.

The OES is also responsible for the countywide Emergency Management Plan, which was last updated in 2018. The plan identifies hazards and response, roles and responsibilities, and other key activities of government during a disaster. The office also maintains copies of the emergency management plans for the 24 cities/towns in its operational area. The OES assists unincorporated communities and residents by assigning an OES officer to assist in meeting their local planning goals and needs. These mostly isolated areas of the county may need special considerations in a disaster.

Evacuation Routes

Government Code Section 65302 requires the safety element of a general plan to address evacuation routes. CAL FIRE's safety element checklist also requires cities to address evacuation routes. In addition, Senate Bill 99 (2018) requires a safety element, upon the next revision of the housing element on or after January 1, 2020, to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

Ontario Office of Emergency Management

The City of Ontario's Office of Emergency Management (OEM) leads efforts to protect life, property, and the environment by developing, coordinating, and managing programs that prevent, prepare for, respond to, recover from, and mitigate natural and man-made disasters and emergencies in the City of Ontario. The OEM supports the fire chief, police chief, City manager, mayor, councilmembers, and all City staff to coordinate response and recovery efforts. OEM also works with residents, businesses, and community-based organizations to be prepared. The OEM provides information and training on how to build an emergency kit, create an emergency communications plan, and identify how to stay informed so you know what to do next (Ontario 2023).

The OEM is responsible for the management and oversight of the City of Ontario's Emergency Operations Center, disaster preparedness, grants, Homeland Security, emergency plans, and the Community Emergency Response Team Volunteer Program. OEM ensures that City employees and residents are as prepared as possible for disasters. This is accomplished through:

- Maintaining the City's Hazard Mitigation Plan
- Maintaining the City's Emergency Operations Plan
- Providing employee and citizen education in preparedness
- Training employees in disaster response, management, and recovery (Ontario 2023)

City of Ontario Local Hazard Mitigation Plan

In 2018, the City of Ontario prepared a local hazard mitigation plan to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to reduce or eliminate long-term risk to people and property from natural and man-made hazards. Wildfire hazard is rated the highest risk of the 23 hazards evaluated, followed by flooding. The plan contains a series of goals and mitigation programs to address each of the hazards.

City of Ontario Emergency Operations Plan

The City of Ontario has prepared an Emergency Operations Plan to address the City's planned response to natural disasters, technological incidents, and national security emergencies. The plan does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Its operational concepts focus on potential large-scale disasters that can generate unique situations requiring unusual emergency responses.

City of Ontario Fire Department

The Ontario Fire Department has six bureaus—Operations/Airport Operations, Fire Prevention, Training and Professional Services, Support Services, EMS, and Administrative Services. It operates 10 fire stations, including the ONT fire station. The fire stations house nine 4-person paramedic engine companies, three 4-person truck companies, an 8-person aircraft rescue and firefighting station, a fire investigation supervisor, and two battalion chiefs. Overall, Ontario Fire Department mandates 4-person engine companies, which include two paramedics,

and 4-person truck companies at all times (Ontario 2022). Ontario Fire Department lists a total of 227 personnel—186 sworn firefighters and 41 professional staff (OFD 2023). Fire hazard risk in Ontario is discussed in Section 5.20, *Wildfires*.

The Ontario Fire Department Fire Prevention Bureau is responsible for the Fire and Life Safety Inspection Program, Plan Review, Public Education, Fire Investigation, and Fireworks Enforcement. The Fire Prevention Bureau also provides permitting, inspection of, and standby for events such as firework shows, concerts, conventions, etc. The bureau enforces the 2022 California Fire, Building, Electrical, Mechanical, Plumbing, and Residential Codes, as amended by the Ontario Municipal Code; National Fire Protection Association Standards; Title 19 of the California Public Safety Code; and the California Health and Safety Code (Ontario 2023).

5.9.1.2 EXISTING CONDITIONS

Phase I ESAs

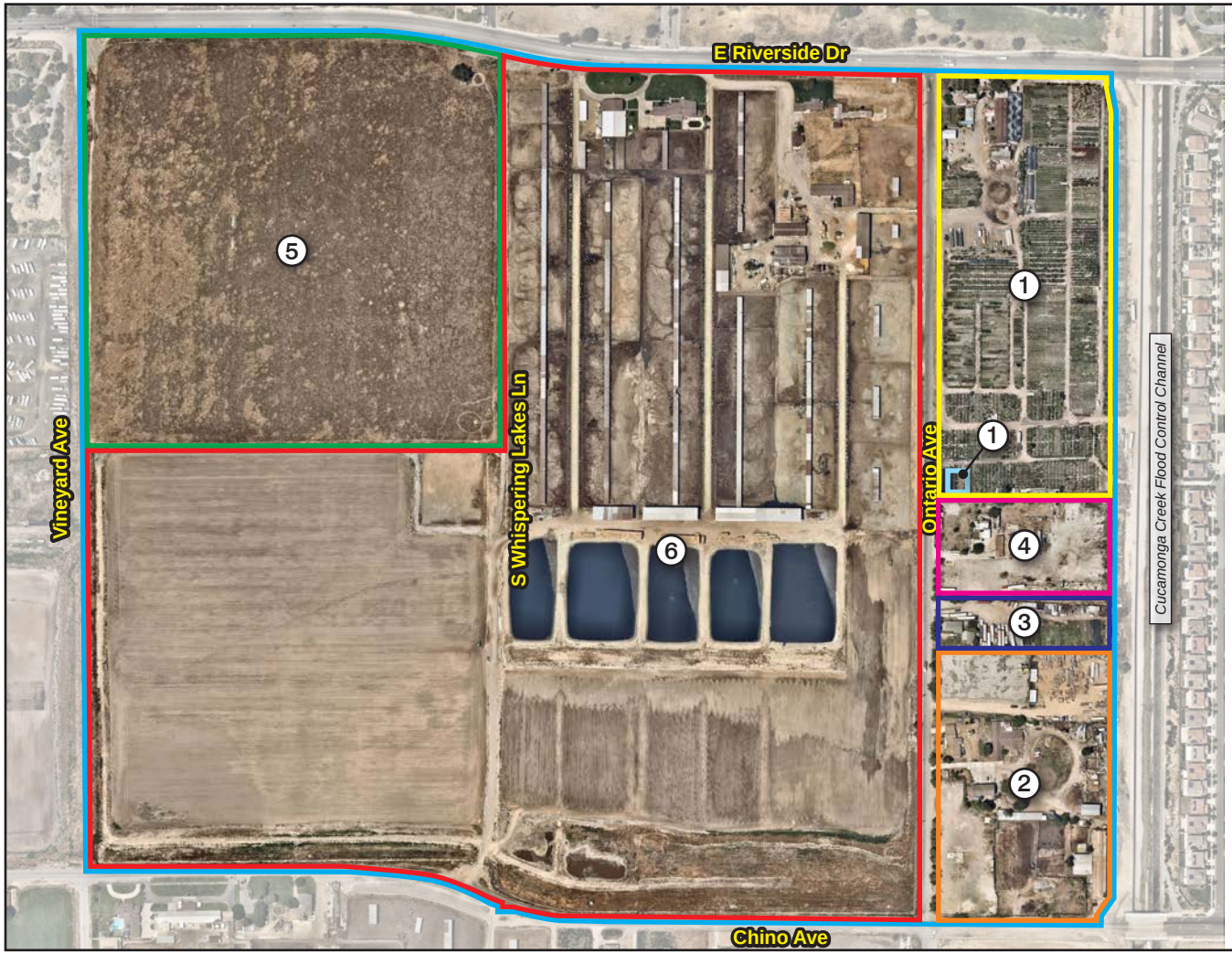
In accordance with the American Society for Testing and Materials (ASTM) Standard E:1527-21 Environmental Site Assessment Standard Practice, seven Phase I Environmental Site Assessments (ESA) were conducted to evaluate the potential for hazardous conditions at the ORSC site. Figure 5.9-1, *Phase I ESA Study Areas*, shows the study area for each of the Phase I ESAs. Table 5.9-1, *Phase I ESA Study Areas*, summarizes the characteristics of each study area. The seven Phase I ESAs are in Appendix H.

Table 5.9-1 Phase I ESA Study Areas

Address	Property Owner	APN(s)	Study Area Acreage
N/A	15 Dairy River LLC	0218-111-09	0.06
9309 East Riverside Drive	15 Dairy River LLC	0218-111-08 0218-111-11 0218-111-12 0218-111-49 0218-111-50	15
13213 Ontario Avenue	Ontario WF Farm LLC	218-111-04 218-111-45	10
13165 Ontario Avenue	Raymundo Flores	0218-111-05	1.8
13115 Ontario Avenue	Sanchez Family Trust	0218-111-06	4.0
East Riverside Drive between South Whispering Lakes Lane, and Vineyard Avenue	JCLIN Investment, LP	0218101-03 0218101-04 0218101-05 0218101-06	37
9155 to 9375 East Riverside Drive	Ronald and Kristine Pietersma Family Trust	0218-101-01 0218-101-02 0218-101-07 0218-101-08 0218-102-10 0218-102-11	115

Note: Study Area Acreage is from the Phase I ESAs, which exclude right-of-way, so it is slightly different than total parcel acreage.

Figure 5.9-1 - Phase I ESA Study Areas



	Property Owner	APN(s)	Acreage
1	15 Dairy River LLC	0218-111-09	0.06
1	15 Dairy River LLC	0218-111-08 0218-111-11 0218-111-12 0218-111-49 0218-111-50	16.67
2	Ontario WF Farm LLC	0218-111-04 0218-111-45	10.79
3	Raymundo Flores	0218-111-05	1.82
4	Sanchez Family Trust	0218-111-06	4.32
5	JCLIN Investment, LP	0218-101-03 0218-101-04 0218-101-05 0218-101-06	36.83
6	Ronald and Kristine Pietersma Family Trust	0218-101-01 0218-101-02 0218-101-07 0218-101-08 0218-102-10 0218-102-11	115.41

ORSC Site

0 550
Scale (Feet)

Source: Ontario 2023.

5. Environmental Analysis
HAZARDS AND HAZARDOUS MATERIALS

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Historical and Existing Uses of the Site

Pietersma Family Trust Property Study Area

This 115-acre study area is owned by Pietersma Family Trust and encompasses six parcels on an L-shaped portion of the ORSC site. According to the Phase I ESA, the property was undeveloped as early as 1897. By 1900, the property appeared to be partially developed for residential use. It was further developed for agricultural uses by 1938. The northeastern portion of the property was developed with agricultural buildings by 1948, with smaller residential and/or farm outbuildings constructed int various locations across the property in the 1940s and early 1950s. By 1966, the northeastern portion of the property was developed with cow pens, and the remainder of the property was utilized for agriculture (Converse Consultants 2023a).

By 1985, the northern portion of the property was developed with additional cow pens. By 1994, three potential dairy ponds or stormwater retention ponds were in the southern portion of the property. By 2002, the three possible dairy ponds/retention ponds are no longer present. In 2006, possible retention and/or livestock waste ponds were visible in the central and southern portions of the property. By 2015, the property appeared in its current configuration—residential and dairy farming structures in the northern and northeastern portions, cow pens in the central portion, dairy ponds in the south-central portion, and agricultural fields in the southwestern portion of the property (Converse Consultants 2023a).

As surveyed in March of 2023, the northern and northeastern portions of the 115-acre property are developed with three occupied residential buildings, one vacant residential building, one milking barn, three storage/warehouse buildings, and one grain storage structure. The central portion of the property is occupied by cow pens with shade structures. The southern portion is occupied by five dairy waste ponds, a vacant area, and stormwater berm. Potable water is supplied by two private water wells on-site, and residences are connected to septic tanks (Converse Consultants 2023a).

15 Dairy River LLC Property Study Area

This study area encompasses the six parcels owned by 15 Dairy Farm LLC, which were studied in two Phase I ESAs. One ESA is for the five-parcel, 15-acre part of the study area on 9309 East Riverside Drive, and the other is for the 0.06-acre parcel (0218-111-09). This study area was undeveloped as early as 1897, with a roadway bisecting it from east to west. The study area appeared to be developed with agricultural use from between 1937 and 1954. By 1966, the majority was developed with a dairy farm that included outbuildings, livestock pens, and a waste pond in the southeastern portion. By 1994, the waste pond was no longer present, and by 2015 the remaining dairy operations were limited to the northern part of the study area. By 2020, the study area was developed with a nursery (Converse Consultants 2023b, 2023c).

JCLIN Investment, LP, Property Study Area

This 37-acre study area, owned by JCLIN Investment, LP, encompasses four parcels on the northwestern corner of the ORSC site. As early as 1897, this property was primarily undeveloped with two roadways bisecting it north-south and east-west. By 1938, the roadways were no longer present, the northwestern portion of the property was developed with possible residential structures, and the remainder was developed with agricultural

fields. The residential structures in the northwestern portion were razed by 1948, and the 37-acre property has maintained agricultural use since that time (Converse Consultants 2023d).

Raymundo Flores Property Study Area

This 1.8-acre study area is at 13165 Ontario Avenue and owned by Raymundo Flores. The property is occupied by a residence and utilized for truck and trailer parking. The property was undeveloped from as early as 1897 to at least 1944. By 1948, a residential structure was in the western portion of the property, and the eastern portion remained undeveloped. From as early as 1985 to 1994, the eastern portion was developed for livestock farming. By 2002, the western residential portion was further occupied by truck and trailer parking, and the eastern portion was developed with agricultural plots. By 2009, the agricultural plots were no longer present in the eastern portion, and by 2012 the property appeared primarily utilized for truck and trailer parking (Converse Consultants 2023e).

Sanchez Family Trust Property Study Area

This 4-acre study area is at 13115 Ontario Avenue and owned by the Sanchez Family Trust. The property currently operates as a truck and recreation vehicle storage facility. The property was undeveloped as early as 1897 and developed for residential use by 1938. The property was further developed with agricultural uses by 1948. An additional structure was on the property by 1966. From as early as 1985 to 2002, the property appeared to be developed for livestock farming. From 2009 through the present, the property contains truck, trailer, and recreation vehicle parking (Converse Consultants 2023f).

Ontario WF Farm LLC Property Study Area

This 10-acre study area is at 13213 Ontario Avenue and is owned by Ontario WF Farm LLC. The property is currently occupied by a residence and storage yard for landscaping equipment and mulch. It was undeveloped as early as 1897, and a roadway bisected the northern portion from as early as 1900 to 1903. It appeared under agricultural use from as early as 1938 to 1976. A structure was noted in the northwestern portion of the property from as early as 1938 to at least 1954. By 1981, the northern portion appeared vacant, and the remainder of the property appeared developed with a residential dwelling; horse corral, stables, and associated buildings; and livestock pens and associated structures. By 2016, the formerly vacant northern portion of the property was developed with agricultural fields. By 2020, the southwestern portion appeared occupied by a possible nursery (Converse Consultants 2023g).

Hazardous Site Listings

The Phase I ESAs for the Ontario WF Farm LLC, Raymundo Flores, and JCLIN Investment LP study areas did not identify these properties in searches of the standard environmental records.

Pietersma Family Trust Study Area

According to the Phase I ESA for the Pietersma Family Trust study area, the site was identified in several databases—Hazardous Waste Tracking System (HWTS), HAZNET, CalEPA Regulated Site Portal (CERS), Enforcement Action Listing (ENF), California Integrated Water Quality System (CIWQS), National Pollutant Discharge Elimination System (NPDES), Exposure Model for Individuals (EMI), and San Bernardino County

Permit—for the generation of minor quantities of hazardous wastes, minor violations, various emissions, and for having an active NPDES permit:

- **HWTS and HAZNET.** Generation of waste oil and mixed oil in 2019.
- **HWTS and CERS.** Chemical storage facility on the site. The database entries noted that violations issued at the property include failure to properly manage/label empty hazardous waste containers, and failure to complete and submit hazardous materials inventory.
- **ENF, CIWQS, and NPDES**. Having an active NPDES associated with Legend Dairy Farms.
- **EMI, San Bern. Co. Permit, CERS, CIWQS, and NPDES.** Various emissions from 2006 through 2012. (Converse Consultants 2023a)

15 Dairy Farm LLC Study Area

The Phase I ESA for the 15 Dairy LLC property identified the study area in the HWTS, San Bernardino County Permits, CIWQS, and Facility Index System (FINDS) databases:

- **FINDS database.** No additional information listed for the entry.
- **HWTS and San Bern. Co. Permit.** Inactive hazardous material handler and generator.
- **CIWQS.** Historical animal feeding facility that generated cow wastes. (Converse Consultants 2023c)

Sanchez Family Trust Study Area

The Phase I ESA for the Sanchez Family Trust property identified the study area in the Facility Inventory Database for Underground Storage Tanks (CA FID UST), Statewide Environmental Evaluation and Planning System Underground Storage Tank (SWEEPS UST), San Bern. Co. Permit, and Hazardous Substance Storage Container (HIST UST) databases:

- **CA FID UST, SWEEPS UST, San Bern. Co. Permit, HIST UST.** Operation of a 550-gallon diesel UST at the site. (Converse Consultants 2023f)

Off-Site Listings

The seven Phase I ESAs also discussed hazardous conditions on surrounding properties based on a combination of proximity, reported violations or releases, and presumed direction of groundwater flow. These listings are summarized, excluding properties on the ORSC site.

- **8929 Chino Avenue.** The site is south of the ORSC site and was identified in the ENF, CERS, CIWQS, and San Bern. Co. Permit databases. The site was issued minor violations and was identified as having a NPDES permit (Converse Consultants 2023a).

- **2525 Riverside Drive.** This listing is for the Whispering Lakes Golf Course north of the ORSC site across East Riverside Drive. It is listed in the databases as an active hazardous waste generator. Violations issued at the facility include but are not limited to failure to submit hazardous materials inventory, failure to properly label hazardous water accumulation containers, failure to submit an emergency response plan, failure to send off-site accumulated hazardous wastes within 180 days, failure to properly manage used oil and fuel containers, and failure to inspect hazardous waste storage areas on a weekly basis. The violations appear to have been returned to compliance (Converse Consultants 2023b.)

- **2955 South Vineyard.** This listing is associated with Lewis Cleaners north of the ORSC site. The listing indicates that Lewis Cleaners occupied a tenant space at the address in 1986, 1987, and 1988 (Converse Consultants 2023d).

- **2929 South Vineyard.** This listing is associated with Family Dry Cleaners north of the ORSC site. The listing indicates that Family Dry Cleaners occupied a tenant space from as early as 1978 to 1982 (Converse Consultants 2023d).

Other Phase I ESA Findings

The Phase I ESAs for the Sanchez Family Trust, Raymundo Flores, Ontario WF Farm LLC, and 15 Dairy River LLC study areas identified potential groundwater contamination. According to the Regional Water Quality Control Board's GeoTracker database, there in an area of groundwater contaminated with trichloroethylene (TCE) in the vicinity of these study areas. The area is described as the South Archibald TCE Plume. According to the December 2022 Annual Groundwater Monitoring Report for the impacted area, the plume is generally east of Grove Avenue, north of Schleisman Road, west of Haven Avenue, and south of State Route 60.[1] The Phase I ESAs reviewed the data from the 2022 report, which indicated that the study areas are within a part of the plume where groundwater samples reported concentrations of TCE greater than nondetect but less than the regulatory threshold of 5 micrograms per liter (Converse Consultants 2023f).

Pietersma Family Trust Property Study Area

The Phase I ESA for the Pietersma Family Trust property identified the following items during reconnaissance of the property:

- Individual fuel containers (less than or equal to 5 gallons) were observed in the maintenance barn. No leaking or staining was observed.

- Two 500-gallon diesel-fuel above-ground storage tanks (AST) were observed on elevated racks adjacent to the concrete-bermed hazardous materials area in the northeastern portion of the property. Staining was observed on the ground beneath both of the ASTs.

[1] Since the Phase I was completed, an updated 2023 Annual Groundwater Monitoring Report, was released. However, there is no significant change in the plume boundaries from the 2022 report. The plume extents remain the same beneath the various property parcels (SWRCB 2024).

- Two additional 500-gallon ASTs of unknown content, on elevated racks, were observed within the hazardous materials area.
- Two 250-gallon ASTs, apparently for waste oil, were observed within the hazardous materials area.
- Three 55-gallon drums of unknown content were also observed in the hazardous materials storage area.
- Converse noted that the hazardous materials storage area had about a foot of standing water, likely from recent rains.
- Five dairy waste ponds were observed in the southeastern portion of the property.
- Two private drinking water wells were observed in the northeastern portion of the property. (Converse Consultants 2023a)

15 Dairy River LLC Property Study Area

The Phase I ESA for the 15 Dairy River LLC property noted the following records from the San Bernardino County Fire Department that were associated with this study area:

- **January 1998:** Agricultural Hazardous Materials Summary dated January 1998. The report indicated that J&B Dairy Inc. operated a 500-gallon gasoline UST and 500-gallon diesel AST.
- **May 30, 2007:** Underground Storage Tank Inspection Report. The report indicates that an Agricultural Hazardous Materials Inventory form from January 1988 declared the existence of one 500-gallon gasoline UST and one 500-gallon diesel-fuel AST. A violation was issued for unlawful of abandonment of USTs. The report notes indicate that there was no information on file suggesting whether the UST had been removed or whether it remained at the site.
- **July 5, 2007**: Hazardous Material Field Services Computer Database Update Authorization. The form indicates one UST is present at the site. Notes on the form indicate that containers, drums, and tanks were observed but the inspector was unable to identify if all containers were empty. In addition, the handwritten notes states that a 500-gallon gasoline and 500-gallon UST were reported in 1988. No record of removal or testing.
- **August 22, 2008:** Inspection Report. The report notes that various tanks and containers were observed at the site, including one 55-gallon drum of unknown contents, thirty small containers of possible paint, eighteen 55-gallon drums of unknown contents, and two apparent fuel storage tanks (one of which appeared to have leaked). Violations were issued for noncurrent hazardous waste generator and handler permits, failure to make hazardous waste determination, failure to obtain EPA ID Number, facility not operated/maintained to prevent release/fire, hazardous waste containers leaking, and hazardous waste not managed lawfully. The inspection report recommended corrections, including the removal of contaminated soil and submittal of a receipt documenting proper disposal of contaminated soil.

- **September 3, 2008:** Underground Storage Tank Letter. The letter indicates that there are no records pertaining to the removal of a UST. The report references the January 1988 form that states there is a 500-gallon gasoline UST at the site, and a May 2007 inspection form that indicates that a UST was observed to be empty and stored aboveground. The letter further states that it will remain in the agency files as a notice to future buyers of the possibility that USTs may have been abandoned or removed without complete documentation or oversight.

- **November 18, 2008:** Hazardous Material Field Services Computer Database Update Authorization. The form indicates that one active UST is present; however, handwritten notes on the form state no UST was identified during inspection on May 30, 2007.

- **March 18, 2009:** Hazardous Material Field Services Computer Database Update Authorization. The form states that no USTs are present at the site.

- **March 18, 2009:** Inspection Compliance Requirements Letter. Letter indicates that violations issued in August 2008 remain outstanding. (Converse Consultants 2023b)

Sanchez Family Trust Property Study Area

The Phase I ESA for the Sanchez Family Trust property noted that, according to records provided by the County of San Bernardino Fire Department, a 550-gallon former fuel tank that contained gasoline from 1975 to 1979, and diesel between 1979 and 1987, was reportedly unlawfully removed in 1984. Records indicated that permits for removal were not obtained at the time of removal. Violations pertaining to the unlawful abandonment were issued, and soil sampling in the vicinity of the former UST was required. According to records, soil samples were collected in August 2000 from depths of 10, 15, 20, and 25 feet below ground surface at the former UST location. All samples were analyzed for gasoline and diesel. No concentrations of gasoline or diesel in samples were reported at levels above detection limits. Based on the findings, the San Bernardino County Fire Department issued a concurrence that no additional assessment appeared warranted (Converse Consultants 2023f).

Airport Hazards

Ontario International Airport

ONT has the capacity for regional air traffic for domestic and international commercial and cargo service and the necessary support facilities for major and smaller airlines. Prior to the closure of the Ontario Army Airfield in 1995, the site was operated by the Ontario Air National Guard. In 1967, there was a joint powers agreement between the City of Ontario and the Los Angeles Department of Airports to operate and manage ONT. The City of Ontario and San Bernardino County formed the Ontario International Airport Authority in August 2012 by enacting a joint powers agreement. ONT operates as a medium-hub, full-service airport serving major US and international cities with an average of 67 daily departures (ONT 2019). In 2019, 5.5 million passengers and 781,993 tons of air freight traveled through the airport (ONT 2022).

The Ontario International Airport Land Use Compatibility Plan was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses, and it was amended in July 2018. The ALUCP provides guidance and promotes compatibility between the airport and the land that surrounds it to avoid potential compatibility conflicts (Ontario 2018a). The Ontario International Airport–Inter Agency Collaborative (ONT-IAC) was formed to implement the policies and criteria of the ALUCP to prevent potential incompatible land uses surrounding ONT and minimizing the public's exposure to excessive noise and safety hazards related to the airport. ONT-IAC is responsible for reviewing proposed major airport and land use actions for consistency with the policies in the ONT ALUCP; preparing written consistency evaluations; and soliciting input and comments from the FAA, Caltrans Division of Aeronautics, pilot groups, and others regarding compatibility planning matters, when necessary.

The following summarizes the location of the ORSC site with respect to the land use combability zones discussed and mapped in the ONT ALUCP Chapter 2 (Ontario 2018a):

- **Airport Influence Area** (Policy Map 2-1): Located in influence area, as shown in Figure 5.9-2, *Ontario International Airport and Chino Airport Influence Areas*.
- **Safety Zones** (Policy Map 2-2): Not located in safety zones, as shown in Figure 5.9-3, *Ontario International Airport and Chino Airport Safety Zones*.
- **Noise Impact Zones** (Policy Map 2-3): Not located in airport noise contours, as shown in Figure 5.9-4, *Ontario Airport and Chino Airport Noise Impact Zones*.
- **Airspace Protection Zones** (Policy Map 2-4): Located in the FAA notification surface zone, as shown in Figure 5.9-5, *Ontario International Airport Airspace Boundaries*.
- **Overflight Notification Zones** (Policy Map 2-5): Located in the real estate transaction disclosure zone.

According to Section 6.3.5 of the ONT ALUCP, Airspace Protection Zones for ONT, the FAA Height Notification Surface zone was established in accordance with FAR Part 77, Subpart B, and applies to an airspace surface that extends outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from the airport runways. Per Airspace Protection Policy A1 of the ONT ALUCP, if a project contains proposed structures or other objects that would penetrate the FAA Height Notification Surface for ONT, the project proponent should submit notification of the proposal to the FAA.

As described in Overnight Flight Policy O2, properties within the Real Estate Transaction Disclosure boundary are required to disclose the proximity of the airport upon transfer of a residence. The ORSC and Off-Site Improvements would not result in residential uses and therefore a Real Estate Transaction Disclosure is not required.

Chino Airport

Chino Airport is operated by San Bernardino County Department of Airports and is designated a reliever airport for ONT and San Bernardino International Airport. The Chino Airport is south of Ontario across

Merrill Avenue. It operates on 1,100 acres and services private, business, and corporate tenants and customers from the Inland Empire (San Bernardino County 2023). The Chino Airport adopted its own Airport Comprehensive Land Use Plan in November 1991 and the Chino Airport Master Plan in December 2003. The airport land use plan from 1991 does not reflect the latest adopted airport master plan and is not useful for long-range planning. Also, the existing Chino Airport Land Use Compatibility Plan does not reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) requires local jurisdictions under the "alternative process" to "rely upon" the California Airport Land Use Planning Handbook for preparing compatibility plans and to utilize the Handbook's height, land use, noise, safety, and density criteria. Although the City of Ontario does not have formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has adopted the Chino Airport Overlay Zone that addresses Chino Airport's impacts on Ontario, consistent with policies and criteria in the 2011 Handbook.

The southern portion of the ORSC site is in the Airport Influence Area of Chino Airport, as shown in Figure LU-06 of The Ontario Plan 2050.

5.9.2 Thresholds of Significance

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

H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

H-2 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.

H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.

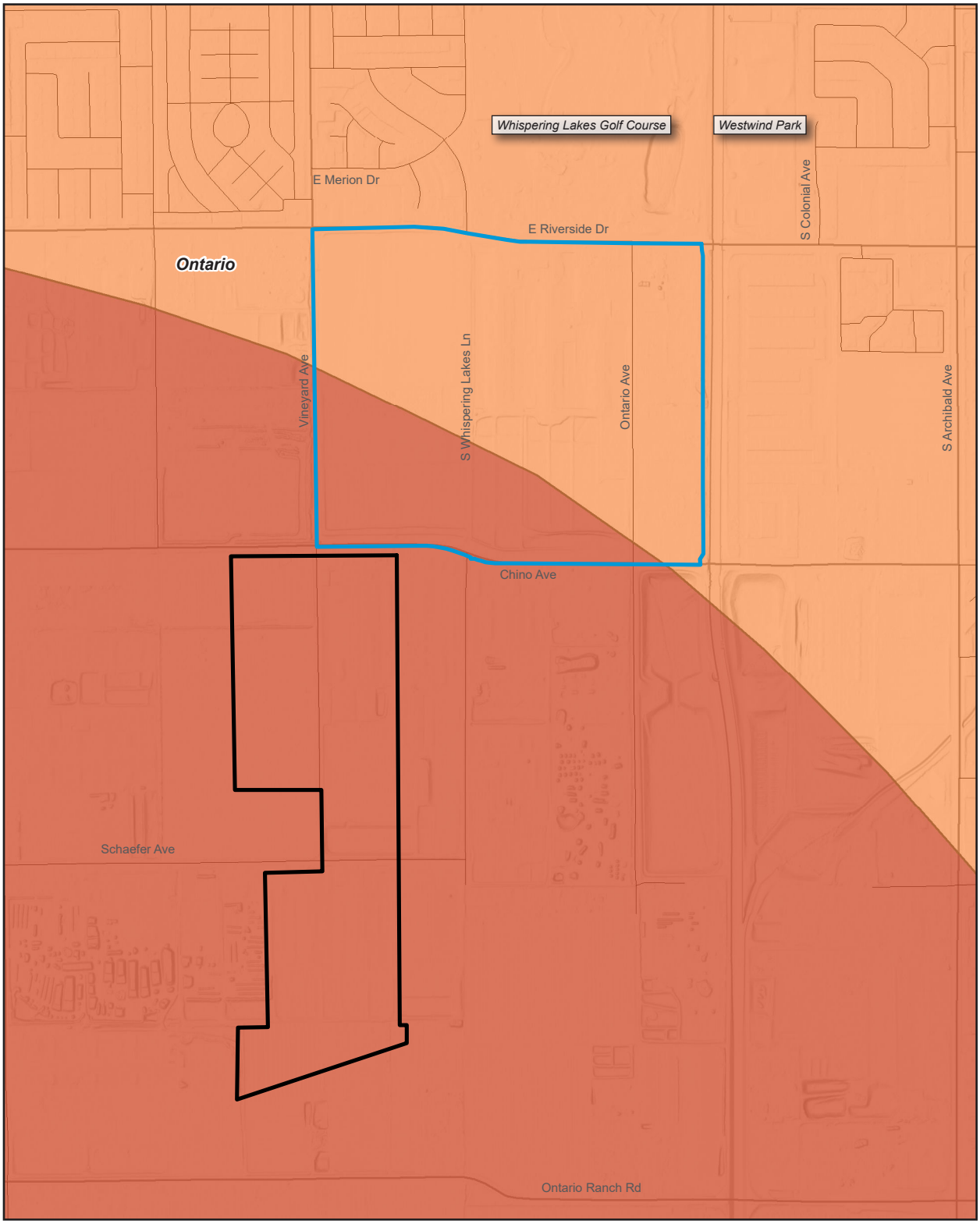
H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

H-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 result in a safety hazard or excessive noise for people residing or working in the project area.

H-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

H-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Figure 5.9-2 - Ontario International Airport and Chino Airport Influence Areas



Source: Riverside County ALUCP 2008.

5. Environmental Analysis
HAZARDS AND HAZARDOUS MATERIALS

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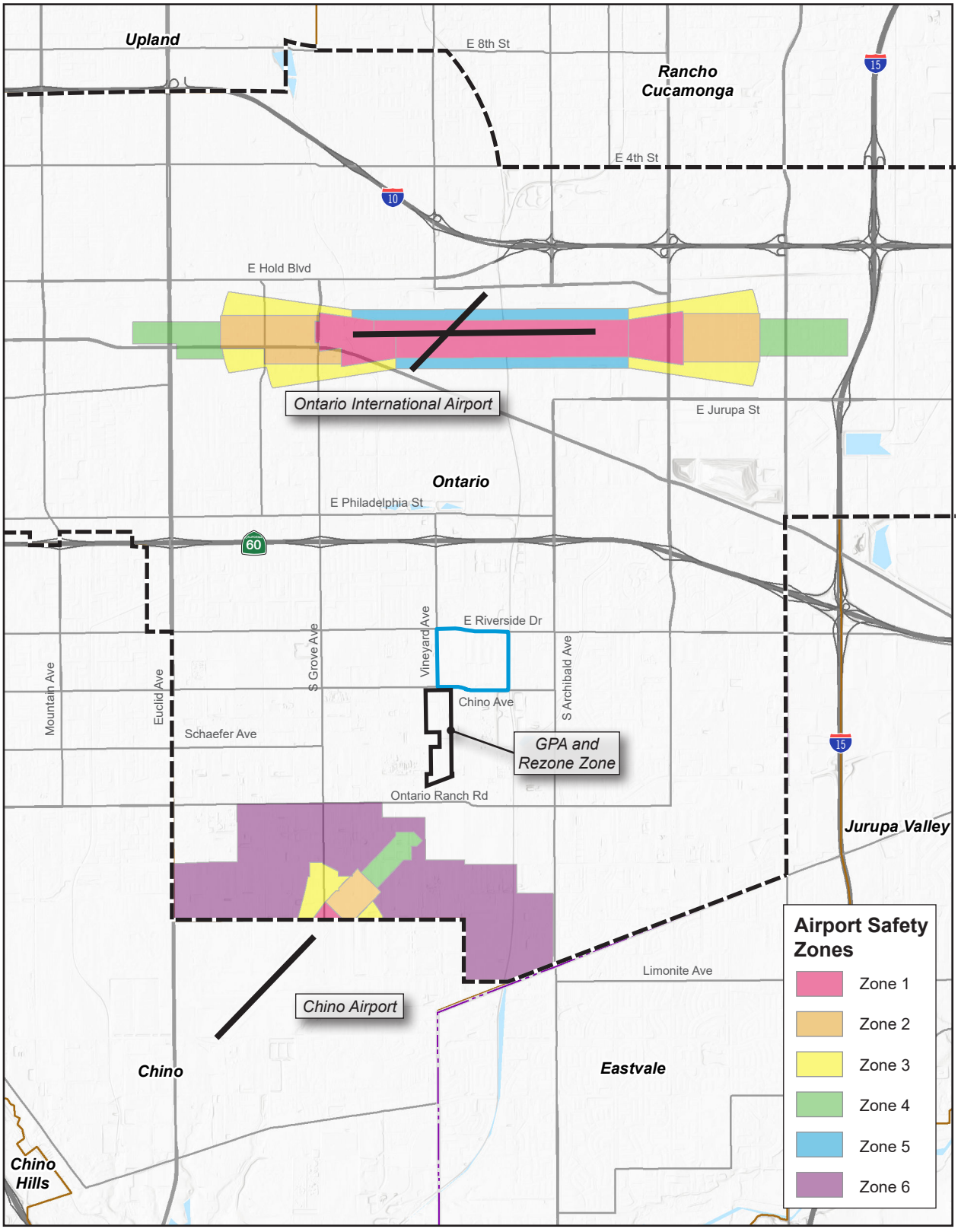
Figure 5.9-3 - Ontario International Airport and Chino Airport Safety Zones



Source: Riverside County ALUCP 2008.

5. Environmental Analysis
HAZARDS AND HAZARDOUS MATERIALS

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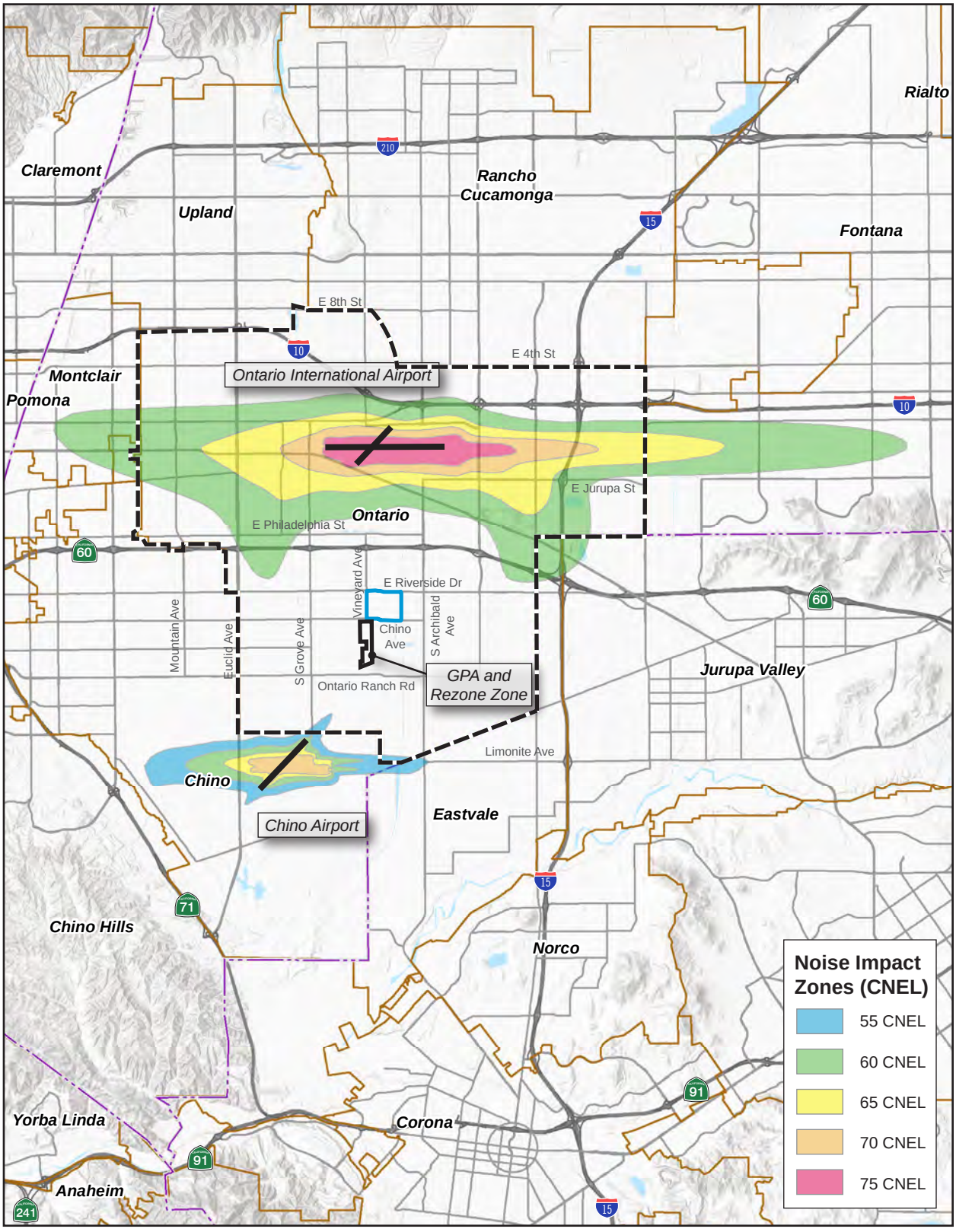
Figure 5.9-4 - Ontario International Airport and Chino Airport Noise Impact Zones



Source: Riverside County ALUCP 2008.

5. Environmental Analysis
HAZARDS AND HAZARDOUS MATERIALS

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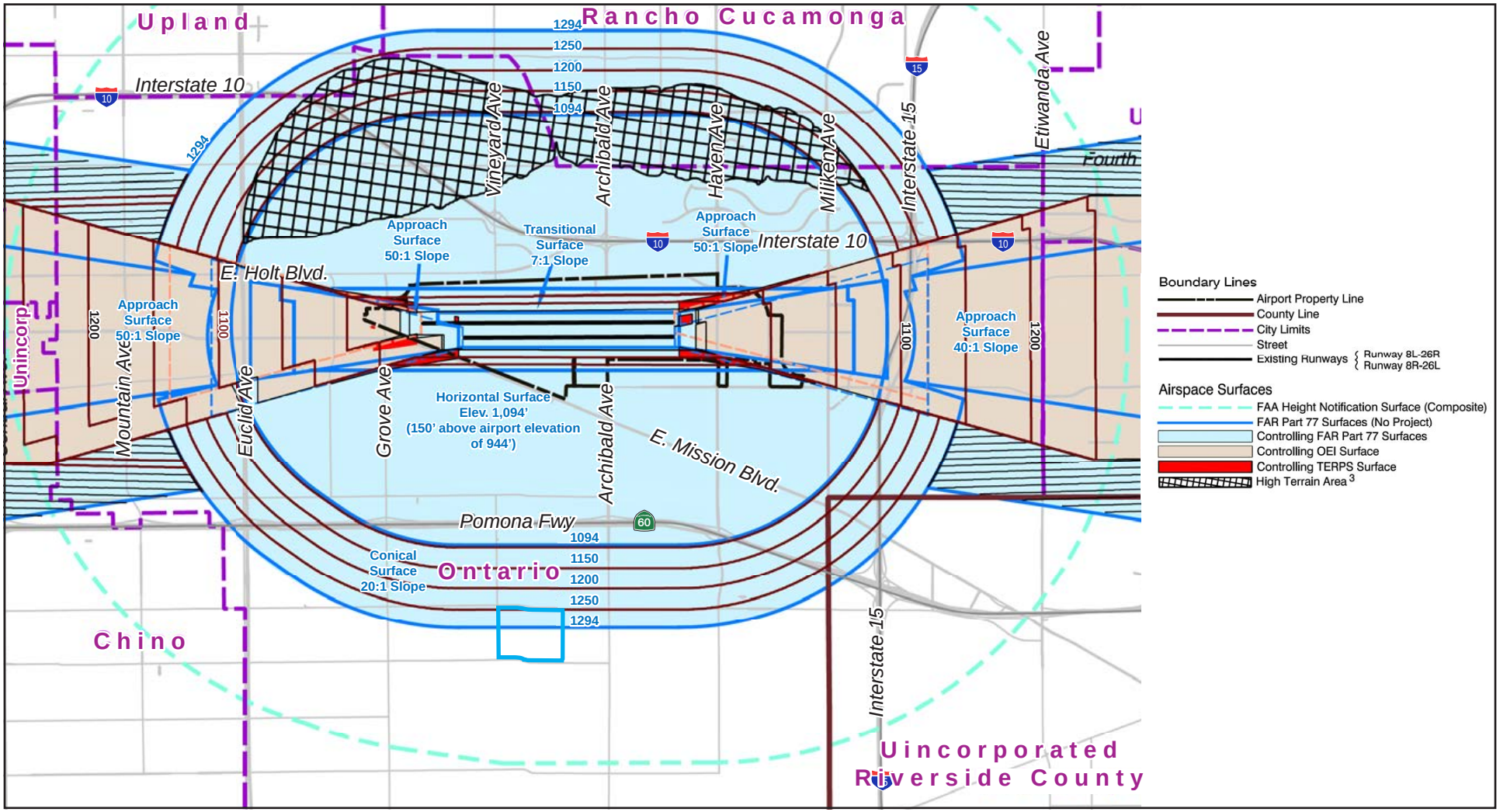
Figure 5.9-5 - Ontario International Airport Airspace Boundaries



Source: Mead & Hunt 2018.

5. Environmental Analysis
HAZARDS AND HAZARDOUS MATERIALS

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5.9.3 Environmental Impacts

5.9.3.1 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.9.1: Construction and operation of the ORSC site and construction of the sewer alignment could involve the transport, use, and/or disposal of hazardous materials; however, compliance with existing local, state, and federal regulations would ensure impacts are minimized. [Thresholds H-1 and H-3]

Hazardous materials (e.g., fuel, oils, solvents, paints) would be routinely transported, stored, and used at the ORSC site during construction. Because the ORSC and sewer alignment in the Offsite Improvement Area would result in soil disturbance greater than one acre, management of soil and hazardous materials during construction activities would be subject to the requirements of the Stormwater Construction General Permit (see Section 5.10, *Hydrology and Water Quality*), which requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes hazardous materials storage requirements. The handling, use, transport, and disposal of hazardous materials during the construction phase of the ORSC would also comply with existing regulations of the EPA, the San Bernardino County Environmental Health Division, OSHA, California Division of Occupational Safety and Health, and US Department of Transportation.

Operation of the ORSC may involve the routine storage and use of small quantities of commercially available hazardous materials for routine maintenance (e.g., paint, cleaning supplies, and fuel). Any hazardous materials used during operation of the ORSC would be transported, used, stored, and disposed in accordance with existing regulations and product labeling, thereby minimizing the hazard to the public and the environment. If storage of hazardous materials exceeds specific quantities during project operation, the ORSC would be required to comply with existing hazardous materials regulations, including preparation of a hazardous materials business plan, as enforced by the San Bernardino County Department of Environmental Management. The purpose is to ensure that employees are adequately trained to handle hazardous materials and provides information to the Ontario Fire Department should emergency response be required.

The routine transportation, use, and disposal of hazardous materials during construction and operation may pose health and safety hazards to workers if the hazardous materials are improperly handled, or to nearby residents and the environment if the hazardous materials are accidentally released into the environment. The routine handling and use of hazardous materials by workers would be performed in accordance with OSHA regulations, which include training requirements for workers and a requirement that hazardous materials are accompanied by manufacturer's Safety Data Sheets. Cal/OSHA regulations include requirements for protective clothing, training, and limits on exposure to hazardous materials. Compliance with these existing regulations would ensure that workers and nearby residents are protected from exposure to hazardous materials that may be transported, stored, or used on-site. There are no schools within 0.25 miles, so no impacts would occur with respect to use and emission of hazardous materials near schools.

Construction and operation of the ORSC and sewer alignment in the Offsite Improvement Area would comply with the above hazardous materials safety regulations, and compliance with these regulations would reduce impacts to less than significant.

Level of Significance Before Mitigation: Less than significant.

Impact 5.9-2: Project construction activities may disturb contaminants in the soil associated with the site's former agricultural uses and could create a significant hazard to the public or the environment. [Thresholds H-2 and H-4]

Grading activities under the ORSC and sewer alignment in the Offsite Improvement Area would involve the disturbance of on-site soils. Specifically, the ORSC would require the excavation and removal of two to three feet of organic material (manure) on the ORSC site associated with the historical dairy operations. As described above in Section 5.9.1.2, *Existing Conditions*, seven Phase I ESAs were conducted to study the existing conditions of the ORSC site with respect to hazardous materials and identify recommendations for addressing potential "recognized environmental conditions" (REC), including conditions associated with its former use as a dairy farm. A summary of the methods and findings of these Phase I ESAs is provided above and discussed below. The following addresses the identified hazards on the site.

Hazardous Materials Sites Listings

The environmental regulatory records reviews conducted as part of the seven Phase I ESAs for the ORSC site searched a variety of regulatory databases to identify whether the study areas were listed. The ORSC site was identified in HWTS, HAZNET, CERS, ENF, CIWQS, NPDES, EMI, FINDS, SWEEPs UST, HIST UST, CA FID UST, and San Bernardino County Permit databases for the generation of minor quantities of hazardous wastes, previous minor violations, various emissions, a 550-gallon diesel-fuel UST, and for having an active NPDES permit. The hazardous conditions associated with these listings are discussed below.

Recognized/Historical Environmental Conditions

An REC is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property. The Phase I ESAs for the seven study areas identified two RECs that applied to all study areas:

- The current and/or historical agricultural fields are considered an REC due to the potential for pesticide use.
- The historical/current dairy farm and livestock farming operations and the presence of current or former dairy ponds throughout the site are considered an REC due to the potential for the accumulation of hazardous wastes, including metals, pesticides, and other wastes from hazardous materials and/or pesticide use related to on-site dairy farming and agricultural fields. (Converse Consultants 2023a)

The Phase I ESAs for the eastern portion of the ORSC site (Sanchez Family Trust, Raymundo Flores, Ontario WF Farm LLC, and 15 Dairy River LLC) also identified an REC related to the South Archibald TCE Plume. However, no assessment for these properties within the plume was deemed necessary based on the depth to

groundwater and because reported concentrations of TCE in the portion of the plume where the properties are located are below the maximum contaminant level (Converse Consultants 2023f).

The following RECs were also identified for each of the specific study areas:

- **Pietersma Family Trust**. Staining in the vicinity of the two-diesel fuel ASTs adjacent to the concrete-bermed hazardous waste storage area (Converse Consultants 2023a).
- **15 Dairy River LLC**. 500-gallon gasoline UST with no records of removal or abandonment. This Phase I also identified leaking hazardous containers and an area of impacted soil as an REC (Converse Consultants 2023b).
- **JCLIN Investment LP**. Two possible dry cleaners that operated north of the ORSC site in the commercial center on East Riverside Drive between 1978 and 1982, and 1986 and 1988 due to potential use of drycleaning solvents and the potential for impacts to the property through vapor encroachment (Converse Consultants 2023d).

A historical REC refers to a past release that has been remediated to below "residential" standards and given regulatory closure with no use restrictions. The 550-gallon diesel fuel UST on the Sanchez Family Trust property was identified as a historical REC for the Raymundo Flores and Sanchez Family Trust study areas. This UST is also recognized as an environmental concern by the other Phase I ESAs for the eastern portion of the ORSC site (15 Dairy Farm LLC and Ontario WF Farm LLC). However, the Phase Is note that there is no information to suggest that this UST has had unauthorized releases; it is therefore not considered a REC (Converse Consultants 2023e, 2023f).

Additional Assessment and Recommendations

The seven Phase I ESAs made the following recommendations to address the identified RECs or provide additional assessment at all portions of the ORSC site:

- Assess shallow soils across the property for the presence of pesticides and metals historically used in agricultural operations.
- Screen for methane in the areas of the property historically occupied by possible dairy farm and livestock farming operations, including the possible waste ponds in the southeastern portion of the ORSC site.
- Comply with the City of Ontario Methane Ordinance for any future redevelopment of the ORSC site.
- Complete site reconnaissance at the time of the Phase II ESAs.[2]

The following recommendations are relevant to specific study areas:

[2] Site reconnaissance was completed at the Pietermsa Family Trust study area during the Phase I ESA process.

- **Pietersma Family Trust.** Soil sampling in the vicinity of identified stained soil adjacent to ASTs in the hazardous materials storage area. (Converse Consultants 2023a)
- **15 Dairy River LLC.** Subsurface sampling in the vicinity of the structures in the northern portion of the property where hazardous materials were likely stored according to historical inspection reports.
  - Geophysical survey to determine whether any USTs are present at the property.
  - Should USTs be discovered, subsurface sampling in the vicinity of the UST(s) is recommended to assess for any potential releases that have impacted subsurface soils. (Converse Consultants 2023b)
- **JCLIN Investment LP.** Soil vapor sampling in the northern portion of the property to evaluate whether historical possible drycleaning activities off-site have impacted the subsurface soil vapor beneath the property. (Converse Consultants 2023d)

Summary

Table 5.9-2, *Phase I ESA Findings and Recommendations,* briefly summarizes the findings and recommendations of each of the seven Phase I ESAs. As described in Chapter 3, *Project Description*, manure from the site would be transported off-site. Due to the RECs identified, all portions of the ORSC site are recommended to undergo a Phase II ESA for further assessment of the soil before grading activities begin. Impacts regarding the release of and exposure to soil contaminants on the ORSC site are considered potentially significant.

Table 5.9-2 Phase I ESA Findings and Recommendations

Study Area	Findings	Recommendations	Phase II Required
15 Dairy River LLC	• Pesticides associated with former agricultural uses • Metals, pesticides, and other wastes from hazardous materials and/or pesticide use related to onsite dairy farming and agricultural fields • Leaking from the 500-gallon gasoline UST • South Archibald TCE Plume	• Soils assessment for ag/dairy areas • Methane screening • Adherence to Ontario methane ordinance • Site reconnaissance during Phase II • Soil sampling of areas where hazardous materials were stored • Survey of site for USTs • Soil sampling near USTs if found	Yes
Ontario WF Farm LLC	• Pesticides associated with former agricultural uses • Metals, pesticides, and other wastes from hazardous materials and/or pesticide use related to onsite dairy farming and agricultural fields • South Archibald TCE Plume	• Soils assessment for ag/dairy areas • Methane screening • Adherence to Ontario methane ordinance • Site reconnaissance during Phase II	Yes
Raymundo Flores	• Pesticides associated with former agricultural uses • Metals, pesticides, and other wastes from hazardous materials and/or pesticide use related to onsite dairy farming and agricultural fields • South Archibald TCE Plume	• Soils assessment for ag/dairy areas • Methane screening • Adherence to Ontario methane ordinance • Site reconnaissance during Phase II	Yes

Table 5.9-2 Phase I ESA Findings and Recommendations

Study Area	Findings	Recommendations	Phase II Required
Sanchez Family Trust	• Pesticides associated with former agricultural uses • Metals, pesticides, and other wastes from hazardous materials and/or pesticide use related to onsite dairy farming and agricultural fields • South Archibald TCE Plume • 550-gallon diesel fuel UST	• Soils assessment for ag/dairy areas • Methane screening • Adherence to Ontario methane ordinance • Site reconnaissance during Phase II	Yes
JCLIN Investment, LP	• Pesticides associated with former agricultural uses • Metals, pesticides, and other wastes from hazardous materials and/or pesticide use related to onsite dairy farming and agricultural fields • Vapor encroachment from drycleaning solvents north of the property	• Soils assessment for ag/dairy areas • Methane screening • Adherence to Ontario methane ordinance • Site reconnaissance during Phase II • Soil vaporing sampling in the northern portion of the property	Yes
Ronald and Kristine Pietersma Family Trust[1]	• Pesticides associated with former agricultural uses • Metals, pesticides, and other wastes from hazardous materials and/or pesticide use related to onsite dairy farming, dairy ponds and agricultural fields • Two diesel-fuel ASTs	• Soils assessment for ag/dairy areas • Methane screening near waste ponds and cow pens • Adherence to Ontario methane ordinance	Yes

Notes:
[1] The Phase II ESA for this portion of the ORSC site was completed in December 2023. The Phase II ESA which concluded that soils in the vicinity of existing hazardous material storage area shown in Figure 2A of the Phase II ESA should be removed; methane-impacted soils on the ORSC site should comply with the City's methane ordinance; and that soils exported from the stie should be studied to generate a waste profile. (see Appendix H)

Level of Significance Before Mitigation: Potentially significant.

Impact 5.9-3: The ORSC site is in the Influence Areas of the Ontario International Airport and Chino Airport but would not result in a safety hazard or excessive noise associated with the airports. [Threshold H-5]

The ORSC site is approximately 2.8 miles south of ONT and approximately 2.2 miles northeast of the Chino Airport. It is within the Influence Areas of both airports but outside the Safety Zones of both airports. As seen on Figure 5.9-3, the ORSC site is outside of the noise contours of both airports as well. The ORSC site is, however, within the FAA Height Notification Surface zone for ONT, which requires the FAA to be notified of any construction that would result in a structure that exceeds a 100:1 slope projecting 20,000 feet from the nearest ONT runway. The northern perimeter of the ORSC site is approximately 14,780 feet south the nearest ONT runway. At this distance, notification would be required if any structure taller than 147.8 feet is proposed. The ORSC would not develop any structures exceeding this height; the tallest structures, which are the light poles, would be 110 feet above ground level (see also Section 5.1, *Aesthetics*). The ORSC site is in the ONT Real Estate Transaction Disclosure zone, but a disclosure is not required for nonresidential properties.

As discussed, the ORSC site is not located within either airport's safety zones and noise contours, and does not require FAA notification since the maximum height of the proposed structures does not conflict with the ONT airspace protection zones. The ORSC is required to notify the ONT ALUC for review of the ORSC since it is located within the airport influence area of ONT. A consistency determination analysis has been completed by the City for submittal to ONT-IAC and is included as Appendix N to this Draft EIR and found no conflicts with the airport safety zones. Therefore, the ORSC would have less than significant impacts with respect to airport hazards.

Level of Significance Before Mitigation: Less than significant.

Impact 5.9-4: Development of the ORSC could interfere with the implementation of an emergency responder or evacuation plan. [Threshold H-6]

The City's Emergency Operations Plan provides a means to prepare and maintain systems, supplies, and other logistical items among city departments to support emergency/disaster response and recovery throughout the city.

The ORSC would be expected to increase the volume of vehicles leaving the site in event of an emergency, which could hinder traffic conditions and impede the ability of emergency vehicles to access the site. The number of people visiting and working at the ORSC site would fluctuate throughout the year and on a daily basis because the schedule of activities at the proposed baseball stadium and use of the proposed city recreation facilities would vary based on sport seasons. For example, weekday average visitors would be 3,692 but on a weekend there could be 13,650 visitors onsite. On such a day, thousands of people might have to evacuate during a large-scale emergency. Development of the ORSC would include construction, which may also temporarily impact traffic in the ORSC site. Impacts are considered potentially significant.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.9-5: The ORSC site is not in a designated fire hazard zone and would not expose structures to fire danger. [Threshold H-7]

The ORSC site is not in a designated fire hazard severity zone but in a primarily suburban and agricultural area, and it does not contain unique slopes or other factors that would exacerbate wildfire risks. The ORSC would therefore not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. The ORSC would have less than significant impacts with regard to fire hazards.

Level of Significance Before Mitigation: Less than significant.

5.9.3.2 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF THE OFF-SITE GENERAL PLAN AMENDMENTS AND REZONE

The Proposed Project would require compliance with SB 330 and SB 166 to ensure no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the Proposed Project would require concurrent redesignating and rezoning of land currently designated as Low

Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site in TOP. The GPA and Rezone area is located south of ORSC site on Vineyard Avenue.

The proposed land use changes of these parcels would not result in additional impacts with respect to hazardous conditions. The proposed change would allow the same type of use of the parcels but with a greater allowed density. Any impacts concerning hazardous conditions at these sites would be present and require treatment/remediation regardless of the scale of residential development allowed.

- **Hazardous Materials.** Development of the GPA and Rezone area would be required to comply with the applicable Federal, State, and local regulations that govern the use, storage, handling, generation, transport, and disposal of hazardous materials and wastes. Due to the existing agricultural uses at these parcels, Phase I ESAs could be required to assess the potential for hazardous conditions before a project is proposed. Impacts with respect to hazardous materials handling or the potential for release of hazardous materials into the environment for development under the proposed land use change would be similar to development under the existing designation since both designations would only allow residential uses. There would be no additional impacts with regard to hazardous materials from the GPA and Rezone.

- **Hazardous Materials Sites.** The GPA and Rezone area does not contain a hazardous materials site as designated by DTSC in the EnviroStor database or SWRCB's GeoTracker database (DTSC 2024; SWRCB 2024). However, other hazardous conditions associated with previous uses at the GPA and Rezone area that have not been documented in these databases could be present. Site assessments for hazardous materials and remediation of hazardous materials releases could be required for development at the GPA and Rezone area which would be conducted as development is proposed. The proposed off-site land use changes would not result in any additional impacts with respect to hazardous conditions at the site.

- **Airport Hazards.** Any projects proposed for the GPA and Rezone area would comply with applicable ONT and Chino Airport land use compatibility measures since the Area is within the Influence Areas of both airports. The proposed land use change could result in taller residential buildings being developed at the GPA and Rezone area when compared to development under the existing designation. However, the GPA and Rezone area is not within the Safety Zones of either airport nor would the maximum allowed height of development under the MDR designation exceed the airports' combability policies for building heights in the Influence Areas. No additional impacts with respect to airport hazards would occur.

- **Emergency Plans/Wildfire.** While the GPA and Rezone would likely result in an increase in the number of residents at the site under a proposed development, all building plans would be checked by the City's Building and Safety Department, along with the Ontario Fire Department and Police Department, to ensure that adequate site access is maintained along roadways and driveways. Development under the proposed land use change would not result in additional impacts with respect to implementing emergency response plans. Additionally, the GPA and Rezone area is not within a Fire Hazard Severity Zone and therefore increased residential density at the GPA and Rezone area would not contribute to increased wildfire risks.

5.9.4 Cumulative Impacts

Past, existing, and planned development in the city could pose risks to public health and safety related to the use, storage, handling, generation, transport, and disposal of hazardous materials and wastes. The Proposed Project, which includes the ORSC, sewer alignment in the Offsite Improvement Area, and the GPA and Rezone, and other development in the vicinity could increase these risks if they are not remediated and/or managed in accordance with applicable regulations. Compliance with applicable regulations related to public health and safety and hazardous materials would ensure that impacts are reduced to a less than significant level, individually and cumulatively.

Other projects in the City of Ontario would require assessments for hazardous materials, such as assessments of structures on-site (over certain ages) for lead-based paint, asbestos-containing materials, and other contamination from past uses and/or releases. Cleanup of hazardous materials in soil, soil vapor, and/or groundwater to regulatory cleanup levels for relevant types of land uses would be required in compliance with applicable federal, state, and regional regulations, as listed in Section 5.9.1.2. Furthermore, development activities on the ORSC site as well as development within the GPA and Rezone area would be required to adhere to the recommendations identified in the site-specific Environmental Site Assessment to ensure that RECs are identified and remediated. Therefore, the use, storage, transport, and disposal of hazardous materials by construction and operation of other projects that would result in site-specific impacts and would be reduced to a less than significant level. Combined with the Proposed Project, impacts would not be cumulatively considerable.

5.9.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.9-1, 5.9-3, 5.9-4 and 5.9-5.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.9-2** The ORSC site may contain contaminated soils which could lead to the release of these contaminants into the environment during grading activities.
- **Impact 5.9-4** Development of the ORSC could interfere with the implementation of an emergency responder or evacuation plan.

5.9.6 Mitigation Measures

Impact 5.9-2

HAZ-1 Prior to the issuance of grading permits for individual development projects in the ORSC site, the project applicant/developer shall submit a Phase II Environmental Site Assessment (ESA) to the City of Ontario. The Phase II ESA shall be prepared by an Environmental Professional in accordance with the American Society of Testing and Materials (ASTM) Standard E: 1527-21 Environmental Site Assessment Standard Practice (ASTM E1527-21). The purpose

of the Phase II ESA is to evaluate the presence of Recognized Environmental Conditions (RECs) in connection with the site. The term Recognized Environmental Conditions is defined in Section 1.1.1 of the ASTM Standard Practice as the presence or likely presence of any hazardous substances or petroleum products in, at or on a property due to any release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. If the site is found to be impacted with potential contaminants of concern at levels exceeding applicable regulatory thresholds, the project applicant shall remediate all contaminated media, under the oversight and in accordance with state and local agency requirements (California Department of Toxic Substances Control, Regional Water Quality Control Board, Ontario Fire Department, etc.). All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Prior to the issuance of building permits, a report documenting the field activities, results, and any additional recommendations shall be provided to the City of Ontario evidencing that all site remediation activities have been completed.

Impact 5.9-4

Implementation of Mitigation Measure TRAF-2 and TRAF-3.

5.9.7 Level of Significance After Mitigation

Impact 5.9-2

Incorporation of Mitigation Measure HAZ-1 would require additional review and testing of the ORSC site through Phase I and Phase II ESAs. Any contaminated media exceeding the applicable regulatory thresholds would be remediated in accordance with state and local agency requirements. This requirement would ensure that all RECs at the ORSC site are identified, documented, and remediated, as necessary or applicable. Mitigation Measure HAZ-1 would therefore reduce risks to human health and potential impacts of hazards and hazardous materials to less than significant. With mitigation, Impact 5.9-2 relating to hazards would be less than significant.

Impact 5.9-4

As discussed in Section 5.17, *Transportation*, a Parking and Event Traffic Management Plan (TMP) would be prepared, per Mitigation Measure TRAF-2, to ensure that traffic on weekends with major events, such as baseball game at the Minor League Baseball Stadium or tournaments and games held at the City park and indoor athletic facility building, would not impede emergency operations or local traffic. The TMP would be prepared to analyze traffic conditions during an event and provide recommendations to direct traffic operations. The TMP would also involve coordination with the Ontario Fire Department and Police Department to provide sufficient emergency access and traffic control on-site. This would ensure that the ORSC does not conflict with the City's emergency response and evacuation plans during operation of the ORSC.

Additionally, Mitigation Measure TRAF-3 requires preparation and implementation of a construction management plan to ensure that construction activities do not interfere with emergency access. Through the construction management plan, temporary traffic diversion, truck haul routes, and impacts to the roadway would be coordinated with the City and applicable emergency response agencies to ensure adequate access during any construction activities. The City's Building and Safety Department, along with the Ontario Fire Department and Police Department, would review building plans during plan check to ensure that adequate site access is maintained and that roadway improvements and project driveways would not interfere with circulation on adjacent streets. Therefore, the ORSC would not conflict with implementation of emergency response or evacuation plans during construction or operation, and Impact 5.9-4 would be less than significant.

5.9.8 References

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5. Environmental Analysis
HAZARDS AND HAZARDOUS MATERIALS

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5.10 HYDROLOGY AND WATER QUALITY

This section of the Draft EIR evaluates the potential impacts to hydrology and water quality conditions in the City of Ontario from development of the Proposed Project, which includes the Ontario Regional Sports Complex (ORSC), Offsite Improvement Area sewer improvements, and associated off-site General Plan Amendment and Rezone (GPA and Rezone). Hydrology describes the distribution and circulation of water on land and underground as well as the impact of human activity on water conditions. Water quality refers to the chemical, physical, and biological characteristics of water based on water quality standards. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface. A summary of the relevant regulatory framework and existing conditions is followed by a discussion of potential impacts and cumulative impacts related to implementation of the Proposed Project. The impacts of the ORSC are evaluated on a project level while impacts associated with the GPA and Rezone are discussed programmatically.

- *Preliminary Hydrology Armstrong Ranch Specific Plan: A Portion of the Ontario Ranch,* MDS Consulting, November 2015.

A complete copy of this study is included as Appendix I of this DEIR.

Terminology

- **100-year storm.** Rainfall total that has a 1 percent probability of occurring in a year.
- **BMP.** best management practice
- **CWA.** Clean Water Act
- **Design capture volume.** Required amount of stormwater that must be temporarily retained and/or biofiltered to satisfy MS4 permit requirements
- **EPA.** Environmental Protection Agency
- **FEMA.** Federal Emergency Management Agency
- **FIRM.** Flood Insurance Rate Map
- **HCOC.** hydrologic condition of concern
- **LID.** low impact development
- **MS4.** municipal separate storm sewer system
- **MWELO.** Model Water Efficiency Landscape Ordinance
- **NPDES.** National Pollution Discharge Elimination System
- **OMC.** Original Model Colony

- **ORSC.** Ontario Regional Sports Complex
- **RWQCB.** regional water quality control board
- **SBCFCD.** San Bernardino County Flood Control District
- **SWPPP.** Stormwater Pollution Prevention Plan
- **SWRCB.** State Water Resources Control Board
- **TMDL.** total maximum daily load. A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that an impaired water body can receive without exceeding applicable water quality standards.
- **USACE.** United States Army Corps of Engineers
- **WQMP.** water quality management plan

5.10.1 Environmental Setting

5.10.1.1 REGULATORY BACKGROUND

Federal Regulations

Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act [CWA]) is the principal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the US Environmental Protection Agency (EPA) the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters and sets water quality standards for all contaminants in surface waters. It is unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. Section 402 of the CWA requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant into waters of the United States.

Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the CWA, water quality standards consist of two elements: (1) designated beneficial uses of the water body in question and (2) criteria that protect the designated uses. Section 304(a) requires the EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where

multiple uses exist, water quality standards must protect the most sensitive use. In California, the EPA has delegated authority to the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCB) to identify beneficial uses and adopt applicable water quality objectives.

When water quality does not meet CWA standards and compromises designated beneficial uses of a receiving water body, Section 303(d) of the CWA requires that water body be listed as "impaired," and a total maximum daily load must be developed for the impairing pollutant(s). Once established, the TMDL allocates the load among the pollutant sources to the water body.

National Pollutant Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program promulgated under Section 402 of the CWA, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources include discharges from publicly owned treatment works (POTW), discharges from industrial facilities, and discharges associated with urban runoff. While the NPDES program addresses certain specific types of agricultural activities, the majority of agricultural facilities are nonpoint sources and are exempt from NPDES regulation. Pollutants come from direct and indirect sources. Direct sources discharge directly to receiving waters, and indirect sources discharge wastewater to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues individual and general permits.

Under provisions listed in the NPDES Permit, the co-permittees are required to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. The goal is to be accomplished primarily through the implementation of low-impact development techniques and preparation of a water quality management plan (WQMP). In addition, projects must address the potential for causing hydrologic conditions of concern (HCOC) if they disturb more than one acre of land and are not in a HCOC-exempt area, as shown on the San Bernardino HCOC Exemption Map (San Bernardino County 2024a). The HCOC requirements include implementing site design measures to ensure that post-project runoff does not exceed pre-project runoff for the two-year, 24-hour storm event.

Federal Emergency Management Agency

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development,

identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies called flood insurance studies. The most recent study and FIRMs were completed and published for Ontario on September 2, 2016. Using information gathered in these studies, cartographers delineate Special Flood Hazard Areas on FIRMs.

The Flood Disaster Protection Act requires owners of all structures in identified special flood hazard areas to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members in designated areas are able to participate in the National Flood Insurance Program afforded by FEMA. The program is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the program by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System, a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

The City of Ontario, under the National Flood Insurance Program, has created standards and policies to ensure flood protection. These policies address development and redevelopment, compatibility of uses, required predevelopment drainage studies, compliance with discharge permits, enhancement of existing waterways, and cooperation with the US Army Corps of Engineers (USACE) and the San Bernardino County Flood Control District for updating, method consistency with the RWQCB, and proposed BMPs.

State Regulations

Porter-Cologne Water Quality

The Porter-Cologne Water Quality Control Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. This act established the SWRCB and divided the state into nine regional basins, each under the jurisdiction of an RWQCB. The SWRCB is the primary State agency responsible for the protection of California's water quality and groundwater supplies. The RWQCBs carry out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan, or basin plan, that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The City of Ontario is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Basin Plan for this region, which was adopted in 1995 and revised in 2019, gives direction on the beneficial uses of the state waters in Region 8; describes the water quality that must be maintained to support such uses; and provides programs, projects, and other actions necessary to achieve the established standards.

SWRCB Construction General Permit

Construction activities that disturb one or more acres of land that could impact hydrologic resources must comply with the requirements of the newly reissued SWRCB Construction General Permit (Order WQ 2022-0057-DWQ), which became effective on September 1, 2023. Under the terms of the permit, applicants must file permit registration documents (PRD) with the SWRCB prior to the start of construction. The PRDs include

a Notice of Intent, 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.

Applicants must also demonstrate conformance with applicable best management practices (BMP) and prepare a SWPPP with a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a sampling program to ensure compliance with water quality standards, and on-site collection of samples and inspection of BMPs during a qualifying precipitation event.

SWRCB Trash Amendments

On April 7, 2015, the SWRCB adopted an amendment to "Water Quality Control Plan for Ocean Waters of California" to control trash. In addition, "Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California" added "Part 1, Trash Provisions." Together, they are collectively referred to as the "Trash Amendments". The Trash Amendments provide statewide consistency for the RWQCBs in their regulatory approach to protect aquatic life and public health beneficial uses, reduce environmental issues associated with trash in State waters, and focus limited resources on high-trash-generating areas.

The Trash Amendments apply to all Phase I and II permittees under the NPDES MS4 permits. Compliance with the Trash Amendment requires municipalities to install certified trash treatment control systems on all catch basins no later than December 2, 2030. The Santa Ana RWQCB implements the statewide Trash Amendments through Water Code Section 13383 Orders that contain region specific requirements.

There are two compliance tracks for Phase I and Phase II MS4 permittees:

- **Track 1.** Permittees must install, operate, and maintain a network of certified full capture systems in storm drains that capture runoff from priority land uses.
- **Track 2.** Permittees must implement a plan with a combination of full capture systems, multi-benefit projects, institutional controls, and/or other treatment methods that have the same effectiveness as Track 1 methods.

The Trash Amendments provide a framework for permittees to implement their 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.

Water Conservation in Landscaping Act of 2006

The Water Conservation in Landscaping Act includes the State of California's Model Water Efficient Landscape Ordinance (MWELO), which requires cities and counties to adopt landscape water conservation ordinances. The MWELO was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and build

resiliency for future droughts. State law requires all land use agencies, which includes cities and counties, to adopt an ordinance that is at least as efficient as the MWELO prepared by the California Department of Water Resources (DWR).

The 2015 revisions to the MWELO promote water conservation in the landscaping sector by promoting efficient landscapes in new developments and retrofitted landscapes. The revisions increase water efficiency by requiring more efficient irrigation systems, incentives for grey water usage, improvements in on-site stormwater capture, and limiting the portion of landscapes that can be covered in high-water-use plants and turf. New development projects that include landscape areas of 2,500 square feet or more are subject to the MWELO. This applies to residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review. The City of Ontario has enacted these provisions into its Landscape Development Guidelines.

Senate Bill 92

On June 27, 2017, Governor Brown signed Senate Bill (SB) 92, which set new requirements focused on dam safety. As part of this legislation, dam owners must now submit inundation maps to the DWR. After the maps are approved, the dam owner must submit an emergency action plan to the California Office of Emergency Services. The dam owner must submit updated plans and inundation maps every 10 years, or sooner under certain conditions. The California Office of Emergency Services reviews and approves the emergency action plans. This legislation made additional provisions for the emergency action plans, including compliance requirements, exercises of the plan, and coordination with local public safety agencies (Cal OES 2024).

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 Report forms to be filed with DWR within 60 days of the date that construction, alteration, abandonment, or destruction of a well is completed. Completed forms are sent to the DWR regional office whose boundaries include the well (DWR 2024).

Regional Regulations

Santa Ana RWQCB Basin Plan

The City of Ontario is within the jurisdiction of the Santa Ana RWQCB (Region 8). The Santa Ana RWQCB addresses regionwide water quality issues through the creation and triennial update of the Santa Ana River Basin Plan. The Basin Plan was adopted in 1995 and most recently amended in June 2019. It designates beneficial uses of the State waters in Region 8; describes the water quality that must be maintained to support such uses; and provides programs, projects, and other actions necessary to achieve the standards it established in the Basin Plan (Santa Ana RWQCB 2019). The Santa Ana RWQCB also administers the NPDES permit for municipalities in San Bernardino County, including the City of Ontario, and implements the statewide Trash Amendments through Water Code Section 13383 Orders. Additional information regarding this permit is provided in the San Bernardino County Regional MS4 Permit section, below.

San Bernardino County Regional MS4 Permit

In 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 San Bernardino County Flood Control District, San Bernardino County, and the cities of Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma 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 the county. Waste discharge requirements for stormwater entering municipal storm drainage systems are in the MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036. On August 1, 2014, the San Bernardino County Flood Control District submitted a Report of Waste Discharge on behalf of San Bernardino County and its 16 incorporated cities. The submitted report serves as the permit renewal application for the MS4 permit.

San Bernardino County Stormwater Program

The Technical Guidance Document for Water Quality Management Plans for the Region 8 area 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 (Santa Ana RWQCB 2013). The MS4 permit requires that a preliminary project-specific WQMP be prepared 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:

- Develop site design measures using low impact development (LID) principles.
- Establish project-specific design capture volume and applicable hydrologic conditions of concern 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. (Santa Ana RWQCB 2013)

San Bernardino County Flood Control District

The San Bernadino County Flood Control District (SBCFCD) is the regional drainage authority for San Bernardino County. The SBCFCD operates and maintains the county's extensive flood control facilities, including dams, conservation basins, channels, and storm drains (San Bernardino County 2024b). The SBCFCD issues encroachment permits for development within its facility or rights-of-way. The northeastern portion of the ORSC site is within a 0.2-acre fee-owned right-of-way, and the southern boundary of the projects site is within a 2.6-acre easement that is granted to SBCFCD (San Bernardino County 2024c).

Local Regulations

The Ontario Plan

Future development of all land in Ontario is guided by The Ontario Plan (TOP), which was adopted by the City Council in August 2022. The Safety Element contains policies relevant to hydrology, water quality, and flooding issues.

City of Ontario Master Plan of Drainage

The City of Ontario's Master Plan of Drainage (MPD) was updated in 2012 to analyze existing storm drain infrastructure capacity and to determine future storm drain facility needs for buildout conditions. The MPD contains the following information:

- Update and evaluate the inventory and capacities of the existing City-owned storm drain facilities.
- Prepare hydrology studies to quantify peak flow rates for runoff during major storm events, based on built-out conditions of the current general plan.
- Identify and quantify 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.
- Evaluate alternatives to eliminate drainage deficiencies using the existing facilities to the maximum extent.
- Develop a master plan that establishes preliminary alignment and sizes for recommended future backbone drainage facilities that ensure adequate flood protection.
- Develop project costs and prioritization for the implementation of the recommended master plan facilities. (Ontario 2012)

City of Ontario Capital Improvement Program

The City of Ontario regularly updates its CIP to prepare and budget for infrastructure improvements over a 5-year planning period. The latest CIP includes projects related to sewer improvements, storm drain improvements, and water system improvements (Ontario 2018).

City of Ontario Local Hazard Mitigation Plan

In 2018, the City of Ontario prepared a local hazard mitigation plan to identify the city's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to reduce or eliminate long-term risk to people and property from natural and man-made hazards. Wildfire hazard is rated the highest risk of the 23 hazards evaluated, followed by flooding. The plan contains a series of goals and mitigation programs to address each of the hazards.

City of Ontario Standard Conditions of Approval for New Development

The City's standard conditions of approval for new development in the Original Model Colony (OMC) and Ontario Ranch (Resolution No. 2017-027) include the following regulations:

- **SC 3.33 (OMC); SC 3.34 (Ontario Ranch).** All refuse shall be stored in an appropriate container and maintained within a City approved enclosure. A copy of the architectural detail of the roofed trash enclosure shall be provided with the Development Plan submittal, and as an exhibit in the WQMP.

- **SC 3.48 (OMC); SC 3.49 (Ontario Ranch).** For non-residential developments, the project applicant shall complete the Industrial Wastewater Discharge Permit, and shall comply with all applicable regulatory requirements (Ontario Municipal Code Title 6, Sanitation and Health, and applicable State and federal regulations.

- **SC 3.65 (OMC); SC 3.66 (Ontario Ranch).** 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 3.67 (OMC); SC 3.68 (Ontario Ranch).** 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 BMPs that would be implemented by development projects during construction in order to reduce the discharge of sediment and other pollutants into the City's storm drain system.

- **SC 3.68 (OMC); SC 3.69 (Ontario Ranch).** 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 development project, in order to minimize any potential adverse impacts to receiving waters.

- **SC 3.69 (OMC); SC 3.70 (Ontario Ranch).** A development project consisting of one or more total acres of land is required to obtain coverage under the SWRCB General Permit for Storm Water Discharges Associated with Construction Activity. Proof of filing a Notice of Intent (NOI) with the SWRCB for coverage under this permit is required prior to Grading Plan approval and issuance of a grading permit.

- **SC 3.70 (OMC); SC 3.71 (Ontario Ranch).** A development project consisting of one or more total acres of land is required to prepare a Storm Water Pollution Prevention Plan (SWPPP) utilizing the model form contained in Appendix B of the 2013 CASQA Stormwater BMP Handbook for Construction, and submit a copy of the plan to the City of Ontario Engineering Department for review and approval. A copy of the approved SWPPP shall be maintained in the construction site office at all times during construction, and

the Site Superintendent shall use the plan to train all construction site contractors and supervisory personnel in construction site BMPs, prior to commencing work on the site.

- **SC 3.87 (OMC); SC 3.88 (Ontario Ranch).** Undeveloped areas within the project site shall be seeded with wild flower or ornamental grass mix, and shall be automatically irrigated to prevent soil erosion from rail and strong winds.

- **SC 4.5 (OMC); SC 4.5 (Ontario Ranch).** Record an approved WQMP with the San Bernardino County Recorder, on the City's standard form.

- In addition, as a project specific condition, projects within the Priority Land Use (PLU) area, which is an area consisting of high-density residential (10 dwelling units per acre or higher), industrial, commercial, mixed urban, and public transportation station land uses, are required to comply with the statewide Trash Provisions adopted by SWRCB.

City of Ontario Municipal Code

The City's regulations related to stormwater are in the Municipal Code, Title 6, Sanitation and Health, and Title 8, Building Regulations.

- **Title 8, Chapter 13: Flood Damage Prevention Program**, is the City's Flood Damage Prevention Program, whose purpose is to promote public health, safety, and general welfare and to minimize public and private losses due to flood conditions in special flood hazard areas. The program applies to all areas of special flood hazards, areas of flood-related erosion hazards, and areas of mudflow hazards in the city. It includes standards for construction, for utilities, subdivisions, manufactured homes, and floodways. Construction standards include requirements for anchoring, floodproofing, and minimum elevations of floors.

- **Title 6, Chapter 6: Stormwater Drainage Systems**, prohibits nonstormwater discharges into the City's storm drainage system to ensure the health and safety of the city's residents, control runoff, reduce pollutants, and protect water quality. Section 6-6.206 prohibits specified types of discharges into the City's stormwater drainage system or into any street leading to the drainage system. Section 6-6.208 requires that any persons conducting activities that could potentially contribute to stormwater pollution comply with all applicable BMPs as listed in the California Stormwater Best Management Practice Handbooks or the current San Bernardino County Stormwater Program's "Report of Waste Discharge," to reduce pollutants in stormwater runoff and reduce nonstormwater discharges to the City's stormwater drainage system to the maximum extent practicable or to the extent required by law. Sections 6-6.501 through 6-6.506 govern discharges into stormwater from construction activities. Sections 6-6.801 through 6-6.803 provide the stormwater pollution abatement charges that are collected for developed parcels in the city to fund future storm drain improvements and the fees imposed for business inspections to ensure compliance with the MS4 permit requirements.

City of Ontario Departments

The City has several departments that involve design, construction, and maintenance of the City's storm drain system. The Engineering Department is responsible for the preparation and periodic revision of the MPD; developing storm drain standards and specifications; and reviewing and approving storm drain improvement plans provided by developers and businesses. The CIP and Field Services Divisions of the Engineering Department provides the planning, design, surveying, bidding, construction inspection, and project management functions for the City's CIP projects. The work includes repairing and constructing storm drain improvements at various locations throughout the city. The Land Development Division of the Engineering Department is responsible for the development of all public infrastructure and improvements associated with new development within the public right-of-way, which includes storm drains. The Parks and Street Maintenance Division under the Public Works Agency services and cleans the City's storm drains of debris and sediment. The City also collects development impact fees from project developers that are used to construct regional and local storm drain facilities and mitigate the impact of future development.

The City's Environmental Services Section under the Engineering Department is responsible for implementation of the MS4 permit and education of residents, business owners, and developers on stormwater pollution issues and regulatory requirements. The Environmental Services Section conducts the following activities:

- Represents the City as co-permittee of the San Bernardino County MS4 permit.
- Regulates stormwater runoff as required by the MS4 permit.
- Inspects commercial and industrial businesses identified as potential stormwater polluters and enforces the NPDES permit requirements.
- Inspects construction sites for compliance with the Ontario Municipal Code, San Bernardino County MS4 permit, and the State's General Construction Permit.
- Requires new development/redevelopment projects to prepare a WQMP and SWPPP in compliance with the regional MS4 permit and State Construction General Permit and reviews and approves these documents prior to the issuance of grading permits.
- Educates developers, contractors, business owners, residents, and municipal employees on stormwater BMPs.
- Controls illicit connections to storm drains.
- Controls or mitigates illegal discharges to storm drains.
- Controls municipal facility operations and practices to prevent discharges of pollutants to storm drains.

5.10.1.2 EXISTING CONDITIONS

Regional Drainage

The vast majority of the City of Ontario, including the ORSC site, is within the Chino Creek Subwatershed, which is part of the larger Santa Ana River Watershed. The Chino Creek subwatershed encompasses parts of San Bernardino 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 subwatershed 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 and New Model Colony (Ontario Ranch). 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 Caltrans's I-10 and SR-60 corridors. All the City and State storm drain facilities discharge to regional backbone facilities owned and operated by SBCFCD that are tributary to the USACE's Prado Flood Control Basin.

The City owns and maintains over 136 miles of storm drains. All of the storm drains convey runoff to several regional backbone facilities owned and operated by the SBCFCD. One of SBCFCD's major regional channels is the Cucamonga Creek Flood Control Channel (or Cucamonga Channel), which is immediately east of the ORSC site. The Cucamonga Channel and a number of its tributary systems convey runoff south from the central portion of the city. The Lower Cucamonga Spreading Grounds are immediately southeast of the ORSC site, across Chino Avenue, and are used for groundwater recharge. The ORSC site is in an area exempt from hydromodification requirements, as the local drainage area diverts runoff to a water storage area (the Lower Cucamonga Spreading Grounds; San Bernardino County 2024d).

Surface Drainage On-Site (ORSC Site)

Surface drainage patterns at the ORSC site flow from north to south. Riverside Drive intercepts storm flows from the developed properties that are north of Riverside Drive. An existing 72-inch storm drain in Riverside Drive collects stormwater from areas north of Riverside Drive and conveys stormwater in drains west of the site along the future Vineyard Avenue roadway extension and south of the site beneath Chino Avenue before discharging the storm flows to the Lower Cucamonga Spreading Grounds and the Cucamonga Creek Channel (San Bernardino County 2024d).

The surface water on the ORSC site generally sheet flows in a southerly direction in unimproved earthen swales and ditches along roadways that extend throughout the site and eventually collects at Chino Avenue. During larger storm events surface water flows over Chino Avenue and continues to the south or sheet flows into the Cucamonga Creek Channel and the Cucamonga Basin. The streets within the ORSC site are not improved to

their ultimate design standard and lack concrete curbs and gutters, and there are minimal storm drain facilities within the ORSC site boundaries. The existing drainage improvements adjacent to the site include a 120-inch county storm drain in Vineyard Avenue along the western ORSC site boundary, a 144-inch county storm drain in Chino Avenue along the southern ORSC site boundary, and a 72-inch county storm drain in Riverside Drive north of the site that extends approximately 700 feet east of Vineyard Avenue and terminates (San Bernardino County 2024d).

The site is characterized by low intensity uses such as dairies, a horse farm, and cropland. The majority of the site is permeable and allows water to infiltrate into the soil during storm events. Dairies within the ORSC site, when operational, were required by RWQCB regulations to prepare and implement Engineered Waste Management Plans designed to contain all surface drainage from areas with manure. Containment of the surface water flows from the dairies is primarily handled through the construction of on-site berms and containment basins (Ontario 2016a).

Mill Creek Wetlands

The Cucamonga Creek Watershed Regional Water Quality Project (Mill Creek Wetlands) was approved for use as a Regional BMP in the San Bernardino County Watershed Action Plan for Design Capture Volume from new development projects. The Mill Creek Wetlands are near the southeast corner of Chino-Corona Road and East County Road in the City of Chino in San Bernardino County. The wetlands are along the Mill Creek/Cucamonga Creek, upstream of Prado Dam in the Santa Ana River Basin. The Cucamonga Creek, along with the upstream County Line Channel, convey urban runoff and treated wastewater from an approximately 77-square-mile watershed that includes the cities of Ontario, Chino, Rancho Cucamonga, Upland, and Eastvale.

Cucamonga Creek and the upstream County Line Channel are engineered, hardened, and regularly maintained channels. South of the Hellman Avenue bridge and north of Chino Corona Road, the Cucamonga Channel transitions to a rip-rap-lined channel. The name of the creek changes to Mill Creek at this location. Mill Creek continues in a southwesterly direction as a vegetated, unlined channel until its confluence with the Santa Ana River in Prado Basin. A small portion of flow for the entire 77-square-mile watershed of Cucamonga Creek is allowed to flow past the diversion structure to maintain downstream wildlife habitat and other in-stream beneficial uses. The remaining flow is diverted to the Mill Creek Wetland where it is routed through a series of cascading basins, which combine constructed wetlands and extended detention basin treatment features, prior to returning treated flows back to Mill Creek 0.67-mile downstream of the diversion.

The Santa Ana RWQCB has approved the Mill Creek Wetlands for use as a regional LID structural treatment control BMP that may be utilized as an alternative to on-site LID BMPs by new residential development projects and open space-recreation projects for certain new developments in the cities of Ontario and Chino, within 3,000 acres of the 4,000 acre New Model Colony (NMC, also known as Ontario Ranch) and Chino Preserve, which includes the ORSC site. The New Model Colony WQMP satisfies the requirements of the regional MS4 Permit (R8-2010-0036). The City of Ontario tracks developed acreage within Ontario Ranch to ensure that the number of acres allotted to each development does not exceed 3,000 acres of use in the Mill Creek Wetland Design Capture Volume to meet the project's obligations for treating urban runoff using LID structural wetland controls. Additionally, the City of Ontario is required to monitor water quality in Cucamonga Creek and influent

and effluent flows to and from Mill Creek Wetlands to validate the wetland's wet- and dry-weather performance. The City is required to report this as part of the BMP performance assessment.

The open-space-recreational land uses associated with the ORSC qualify for a water quality credit from the Mill Creek Wetlands. The ORSC qualifies for up to 120 acres of stormwater treatment capacity availability.

Surface Water Quality

Section 303(d) of the 1972 Federal Clean Water Act 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 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 TMDL has been approved by the EPA and an implementation 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 ORSC site discharges to the Cucamonga Creek Channel, which eventually discharges into Prado Park Lake (Prado Basin). Currently, both the Cucamonga Creek Reach 1 and the Prado Basin are 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" (SWRCB 2022). The listed pollutants for Cucamonga Creek Reach 1 are cadmium, copper, lead and zinc; pH is the single listed pollutant for the Prado Basin (SWRCB 2022).

Groundwater Quality

The City of Ontario obtains its groundwater from the Chino Groundwater Basin. The Chino Basin is one of the largest groundwater basins in southern California and encompasses about 235 square miles of the Upper Santa Ana River watershed. It lies in portions of San Bernardino, Riverside, and Los Angeles counties. The Chino Basin has five to seven million acre-feet of water in storage and an estimated one million acre-feet of additional unused storage capacity. Prior to 1978, the Basin was in overdraft. After 1978, the Basin has been managed via adjudication by the Chino Basin Watermaster. The Chino Basin Watermaster has determined the safe yield for the basin and assigned individual pumping allocations to each water purveyor to ensure that the total groundwater production does not exceed the safe yield.

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, exceeds 500 milligrams per liter (mg/l), and nitrate concentrations exceed 40 mg/l south of Riverside Drive (Chino Basin Watermaster 2023a). There also are several groundwater contamination plumes that affect the City of Ontario's groundwater supply. The ORSC site is within the South Archibald trichloroethene (TCE) plume; only the southeasternmost corner of the site overlies the portion of the plume that exceeds 5 micrograms per liter, which is the California maximum contaminant level for TCE (Chino Basin Watermaster 2023b).

Flood Zones

FEMA identifies floodplain zones to assist cities with mitigating flooding hazards through land use planning. FEMA also outlines specific regulations for any construction within a 100-year floodplain. The 100-year floodplain is defined as an area that has a 1 percent chance of being inundated during a 12-month period. FEMA also prepares maps for 500-year floods, which means that in any given year, the risk of flooding in the designated area is 0.2 percent. The ORSC site is within Flood Zone Designation X (500-year floodplain), as per the FEMA FIRM Map. No. 06071C8638H (FEMA 2008). Figure 5.10-1, *FEMA Flood Zones,* depicts the flood zones in the vicinity of the ORSC site.

Dam Inundation Zones

The ORSC site is also within the dam inundation zone for the San Antonio Dam shown in Figure 5.9-2, Flood Hazard Areas, of the 2022 TOP SEIR (Ontario 2022b). The San Antonio Dam is a flood control and debris dam on San Antonio Creek owned and operated by the USACE. The reservoir behind the dam is usually dry but can fill with up to 11,880 acre-feet of water after large storm events. The dam is approximately 4.7 miles north of the northern city boundary at the base of the San Gabriel Mountains (Ontario 2022b).

There are no State or local restrictions for development in dam inundation zones; however, each dam owner is required to prepare an emergency action plan (EAP) and coordinate its response to a dam break with local authorities. The EAP is required to include warning and notification procedures that typically involve the Standard Emergency Management System, the San Bernardino County Sheriff's Department, the County, and the Ontario Fire Department.

Seiches and Tsunamis

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 ORSC site is not 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 10 miles to the north. A seiche at San Antonio Dam would cover a much smaller area than a catastrophic failure of the dam, and it is highly unlikely that any flood waters would reach the ORSC site.

A tsunami is a great sea wave produced by undersea disturbances such as tectonic displacement or large earthquakes. The ORSC site is approximately 30 miles from the ocean and therefore not at risk of flooding from a tsunami.

5.10.2 Thresholds of Significance

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

HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or off-site.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

iv) Impede or redirect flood flows.

HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.10.3 Environmental Impacts

5.10.3.1 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

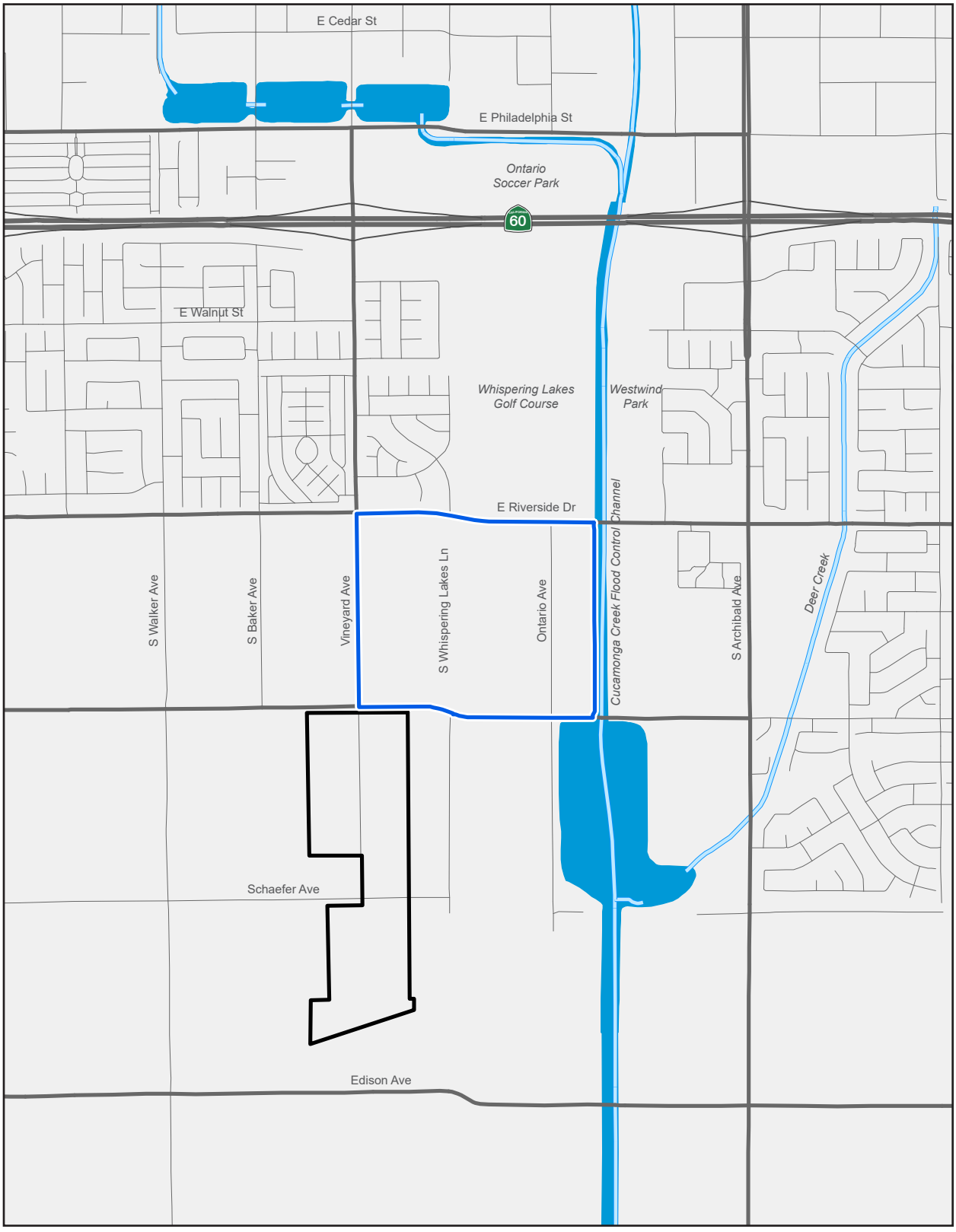
Impact 5.10-1: The ORSC would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. [Threshold HYD-1]

Construction

Clearing, grading, excavation, and construction activities associated with the ORSC, which includes development on the ORSC site and Offsite Improvement Area, 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, future development associated with the ORSC would require compliance with the Construction General Permit (CGP) Order WQ 2022-0057-DWQ, which includes the preparation and implementation of a SWPPP.

Figure 5.10-1 - FEMA Flood Zones



Source: FEMA 2021.

5. Environmental Analysis
HYDROLOGY AND WATER QUALITY

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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 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 is required to provide proof of filing of the permit registration documents with the SWRCB, which include preparation of SWPPP. Categories of potential BMPs that would be implemented for the ORSC are described in Table 5.10-1, *Construction BMPs*.

Table 5.10-1 Construction BMPs

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	• 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 offsite by vehicles	Stabilized construction roadways and construction entrances/exits, and entrance/outlet tire wash.
Non-Storm Water Management Controls	• 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.

Table 5.10-1 Construction BMPs

Category	Purpose	Examples
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.

In addition, the City of Ontario requires as a standard condition of approval 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 proposed grading and site preparation activities associated with the ORSC.

Submittal of the permit registration documents and implementation of the SWPPP and the erosion control plan throughout the construction phase of the ORSC would address anticipated and expected pollutants of concern as a result of construction activities, which could include equipment fuels, sediment, paints, cleaning solvents, and other construction materials. The ORSC would comply with all applicable water quality standards and waste discharge requirements. As a result, water quality impacts associated with construction activities under the ORSC would be less than significant.

Operations

Once the ORSC 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, byproducts 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, the ORSC would be classified as a Priority Development Project because it would create more than 10,000 square feet of impervious surfaces (Santa Ana RWQCB 2010). Therefore, preliminary and final WQMPs would be required for the ORSC under the MS4 permit prior to the start of construction. The WQMPs would identify BMPs for prevention of stormwater pollution during the post-construction phase, including site-design, source-control, and/or treatment BMPs.

Site design BMPs are measures for reducing or eliminating runoff—such as maximizing permeable areas and natural drainage systems such as swales and using stormwater detention and retention basins. Source control BMPs are designed to minimize the potential for pollutants to contact stormwater, which would limit the potential for water quality impacts downstream. Structural source control measures minimize stormwater pollution by such means as paving trash storage areas and fueling areas with impervious surfaces and grading such areas to redirect run-on. Nonstructural source control measures are intended to minimize stormwater pollution through such means as education of owners, tenants, and occupants; employee training; activity

restrictions, including prohibiting the discharging of fertilizers, pesticides, or waste to streets or storm drains; and a spill contingency plan. Treatment control BMPs (single or in combination) remove pollutants of concern from on-site runoff. All treatment BMPs would be designed in accordance with the procedures and spreadsheets in the "Technical Guidance Document for WQMPs" (Santa Ana RWQCB 2013).

Preliminary stormwater control plans for the ORSC include the use of the off-site Mill Creek Wetlands, which can accommodate a runoff discharge volume from up to 120 acres of the ORSC site associated with the open space-recreation land uses. The Mill Creek Wetlands is an approximate 52-acre wetland along the Cucamonga Creek Channel near its intersection with Chico Corona Road in the City of Eastvale south of Ontario. Runoff from the ORSC site would be conveyed via the Cucamonga Creek Channel to the Mill Creek Wetlands to the south. The use of this regional BMP will be in addition to on-site BMPs, which may include bio-retention areas, underground detention facilities, and permeable landscaping and planter areas.

The ORSC would comply with the BMPs in the WQMPs in addition to all State, County, and local regulations regarding stormwater runoff during the operational phase. 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.

Level of Significance Before Mitigation: Less than significant.

Impact 5.10-2: The ORSC would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the ORSC may impede sustainable groundwater management of the basin. [Threshold HYD-2]

Implementation of the ORSC would result in a significant environmental impact if it would substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. ORSC site development would result in an increase in impervious surfaces, thus reducing groundwater recharge.

Groundwater Use

A more detailed description and analysis of the City's overall water supply and demand is provided in Section 5.19, *Utilities and Service Systems*. Ontario obtains its groundwater from the Chino Groundwater Basin, which makes up approximately 46 percent of the city's water supply. The Ontario Municipal Utility Company ensures that domestic demands do not exceed the safe yield for the basin, consistent with the Chino Basin Watermaster's Optimum Basin Management Program. As discussed in Section 5.19, *Utilities and Service Systems*, the estimated water demand of the ORSC is 242 acre-feet-year (afy). The water demand and supply analysis in the City's 2015 and 2020 Urban Water Management Plans (UWMP) accounted for the development of the ORSC site under the Armstrong Ranch Specific Plan, which had an estimated water demand of 606 afy. The 2015 and 2020 UWMPs stated that the City's available water supply would meet the projected water demands during normal, single dry, and multiple dry years. Therefore, the ORSC's water demand would be met by the City's existing available water supply documented in the 2015 and 2020 UWMPs. The ORSC would not substantially deplete groundwater supplies.

The ORSC would construct a Minor League Baseball stadium, retail and hospitality uses, and City park facilities. Construction activities would involve the excavation and removal of over 66,000 cubic yards of material from the ORSC site at a maximum depth of about three feet. The groundwater level at the ORSC site is estimated to be 160 to 190 feet below ground level (see Appendix G2). Therefore, groundwater would not be encountered during excavation, and dewatering is not required.

The ORSC 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 project applicant 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 the County Health Department. A copy of such permit and Form DWR 188 Well Completion Form shall be provided to the Land Development Division of the Engineering Department and the Utilities Engineering Department prior to issuance of grading and/or building permits. If the project applicant proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the project applicant 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 project applicant shall enter into an agreement with the City and pay any applicable fees as set forth by the agreement.

The ORSC would also be required to comply with the State water efficiency requirements and install low-flow water fixtures as specified in the CALGreen and California Plumbing Codes and the MWELO requirements for water efficient landscaping. As the water supply assessment in Appendix M determined and as discussed in Section 5.19, *Utilities and Service Systems*, the City can meet the water demand for the ORSC, and impacts to groundwater supplies would be less than significant.

Groundwater Recharge

Although development of the ORSC would increase the amount of impervious surfaces and could potentially impact groundwater recharge, the ORSC is required to implement BMPs and LID measures in accordance with the County WQMP guidance and the regional MS4 permit. Runoff would be conveyed to the Lower Cucamonga Creek Spreading Grounds, a groundwater recharge site south of the ORSC site. Additionally, the Mill Creek Basin would accommodate the discharge runoff volume from up to 120 acres of the ORSC's open space-recreation land uses. With implementation of stormwater control measures to be included in the preliminary and final WQMPs for the ORSC, operation of the ORSC would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the ORSC may impede sustainable groundwater management of the basin. Therefore, impacts on groundwater recharge would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Impact 5.10-3: The ORSC would increase impervious surfaces but would not substantially alter the existing drainage pattern in a manner which would result in substantial erosion or siltation, and/or flooding. [Threshold HYD-3]

Erosion and Siltation

The ORSC would involve excavation and removal of between two and three feet of organic material from the ORSC site in addition to mass grading of the site and trenching within the Offsite Improvement Area for the sewer alignment. These activities could result in erosion or siltation. If not controlled, the transport of these materials to local waterways could temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles. To minimize this impact, the ORSC would be required to comply with the requirements in the State's CGP, including preparation of a notice of intent and SWPPP prior to the start of construction activities (see Impact 5.10-1). The SWPPP would describe the BMPs to be implemented during the ORSC's construction activities. The implementation of the BMPs during the construction phase would include the following measures to minimize erosion and siltation:

- Minimize disturbed areas of the site.
- Install on-site sediment basins to prevent off-site migration of erodible materials.
- Implement dust control measures, such as silt fences and regular watering of open areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.
- Install sediment control measures around the site, including silt fences or gravel bag barriers.

In addition, the City of Ontario requires preparation of an erosion and sediment control plan and implementation of BMPs to control erosion, debris, and construction-related pollutants. This would further reduce the potential for erosion and siltation during the construction phase.

For post-construction, the ORSC would be required to control stormwater discharges under NPDES Permit No. CAS618036 through preparation of WQMPs identifying BMPs for reducing or eliminating runoff (see Impact 5.10-1). Collectively, implementation of BMPs outlined in the SWPPP, erosion and sediment control plans, and the WQMPs would address anticipated erosion and siltation impacts. Therefore, the ORSC would not result in substantial erosion or siltation on- or off-site.

Flooding On- and Off-Site

The ORSC would increase the amount of impermeable surfaces at the ORSC site, which has the potential to result in on- and off-site flooding. As discussed under Impact 5.10-3, *Erosion and Siltation*, the ORSC would implement BMPs in SWPPPs to reduce flooding impacts due to runoff during construction and BMPs in WQMPs to reduce the potential for post-construction flooding impacts. In compliance with the City's standard conditions of approval for new development, hydrology studies and drainage analyses will be prepared to determine the peak runoff rates from the developed site and evaluate the capacity of the storm drain system to accept these flow rates. The ORSC would also extend storm drains in Riverside Drive to the ORSC site and within proposed internal roadways, including within Ontario Avenue. These improvements would involve construction within a portion of the SBCFCD right-of-way at the northeastern corner of the ORSC site on

Riverside Drive and an easement along the southern boundary of the ORSC site on Chino Avenue. The ORSC would require an encroachment permit from SBCFCD for these improvements.

The BMPs determined in the preliminary and final WQMPs and planned drainage improvements would reduce the potential for on- and off-site flooding during the operational phases. Therefore, the ORSC would not result in flooding on- or off-site.

Surface Runoff and Capacity of Storm Drain System

Stormwater from the ORSC would drain into on-site storm drains and be initially conveyed to the Lower Cucamonga Creek Spreading Grounds south of the site, and eventually into the Cucamonga Creek Channel. In compliance with the regional MS4 Permit and San Bernardino County Stormwater Program, the ORSC would be required to install stormwater treatment BMPs that retain the 2-year, 24-hour rainfall event. These BMPs, which will be included in the preliminary and final WQMPs, would ensure that surface runoff from the ORSC would not exceed the capacity of the local storm drain system and reduce the impacts of any increases in surface water flows that enter the storm drainage systems. Impacts would be less than significant.

Redirecting Flood Flows

The discussion in Impact 5.10-3 regarding on- and off-site flooding is also applicable to the analysis of impeding or redirecting flood flows. Since the ORSC is required to comply the regional MS4 Permit and detain the ORSC's design capture volume, any flood flows would also be detained temporarily through either on-site BMPs or the use of designated off-site drainage basins. This would minimize the potential for flooding impacts from the ORSC site. Impact 5.10-4 discusses the potential for impeding or redirecting flood flows with development in areas within the 100-year floodplain. Based on these discussions, impacts related to impeding or redirecting flood flows would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Impact 5.10-4: The ORSC would not exacerbate risk of flood hazards, tsunamis, or seiches or risk release of pollutants due to inundation. [Threshold HYD-4]

The ORSC site is not within a 100-year floodplain, per FEMA FIRM No. 06071C8638H5, dated August 28, 2008. While the ORSC site is immediately west of the Cucamonga Channel, the channel is considered to have sufficient capacity to convey flood flows (100-year, 24-hour storm event) for the Ontario sphere of influence and upstream drainages (Ontario 2016b). The ORSC would be required to prepare a hydrological study, as required for projects in 500-year floodplains by TOP 2050. This would ensure that the ORSC would not exacerbate risk of flood hazards at the ORSC site.

Additionally, the ORSC site 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 San Antonio Creek. The reservoir behind the dam is usually dry, but can fill with up to 11,880 acre-feet of water after large flood events. The dam is inspected every five years and the last inspection was in November 2020. Dam inundation is characterized as of medium concern in the City's Local Hazard Mitigation Plan (Ontario 2023) and the City of Ontario has

never been impacted by a major dam failure. In addition, dam owners are required to maintain emergency action plans 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, such as the Ontario Fire Department. Because the likelihood of catastrophic failure of the San Antonio Dam is very low and the City has EAP notification procedures, impacts of release of pollutants due to dam inundation are considered less than significant.

As described in Section 5.10.1.2, *Existing Conditions,* there are no large bodies of water that would result in a seiche during seismic activity. The ORSC site is inland and approximately 30 miles from the ocean and 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.

Level of Significance Before Mitigation: Less than significant.

Impact 5.10-5: The ORSC would not obstruct or conflict with the implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5]

The City's groundwater supplies are from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The Chino Basin is exempt from legislative requirements under the Sustainable Groundwater Management Act because it is an adjudicated basin, so it is not required to prepare a groundwater sustainability plan (Chino Basin Watermaster 2023a). Adjudicated basins have determined the safe yield for the basin and have assigned individual pumping allocations to limit groundwater production to the safe yield. As stated in Impact 5.10-2, the Ontario Municipal Utility Company ensures that domestic demands do not exceed the safe yield for the basin, consistent with the Chino Basin Watermaster's Optimum Basin Management Plan. And as discussed in Section 5.19, *Utilities and Services Systems,* the estimated water demand for the ORSC of 242 afy is accounted for in the City's 2020 UWMP. Because the Chino Basin does not have a sustainable groundwater management plan, the ORSC would not obstruct or conflict with a sustainable groundwater management plan.

Adherence to the State CGP, implementation of the SWPPP, and adherence to the City's Erosion and Sediment Control Plan requirements, as described in detail in Impact 5.10-1, would also ensure that surface and groundwater quality are not adversely impacted during construction. The ORSC would be required to comply with the region's water quality control plan (i.e., the Santa Ana River Basin Plan) and to control pollutants in discharges of stormwater from post-construction activities under NPDES Permit No. CAS618036 through preparation of WQMPs identifying BMPs for prevention of stormwater pollution during the post-construction phase, including site-design, source-control, and/or treatment BMPs. Therefore, the ORSC would not obstruct or conflict with the RWQCB's Basin Plan or any groundwater management plan, and impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

5.10.3.2 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF OFF-SITE GENERAL PLAN AMENDMENT AND REZONE

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan (TOP) and Zone Changes*, of Chapter 3, *Project Description*, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site.

- **Water Quality.** The redesignation of these parcels would not result in a significant impact on water quality because these parcels are already designated for residential use in TOP, and the development of the parcels under any urban use would have similar impacts. Construction projects that disturb one acre or more of land would be required to prepare and implement SWPPPs to obtain coverage under the Statewide GCP. Project applicants would also be required to prepare and implement WQMPs specifying BMPs, including LID measures, that would be applied during project design and project operation to minimize water pollution from project operation. This impact would be less than significant.

- **Groundwater Supplies.** Although an increase in the amount of impervious surfaces could result by rezoning from LDR to MDR, which could impact groundwater recharge, future development on the Vineyard Avenue parcels would be required to implement BMPs and LID measures in accordance with the County WQMP guidance and the regional MS4 permit. Implementation of stormwater control measures included in the WQMP would ensure future development on the Vineyard Avenue parcels would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. This impact would be less than significant.

- **Alter Drainage Patterns.** Although an increase in the amount of impervious surfaces could result by rezoning from LDR to MDR, which could lead to an increase in stormwater runoff, future development on the Vineyard Avenue parcels would be required to comply with the MS4 permit and temporarily retain the volume of stormwater on-site from the 24-hour, 85th percentile storm event. Compliance with the regional MS4 permit requires implementation of site design and source control BMPs that would reduce the potential for pollutants to enter runoff, and treatment control BMPs that remove pollutants from stormwater (e.g., swales and retention basins). Lastly, development associated with the GPA and Rezone would adhere to the State CGP and the City's Erosion Control Plan requirements. Therefore, impacts from altering drainage patters on erosion or siltation, surface runoff contributing to flooding, impacts to storm drain system and redirecting flood flows would be less than significant.

- **Release of Pollutants due to Flooding.** The redesignation of these parcels would not result in a significant impact regarding the release of pollutants due to project inundation because these parcels are already designated for residential use in TOP, and the development of the parcels under any urban use would have similar impacts. In addition, future development on the Vineyard Avenue parcels would be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual if the parcels are located within a 100-year or 500-year floodplain. This impact would be less than significant.

Conflict with Santa Ana River Basin Plan or Groundwater Basin Plan. The redesignation of these parcels would not result in a significant impact regarding conflict with the Santa Ana River Basin Plan or Chino Basin Watermaster's Optimum Basin Management Plan because these parcels are already designated for residential use in TOP, and the development of the parcels under any urban use would have similar impacts. Adherence to the State CGP, implementation of the SWPPP, and adherence to the City's Erosion and Sediment Control Plan requirements, as described in detail in Impact 5.10-1, would also ensure that surface and groundwater quality are not adversely impacted during construction on the Vineyard Avenue parcels. Preparation of WQMPs identifying BMPs for preventing stormwater pollution during post-construction phases would comply with the Santa Ana River Basin Plan. This impact would be less than significant.

5.10.4 Cumulative Impacts

Hydrology and Drainage

Cumulative projects in the Chino Creek Subwatershed could increase impervious areas and increase stormwater runoff rates. However, all projects within the subwatershed, including the ORSC and future development of the GPA and Rezone area, would be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, other projects would be required to comply with MS4 permits applicable in those watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Other projects' compliance with the requirements of the Santa Ana RWQCB MS4 permit, the San Bernardino County Stormwater Program, and San Bernardino County Hydrology Manual guidance would reduce cumulative impacts to hydrology and drainage to less than significant, and the impacts of the Proposed Project would not be cumulatively considerable. If projects in the watersheds are within 100-year flood zones, they would be mandated to comply with National Flood Insurance Program requirements. Thus, impacts to hydrology, drainage, and flooding would be less than significant.

Water Quality

Cumulative projects have the potential to generate pollutants during project construction and operation. Construction projects that disturb one acre or more of land would be required to prepare and implement SWPPPs to obtain coverage under the Statewide GCP. Projects within the watershed, including the ORSC and future development of the GPA and Rezone area, would also be required to prepare and implement WQMPs specifying BMPs, including LID measures, that would be applied during project design and project operation to minimize water pollution from project operation. Thus, no significant cumulative water quality impacts would occur, and the Proposed Project's water quality impacts would not be cumulatively considerable.

5.10.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-1, 5.10-2, 5.10-3, 5.10-4, and 5.10-5.

5.10.6 Mitigation Measures

No mitigation measures are required.

5.10.7 Level of Significance After Mitigation

Impacts would be less than significant.

5.10.8 References

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5. Environmental Analysis
HYDROLOGY AND WATER QUALITY

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5.11 LAND USE AND PLANNING

This section of the Draft EIR evaluates the potential impacts to land use in the City of Ontario from implementation of the Ontario Regional Sports Complex (ORSC) and the associated Off-Site General Plan Amendment and Rezone (GPA and Rezone). This land use section is based on the proposed land use plan described in detail in Chapter 3, *Project Description*, and shown on Figure 3-6, *Conceptual Land Use Plan*. Compatibility of the proposed land uses with the existing land uses in the surrounding area is also discussed in this section. The ORSC is evaluated for consistency with the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide and the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, also known as Connect SoCal. The impacts of the ORSC site and Offsite Improvement Area are analyzed on a project-level while the impacts of the GPA and Rezone area analyzed on a program level.

Land use impacts can be either direct or indirect. Direct impacts are land use incompatibilities; division of neighborhoods or communities; or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this Draft EIR.

5.11.1 Environmental Setting

5.11.1.1 REGULATORY BACKGROUND

State Regulations

Housing Accountability Act

The Housing Accountability Act requires that cities approve applications for residential development that are consistent with a city's general plan and zoning code development standards without reducing the proposed density. Examples of objective standards are those that are measurable and have clear criteria that are determined in advance, such as numerical setback, height limit, universal design, lot coverage requirement, or parking requirement.

Senate Bill 330: Housing Crisis Act of 2019

Among other changes that promote housing, the Housing Crisis Act of 2019 strengthened the Housing Accountability Act by stating that a housing development project that complies with the objective standards of the general plan and zoning ordinance must be approved by the city, unless the city is able to make written findings based on the preponderance of the evidence in the record that: (1) the city has already met its Regional Housing Needs Assessment (RHNA) requirement; (2) there is an impact to the public health and safety that cannot be mitigated; (3) the property is agricultural land; (4) approval of the project would violate State or federal law and this violation cannot be mitigated; or (5) the project is inconsistent with the zoning and land use designation and not identified in the general plan housing element RHNA inventory.

Senate Bill 166: No Net Loss Law

SB 166 builds on existing laws and regulations to ensure a local agency meets its allocated housing units for lower- and moderate-income households. This bill requires adequate housing development capacities to be available throughout the housing element planning period to meet the unmet RHNA needs. SB 166 prevents a local jurisdiction from permitting an identified lower- and moderate-income residential housing site to develop another use or a lower density residential development. If a site identified for housing development is permitted for another use or developed at a lower density, and this prevents the local agency from meeting its RHNA for lower- and moderate-income residential housing, the local agency must identify another site for housing development within 180 days that will meet the RHNA.

Regional Regulations

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 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 metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as discussed below.

The ORSC 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 CEQA Guidelines because the ORSC would construct over 500,000 square feet of commercial building space and requires a general plan amendment. Therefore, this section addresses the ORSC's consistency with the applicable SCAG regional planning guidelines and policies.

San Bernardino Council of Governments

The San Bernardino Council of Governments represents 24 cities and towns, including Ontario. It fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process, and supplies technical services to its member governments.

Regional Transportation Plan / Sustainable Communities Strategy

On September 3, 2020, SCAG adopted the 2020–2045 Regional Transportation Plan / Sustainable Communities Strategy (Connect SoCal), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal 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. Connect SoCal is a living document that is rooted in strong analysis and evolves with the region's demographics, economy, and priorities. The City of Ontario is a member jurisdiction of the San Bernardino Council of Governments and a participating agency in SCAG's Connect SoCal.[1]

Local Regulations

The Ontario Plan

Future development of all land in Ontario is guided by The Ontario Plan (TOP 2050), which was adopted by the City council in August 2022. The community design element, land use element, and housing element contain policies pertaining to land use and planning. The general plan land use designation of the site under TOP 2050 is Low Density Residential (LDR) and Medium Density Residential (MDR) with an Affordable Housing Overlay.

City of Ontario Housing Element

The City's 6th cycle housing element for the 2021-2029 period was adopted on March 1, 2022. The housing element is the City's plan for achieving local housing goals and compliance with the applicable statutes that are required of all local governments when updating their housing elements. The housing element includes housing programs that the City will implement to achieve the goals, policies, and objectives of the element.

City of Ontario Development Code

The City of Ontario Development Code is designed to assist in the implementation of the goals and policies of TOP 2050 to promote and protect the 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. Currently, the Ontario Development Code identifies six special policy overlay zones: Agriculture (AG), Euclid Avenue (EA), Emergency Shelter (ES), Multimodal Transit Center (MTC), Interim Community Commercial (ICC), and Affordable Housing (AH). The land uses and regulations allowed in each of these overlay zones are outlined in Chapter 5 of the Ontario Development Code (Ontario 2020).

The ORSC site is currently within a Specific Plan zoning district which implements the Armstrong Ranch Specific Plan. The area for the Offsite Improvement Area is within a Specific Plan district with an Agricultural Overlay.

[1] In 2016, SB 1305 consolidated the San Bernardino County Transportation Commission, local transportation authority, service authority for freeway emergencies, and local congestion management agency into a single entity: San Bernardino County Transportation Authority (SBCTA), effective January 1, 2017. However, the San Bernardino Associated Governments continues as a joint-powers authority functioning as a council of governments (SBCOG).

Armstrong Ranch Specific Plan

The Armstrong Ranch Specific Plan provides the existing land use plan, development regulations, and design guidelines for the ORSC site. The Specific Plan allowed for the development of up to 891 residential dwelling units comprising a variety of single-family detached and attached dwellings. Under the Specific Plan, residential units would be developed across six of the Planning Areas, and the seventh Planning Area would be dedicated as a site for a new elementary school. The Specific Plan also proposed parks and recreation facilities, including a central park, an extended thematic trail, a variety of pocket parks in individual neighborhoods, and paseo connections to the City master planned multiuse trail along Chino Avenue (Ontario 2017).

Ontario International Airport Land Use Compatibility Plan

The ORSC site is within the Ontario International Airport (ONT) Influence Area. The ONT Land Use Compatibility Plan (ALUCP) was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses and was amended in July 2018. The ALUCP provides guidance to local jurisdictions that may be affected by ONT, and its objective is to promote compatibility between the airport and the land that surrounds it to avoid future land use conflicts (Ontario 2011). As shown in Figure LU-06 of TOP 2050, Airport Safety Zones and Influence Areas, the ORSC site is not within the ONT airport safety zones but is within the ONT influence area (Ontario 2022a).

The Ontario International Airport–Inter Agency Collaborative (ONT-IAC) was formed to ensure that new development is compatible with the Ontario Airport Influence Area. The ONT-IAC implements the policies and criteria of the ALUCP to prevent future incompatible land uses surrounding ONT and minimizing the public's exposure to excessive noise and safety hazards. ONT-IAC is responsible for reviewing proposed major airport and land use actions for consistency with the policies in the ONT ALUCP; preparing written consistency evaluations; and soliciting input and comments regarding compatibility planning matters from the Federal Aviation Administration (FAA), California Department of Transportation (Caltrans) Division of Aeronautics, pilot groups, and others when necessary.

The ORSC site is also within the FAA Height Notification airspace boundary, as shown on Figure 5.9-5, *Ontario International Airport Airspace Boundaries,* in Section 5.9, *Hazards and Hazardous Materials*. Per the Code of Federal Regulations Title 14 Part 77.9, the FAA requires notification if the height of a structure being constructed or altered exceeds an imaginary surface extending outward and upward at 100:1 slope for a horizontal distance of 20,000 feet from the nearest runway. The northern boundary of the ORSC site is approximately 14,780 feet south of the nearest ONT runway.

Chino Airport Master Plan

The ORSC site is also partially included in the Chino Airport Influence Area. The Chino Airport is south of Ontario across Merrill Avenue and is owned and operated by San Bernardino County. The Chino Airport adopted its own Airport Comprehensive Land Use Plan (ACLUP) in November 1991 and the Chino Airport Master Plan in December 2003. The 1991 Chino ACLUP does not reflect the 2003 master plan or the 2011 California Airport Land Use Planning Handbook by Caltrans. Public Utilities Code Section 21670.1(c) requires local jurisdictions that opt for an alternative to an airport land use commission to rely upon the Handbook to

prepare compatibility plans and to use the Handbook's height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City has adopted the Chino Airport Overlay Zone that addresses Chino Airport's impacts on Ontario, consistent with policies and criteria in the Caltrans Handbook (Caltrans 2011). Figure LU-06 of TOP 2050 also shows that the southwestern portion of the ORSC site is within the influence area of the Chino Airport. The ORSC site is not within the Chino Airport safety zones.

5.11.1.2 EXISTING CONDITIONS

Land Uses at the ORSC Site

Figure 3-3, *Aerial Photograph*, shows the existing land uses on the ORSC site, which consist primarily of agricultural land (ranching and farming), a limited number of residences, and miscellaneous commercial uses such as a nursery. The ORSC site is bounded by East Riverside Drive to the north, Chino Avenue to the south, the Cucamonga Creek Flood Channel to the east, and unimproved Vineyard Avenue to the west. Land uses surrounding the project include a commercial shopping center, a day care, and the Whispering Lakes Golf Course to the north; a single-family neighborhood to the east; agricultural and commercial uses to the west; and agricultural uses to the south. Figures 4-1a through c, *Existing Site Conditions*, show the existing land uses within and surrounding the ORSC site.

Existing Land Use Designations

The ORSC site's current zoning is shown on Figure 4-2, *Existing Zoning*, and its TOP 2050 land use designations are shown on Figure 4-3, *Existing TOP Land Use Designations*, in Chapter 4, *Environmental Setting*.

5.11.2 Thresholds of Significance

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

LU-1 Physically divide an established community.

LU-2 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.

5.11.3 Environmental Impacts

5.11.3.1 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.11-1: The ORSC would not divide an established community. [Threshold LU-1]

Division of an established community commonly occurs with construction and development of physical features that constitute a barrier to easy and frequent travel between two or more constituent parts of a

community. For example, a large freeway structure with few crossings could effectively split a community. The ORSC site currently consists of primarily agricultural land, a limited number of residences, and miscellaneous commercial uses. The closest established residential communities to the ORSC site are the Countryside Specific Plan neighborhood to the east of the ORSC site and the Vineyard South neighborhood north of the ORSC site. The sewer alignment in the Offsite Improvement Area is below ground and would not divide an established community.

The ORSC would develop the ORSC site with a baseball stadium, retail and hospitality uses, and a variety of indoor and outdoor community sports facilities. To accommodate the proposed uses on the ORSC site, Riverside Drive and Ontario Avenue would be widened, and Vineyard Avenue would be extended south of Riverside Drive to Chino Avenue. These roadway improvements would also help to improve connection between the communities surrounding the ORSC site. All development would occur within the boundaries of the ORSC site and in surrounding roadways, and therefore would not physically divide an existing community. Impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.11-1 would be less than significant.

Impact 5.11-2: Implementation of the ORSC would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

City of Ontario

Consistency with TOP 2050

The ORSC development would require a General Plan Amendment to redesignate approximately 156 acres of land designated LDR and MDR to Open Space Parkland (OS-P) and redesignate an additional 34 acres of LDR to Hospitality for the proposed baseball stadium, ancillary/supportive retail, and lodging uses, as shown in Figure 3-15, *Proposed General Plan Amendment of the Project Area,* in Chapter 3, *Project Description*.

Land Use Designations

As stated in Table LU-02 of TOP 2050, Land Use Designations Summary Table, the OS-P designation is intended for recreational facilities such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities (Ontario 2022b). As shown in Figure 3-15, and Figure 3-6, *Conceptual Land Use Plan*, the recreation uses under the ORSC—the soccer and baseball fields (Planning Area 5), indoor athletic facility (Planning Area 6), and community recreation center area (Planning Area 7)—are consistent with the intent of the OS-P designation.

The remaining 34 acres of the ORSC site would be designated under TOP 2050's Hospitality (HOS) designation. This designation is intended for regional-serving, tourist-serving, retail, entertainment, and service uses such as convention centers, hotels/motels, and restaurants (Ontario 2022b). Planning Areas 1 through 4 would be developed with a baseball stadium, supporting retail uses, and a hotel, which are consistent with the intent of the Hospitality designation.

The Armstrong Ranch Specific Plan allowed for development of single-family residential homes and trail and park amenities, which was consistent with the site's TOP designation of LDR at the time of certifying the 2017 EIR. After the ORSC site is redesignated OS-P and Hospitality, the ORSC would also be consistent with its TOP 2050 land use designations. This EIR evaluates impacts of the ORSC to other environmental resources and hazards throughout Chapter 5, *Environmental Analysis*. The redesignation to Hospitality and Open Space would not result in physical impacts to the environment because it would not conflict with Ontario's policies adopted for the purpose of reducing or avoiding an environmental impact. Therefore, impacts would be less than significant.

Goals and Policies

The ORSC would also be consistent with the goals and policies of TOP 2050 Policy Plan. For example, the ORSC supports several goals and policies in the Parks and Recreation Element, including Goal PR-1, which calls for a system of safe and accessible parks that meets the needs of the community. Policy PR-1.1 directs the City to provide a park and/or recreational facility within walking distance (¼ mile) of every residence in all new residential development areas, and Policy PR-1.5 states the City's intent to provide 5 acres of parkland per 1,000 residents. The ORSC would provide 110.9 acres of soccer fields, baseball fields, and park space in addition to a new indoor athletic facility and community recreation center for use by residents of the surrounding community.

The ORSC would also be consistent with the goals and policies for the City's circulation system in the Mobility Element. Goal M-1 and its associated policies address the City's roadway system. Policy M-1.2 requires development to mitigate its traffic impacts, and to address the ORSC's impact on traffic, the City will develop a transportation demand management plan (TDM Plan). The development of the TDM Plan would also support Policy M-1.5, which directs the City to maintain a peak-hour Level of Service E or better at all intersections, and Policy M-1.6, which states the City's intention to reduce vehicle miles traveled. Additionally, the ORSC would include pedestrian and bicycle paths on internal and external roadways in accordance with the TOP 2050, supporting Goal M-2 and its associated policies to provide a system of trails and corridors that facilitate and encourage active modes of transportation.

The ORSC would be consistent with the applicable goals and policies in the Community Design Element that apply to aesthetic impacts, including Policy CD-1.5, which requires all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains. It would comply with relevant Safety Element policies, including Policy S-1.1, which requires that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, and Policy S-1.2, which directs development projects to conduct geotechnical and geological investigations when necessary under state guidelines and the California Building Code. New development would also incorporate renewable energy generation capacity and battery storage as required by CALGreen and, consistent with Policy S-9.2.

The ORSC would be consistent with the TOP's goals and policies in the Environmental Resources Element protecting the city's environmental resources. For example, the ORSC would not exceed the City's available water supply, consistent with Policy ER-1.4, which directs the City's water demands and supply to be balanced. The ORSC would also implement low-impact development strategies to reduce urban runoff (Policies ER-1.6 and ER-1.7) and would comply with the waste discharge requirements adopted by the Regional Water Quality

Control Board (Policy ER-1.8). The ORSC would also comply with the applicable air-quality-related policies under Goal ER-4, including Policy ER-4.8. which supports tree planting, and Policy ER-4.9. which outlines the City's requirements for citing new localized air pollution sources near existing sensitive receptors. The ORSC would not conflict with Ontario's policies adopted for the purpose of reducing or avoiding an environmental impact. Therefore, impacts would be less than significant.

Consistency with Development Code

The zoning for the ORSC site would also be amended to align with the proposed General Plan designations—51.57 acres would be rezoned to Convention Center Support Retail (CCS) to implement the Hospitality (HOS) designation, and 134.42 acres would be rezoned to Open-Space Recreation (OS-R) to implement the Open Space-Park (OS-P) designation. As stated in Section 5.01.005, Establishment of Base Zoning Districts, of the Ontario Development Code, the CCS zoning district is intended to accommodate uses developed at a maximum intensity of 1.0 floor area ratio, and the OS-R district is intended to accommodate open space uses such as public parks and recreation centers.

ORSC development in the CSS zoning district would be required to comply with the development standards in Section 6.01.015, Commercial Zoning Districts, which includes provisions such as a maximum floor area ratio of 1.0 for all commercial buildings and a maximum building height of 55 feet. The proposed uses would also be required to comply with the City parking requirements listed in Table 6.03-1 of Chapter 6, Development and Subdivision Regulations. The ORSC would not conflict with Ontario's policies adopted for the purpose of reducing or avoiding an environmental impact. Therefore, impacts would be less than significant.

Consistency with SB 330 and SB 166

SB 330

Because the ORSC will replace areas planned for residential use with nonresidential uses, the loss in residential capacity must be offset by increasing the residential capacity by an equal amount elsewhere in the city to comply with SB 330, which mandates there be no net loss of residential capacity citywide.

TOP 2050 planned for a total of 1,471 units in the areas designated LDR and MDR in ORSC site. To offset this loss, 94 acres along the Vineyard Corridor, south of the ORSC site, would be assigned a more intense land use designation, changing from LDR to MDR (see Figure 3-15). The current land use designation in the Vineyard Corridor, LDR, allowed up to 424 units under TOP 2050. Because of SB 330, the combined capacity for the ORSC site and the Vineyard Corridor parcels must be maintained, meaning the GPA and Rezone area must support a minimum capacity of 1,895 units (1,471 units to offset the Proposed Project plus 424 units to account for the existing capacity on the parcels where growth potential will be reallocated). To achieve this, the Proposed Project requires a General Plan Amendment designating the Vineyard Corridor parcels (94 acres) as MDR instead of LDR, creating capacity for 2,075 units (see Figure 3-15), 180 units more than required to comply with SB 330.

SB 166

SB 166 mandates that a jurisdiction maintain an inventory of sites suitable to fulfill its low and very low RHNA obligation at all times, and the 194 units that were allocated to the ORSC site must be reallocated to other suitable sites in the city. To comply with this requirement, two of the parcels in the Vineyard Corridor (19.25 of 94.00 acres) that were identified to accept the units reallocated from the ORSC site for SB 330 compliance will be added to the Housing Element's sites inventory.

To be considered suitable for the development of low- and very low-income housing under state law, the sites must allow a density of 30 dwelling units or greater and meet other requirements. To achieve the required density, TOP land use designation on these properties will be changed to MDR, and the City's zoning designation will be updated to include the affordable housing overlay. The MDR designation allows densities up to 30 units per acre for qualifying projects if the affordable housing overlay zoning district is also applied. With the application of the overlay, the Vineyard Corridor parcels will qualify as sites suitable to support housing affordable to low- and very low-income households. The entire residential capacity of these sites, however, cannot be counted toward the City's low- and very low-income RHNA obligation. Because the sites along the Vineyard Corridor and the rest of western Ontario Ranch do not have access to infrastructure, State law only allows a portion of the development capacity be counted toward meeting the City's RHNA obligation. The proportion of units that could be counted as suitable for low- and very low-income housing was based on the anticipated time frame when water and sewer would be available. Because the ORSC will bring backbone infrastructure to the Vineyard Corridor parcels earlier than was anticipated with Armstrong Ranch, it is estimated that the two sites can accommodate 212 units affordable to low- and very low-income households, which is 13 more affordable units than was supported by the four sites that will be removed from the inventory. This surplus of 13 low- and very low-income units in the Housing Element sites inventory can be used to meet future SB 166 requirements (see Figure 3-15).

Summary

The ORSC would comply with SB 330 and SB 166, resulting in no net loss of residential units in the city, and would also provide a surplus of 180 residential units under SB 330 and a surplus of 13 low- and very low-income units under SB 166. Upon approval of these general plan amendments, the Proposed Project would be consistent SB 330 and SB 166's no net loss requirements. The Proposed Project would require concurrent rezoning of land along the Vineyard Avenue Corridor south of the ORSC site currently designated as LDR to MDR to offset the loss of land designated for residential uses on the 199-acre ORSC site in TOP. There are no additional land use and planning impacts since the land is currently designated for residential development under TOP 2050. The redesignation of these parcels would not conflict with Ontario's policies for residential development. Therefore, impacts associated with the ORSC would be less than significant.

Consistency with SCAG's Connect SoCal

The ORSC is considered a project of regionwide significance under the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines because it would require a general plan amendment and would construct over 500,000 square feet of commercial building space. This warrants a consistency analysis with SCAG's Connect SoCal goals. As described in Table 5.11-1, *Consistency*

with SCAG Connect SoCal, the ORSC is generally consistent with the overarching goals of Connect SoCal. The ORSC would not conflict with SCAG policies adopted for the purpose of reducing or avoiding an environmental impact.

Table 5.11-1 Consistency with SCAG Connect SoCal

SCAG Connect SoCal Goal	Consistency Analysis
Goal #1: Encourage regional economic prosperity and global competitiveness	***Consistent:*** The ORSC would construct a regional sports complex with a Minor League Baseball stadium, supporting retail and hospitality uses, and a variety of indoor and outdoor community recreational facilities. These uses are projected to provide approximately 1,026 new permanent and seasonal jobs to the city. The complex would provide parks and recreational amenities for Ontario as well as serve as a regional destination for entertainment and sports tournaments, thereby providing a new source of revenue for the City.
Goal #2: Improve mobility, accessibility, reliability, and travel safety for people and goods	***Consistent:*** The ORSC would construct roadway improvements on Riverside Drive, Ontario Avenue, and Vineyard Avenue in addition to new or modified traffic signals at intersections surrounding the ORSC site. The ORSC would construct Vineyard Avenue between Riverside Avenue and Chino Avenue, as well as Chino Avenue between Vineyard Avenue and the Cucamonga Channel, to their ultimate right-of-way (ROW), which includes bicycle and pedestrian improvements. These improvements would ensure that roadways in the vicinity of the ORSC site would be able to sufficiently accommodate trips created by the ORSC in addition to addressing the ORSC's contribution to cumulative increases in traffic.
Goal #3: Enhance the preservation, security, and resilience of the regional transportation system	***Consistent***: The ORSC would construct improvements to roadways in the vicinity of the ORSC site to ensure that project traffic is sufficiently accommodated. All roadway improvements under the ORSC would occur to local roadways, and the ORSC does not require nor does it propose improvements to the regional transportation system.
Goal #4: Increase person and goods movement and travel choices within the transportation system	***Consistent:*** The ORSC would construct improvements to local roadways in the vicinity of the ORSC site, including an extension of Vineyard Avenue from south of Riverside Drive to Chino Avenue to its full-width ROW. This improvement would increase accessibility and connectivity in the local vicinity, thereby increasing local travel choice (see also Section 5.17, *Transportation*).
Goal #5: Reduce greenhouse gas emissions and improve air quality	***Consistent:*** As discussed in Section 5.3, *Air Quality*, and Section 5.8, *Greenhouse Gas Emissions*, the ORSC would generate an increase in air pollutant and GHG emissions. However, the ORSC would be consistent with the GHG reduction measures in the City's Community Climate Action Plan. As such, the ORSC would generally be consistent with this goal.
Goal #6: Support healthy and equitable communities	***Consistent:*** The ORSC is a regional sports complex that would increase the city's existing parks and recreation acreage by 25 percent. These recreational amenities would be available for use by all residents of the city and would increase access to opportunities for healthy outdoor activities for the city and region.
Goal #7: Adapt to a changing climate and support an integrated regional development pattern and transportation network	***Consistent:*** See response to Goal #4. The ORSC would be required to comply with the California Green Building Standards Code, as adopted and amended by the City of Ontario, and the Building Energy Efficiency Standards (see also Section 5.6, *Energy*, and 5.8, *Greenhouse Gas Emissions*).
Goal #8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	***Consistent:*** As part of the efforts to ensure that the ORSC would not result in substantial impacts to the existing transportation system, a TDM Plan is being prepared to evaluate and determine the best available measures to reduce these impacts.
Goal #9: Encourage development of diverse housing types in areas that are supported by multiple transportation options	***Not Applicable.*** The ORSC would not construct new housing on the Armstrong Ranch ORSC site, but it would ensure that the housing units accounted for on the ORSC site would be replaced by amending the land use designations of parcels in the Vineyard Corridor. As a result, the ORSC would increase the allowable densities of these parcels, potentially allowing for a more diverse range of housing types than are currently allowed in the Vineyard Corridor.

Table 5.11-1 Consistency with SCAG Connect SoCal

SCAG Connect SoCal Goal	Consistency Analysis
Goal #10: Promote conservation of natural and agricultural lands and restoration of habitats	***Consistent:*** The ORSC would result in impacts to natural and agricultural resources. However, mitigation measures in Section 5.4, *Biological Resources*, would ensure impacts to habitat and sensitive species are less than significant.

Source: SCAG 2020.

Consistency with Airport Land Use Plans

The ORSC site is in the Airport Influence Area of ONT, and a portion of the ORSC site is in the Influence Area of Chino Airport. However, the ORSC site is not within the designated safety zones of either airport, as shown on Figure LU-06 of TOP 2050.

The City of Ontario prepared an ALUCP for ONT in accordance with the Caltrans Division of Aeronautics' California Airport Land Use Planning Handbook. The ORSC site is within the FAA Height Notification airspace boundary for ONT, which requires a project to notify the FAA if it would exceed an imaginary surface extending outward and upward at 100:1 slope for a horizontal distance of 20,000 feet from the nearest runway. The northern boundary of the ORSC site is approximately 14,780 feet south of the nearest ONT runway. The maximum height of the uses under the ORSC would not exceed 147.8 feet and therefore do not require notification of the FAA. The Land Use Element of TOP 2050 states that all new developments surrounding ONT should be consistent with the adopted ALUCP and should meet standards and recommendations of Part 77 of the FAA, adopted through Ordinance 2758 into the Ontario Municipal Code. A consistency determination analysis for the ONT has been City for submittal to ONT-IAC and is included as Appendix N to this Draft EIR.

The ORSC would also be required to meet the conditions of the Chino Airport Authority and the 2011 Caltrans Airport Land Use Planning Handbook, including those determining appropriate land uses, maximum population density, maximum site coverage, height restrictions, required notification/disclosure areas based on the noise contours and runway protection, approach, and Part 77 zones of the adopted Chino Airport Master Plan.

The ORSC is consistent with the land use compatibility plans of ONT and the Chino Airport and would result in less than significant impacts. The ORSC would not conflict with airport-related policies adopted for the purpose of reducing or avoiding an environmental impact. Therefore, impacts associated with the ORSC would be less than significant.

Level of Significance Before Mitigation: Less than significant.

5.11.3.2 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF OFF-SITE GENERAL PLAN AMENDMENT AND REZONE

Impact 5.11-2 also identifies the impacts associated with the GPA and Rezone. As identified above, the Proposed Project would comply with SB 330 and SB 166, resulting in no net loss of residential units in the city, and would also provide a surplus of 180 residential units under SB 330 and a surplus of 13 low- and very low-income units under SB 166. Upon approval of these general plan amendments, the Proposed Project would be consistent SB 330 and SB 166's no net loss requirements. The proposed MDR land use designations along the Vineyard Avenue Corridor would not physically divide a community or conflict with policies in TOP since the land is currently designated for residential development under TOP 2050. Therefore, land use and planning impacts associated with the GPA and Rezone would be less than significant.

5.11.4 Cumulative Impacts

Cumulative projects in the City would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. As described above, the Proposed Project, including the ORSC and the GPA and Rezone would generally be consistent with citywide and regional land use plans that have been adopted to reduce physical environmental impacts. Cumulative development projects in accordance with TOP 2050 would be subject to compliance with regional and local plans reviewed in this section. Other cumulative developments would be reviewed by the City to ensure general consistency with local land use plans. Therefore, the Proposed Project combined with related projects would not result in cumulatively considerable impacts to land use and planning.

5.11.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.11-1 and 5.11-2.

5.11.6 Mitigation Measures

No mitigation is required.

5.11.7 Level of Significance After Mitigation

Impacts to land use and planning would be less than significant.

5.11.8 References

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5. Environmental Analysis
LAND USE AND PLANNING

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5.12 MINERAL RESOURCES

This section of the Draft EIR evaluates the potential for implementation of the Ontario Regional Sports Complex (ORSC) and associated off-Site General Plan Amendment and Rezone (GPA and Rezone) to impact mineral resources. The impacts on the ORSC site and Offsite Improvement Area are evaluated on a project-level while impacts of the GPA and Rezone are analyzed at a programmatic level. Minerals are defined as any naturally occurring chemical elements or compounds formed from inorganic processes and organic substances. Minable minerals or an "ore deposit" is defined as a deposit of ore or mineral having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the Proposed Project area.

5.12.1 Environmental Setting

5.12.1.1 REGULATORY BACKGROUND

Surface Mining and Reclamation Act

California's Surface Mining and Reclamation Act of 1975, or SMARA, was enacted to address the need for a continuing supply of mineral resources and to prevent or minimize the negative impacts of surface mining on public health, property, and the environment. Requirements for SMARA are codified under Public Resources Code Section 2710 et. seq. Under State law, all mining operations are required to obtain permits prior to commencing operations and abide by local and State operating requirements. Mining operations are also required to have appropriate reclamation plans in place, provide financial assurances, and abide by state and local environmental laws.

Classification

The California Geological Survey Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources per SMARA. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone; and construction aggregate including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption of prime deposits and conflicts between mining and other uses throughout California led to passage of SMARA, which requires all cities and counties to incorporate in their general plans the mapped designations approved by the State Mining and Geology Board.

The classification process involves the determination of Production-Consumption (P-C) Region boundaries, based on identification of active aggregate operations (production) and the market area served (consumption). The P-C regional boundaries are modified to include only those portions of the region that are urbanized or urbanizing and are classified for their aggregate content. An aggregate appraisal further evaluates the presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate. The classification of these mineral resources is a joint effort of the state and local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources as one of four Mineral Resource Zones (MRZ).

- **MRZ-1.** A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2.** A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- **MRZ-3.** A Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.
- **MRZ-4.** A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.

As part of the classification process, an analysis of site-specific conditions is utilized to calculate the total volume of aggregates within individually identified Resource Sectors. Resource Sectors are MRZ-2 areas identified as having regional or statewide significance. Anticipated aggregate demand in the P-C Regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified within the P-C Region.

Designation

Once a classification report has been completed, the State Mining and Geology Board may choose, based on recommendations from the State Geologist, to proceed with the second step in SMARA's mineral land identification process: designation of mineral deposits that are of regional or statewide significance. In contrast to classifications, which inventories mineral deposits without regard to land use or land ownership, the purpose of a designation is to identify deposits that are potentially available from a land-use perspective and are of importance in meeting future needs of the region or state.

5.12.1.2 EXISTING CONDITIONS

There is one area in the City of Ontario that is designated by the California Geological Survey as Resource Sectors containing construction aggregate of "regional significance" (Ontario 2022). The ORSC site is not within an area of the city that contains mineral resources of regional significance. The ORSC site is designated MRZ-3 within the Orange County-Temescal P-C Region, indicating that there are areas containing known or inferred minerals of undetermined resource significance (CDOC 1984).

5.12.2 Thresholds of Significance

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

M-1 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.

M-2 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.

5.12.3 Environmental Impacts

5.12.3.1 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.12-1: Implementation of the ORSC would not result in the loss of availability of a known mineral resource. [Thresholds M-1 and M-2]

The ORSC site and Offsite Improvement Area is within MRZ-3, where the significance of mineral deposits cannot be determined from the available data. Development in an MRZ-3 area would not result in significant impacts because mineral resources of statewide or local importance are not identified on the California Geological Survey's P-C maps. The ORSC site is not within an MRZ-2 area; therefore, development of the ORSC site would not result in the loss of availability of a known mineral resource. Therefore, the ORSC would not result in any impacts.

Level of Significance Before Mitigation: No impact.

5.12.3.2 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF OFF-SITE GENERAL PLAN AMENDMENT AND REZONE

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site in TOP. The parcels proposed for rezoning are located south of ORSC site on Vineyard Avenue. These off-site parcels are not in an MRZ-2 area and development at these parcels would have no impacts on mineral resources.

5.12.4 Cumulative Impacts

The City of Ontario includes areas designated as MRZ-2 and MRZ-3. The city contains one area that is designated by the California Geologic Survey as Resource Sectors containing construction aggregate of "regional significance"; however, the ORSC site is 2.67 miles away from this area. Since the ORSC, Offsite Improvement Area, and GPA and Rezone area are not located in a Resource Sector or MRZ-2 area and would have no impact on mineral resources, the impact of the Proposed Project would not combine with the impacts of other past, present, and reasonably foreseeable probable future projects to create a cumulative impact on mineral resources. The Proposed Project has no impact on mineral resources and as such would not lead to a cumulative loss of mineral resources.

5.12.5 Level of Significance Before Mitigation

Impact 5.12-1 would have no impact.

5.12.6 Mitigation Measures

No mitigation measures are required.

5.12.7 Level of Significance After Mitigation

No impacts would occur.

5.12.8 References

California Department of Conservation (CDOC). 1984. Guasti (Plate 6-9) Quadrangles. Accessed September 19, 2023. https://filerequest.conservation.ca.gov/?q=SR_143.

Ontario, City of. 2022. The Ontario Plan 2050 Draft Environmental Impact Report. https://www.ontarioca.gov/OntarioPlan.

5.13 NOISE

This section of the Draft EIR evaluates the potential for implementation of the Ontario Regional Sports Complex (ORSC) and associated off-site General Plan Amendment and Rezone (GPA and Rezone) to result in noise impacts in the City of Ontario. This section discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations; evaluates potential noise and vibration impacts associated with the ORSC site and the sewer alignment in the Offsite Improvement Area, and on a project-level and the offsite GPA and Rezone on a programmatic level; and provides feasible mitigation to reduce noise and vibration impacts at sensitive locations.

The analysis in this section is based in part on the following technical reports:

- *The Ontario Regional Sports Complex Construction Noise and Vibration Technical Report*, HMMH, January 2024. (Appendix J1)
- *The Ontario Regional Sports Complex Transportation Noise Analysis Technical Report*, HMMH, January 2024. (Appendix J2)
- *The Ontario Regional Sports Complex Stadium Noise Analysis Technical Report*, HMMH, January 2024. (Appendix J3)
- *The Ontario Regional Sports Complex Athletic Fields Noise Analysis Technical Report*, HMMH, January 2024. (Appendix J4)
- *The Ontario Regional Sports Complex Commercial/Miscellaneous Noise Analysis Technical Report*, HMMH, January 2024. (Appendix J5)

Complete copies of these studies are included as Appendices J1 through J5, respectively, in the technical appendix to this Draft EIR

Terminology

- **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 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}).** The mean of the noise level, energy averaged over the measurement period.

- **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), which 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."

- **Peak Particle Velocity (PPV)**. The peak rate of speed at which soil particles move (e.g., inches per second) due to ground vibration.

- **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 ($1x10^{-6}$ 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.

5.13.1 Environmental Setting

5.13.1.1 NOISE FUNDAMENTALS

Noise levels are presented on a logarithmic scale to account for the large pressure response range of the human ear. This logarithmic scale is expressed in units of decibels (dB). A dB is defined as the ratio between a measured value and a reference value usually corresponding to the lower threshold of human hearing. The lower threshold of human hearing is defined as 20 micropascals. Typically, a noise analysis examines 11 octave (or 33 1/3 octave) bands ranging from 16 hertz (low) to 16,000 hertz (high). This octave band encompasses the human audible frequency range. The human ear does not perceive every frequency with equal loudness; therefore, spectrally varying sounds are often adjusted with a weighting filter. The A weighted filter is applied to compensate for the frequency response of the human auditory system, known as a dBA. The A-weighted sound level is commonly used when measuring environmental noise and is widely accepted by acousticians as a proper unit for describing environmental noise.

An inherent property of the logarithmic dB scale is that the sound pressure levels of two separate sources are not directly additive. For example, if a sound of 50 dBA is added to another sound of 50 dBA in the proximity, the result is a 3 dB increase, which is a total of 53 dBA and not an arithmetic doubling to 100 dBA. The human ear perceives changes in sound pressure level relative to changes in "loudness." Scientific research demonstrates the following general relationships between sound level and human perception for two sound levels with the same or very similar frequency characteristics:

- One dBA is the practical limit of accuracy for sound measurement systems and corresponds to an approximate 10 percent variation in the sound pressure level. A 1-dBA increase or decrease is a non-perceptible change in sound.

- A 3-dBA increase or decrease is a doubling (or halving) of acoustic pressure level, and it corresponds to the threshold of change in loudness perceptible in a laboratory environment. In practice, the average person is not able to distinguish a 3-dBA difference in environmental sound outdoors.

- A 5-dBA increase or decrease is described as a perceptible change in sound level and is a discernible change in an outdoor environment.

- A 10-dBA increase or decrease is a tenfold increase or decrease in acoustic pressure level but is perceived as a doubling or halving in loudness (e.g., the average person would judge a 10-dBA change in sound level to be twice or half as loud).

Some common sounds on the dBA scale are listed in Table 5.13-1, *Common Sounds on the A-Weighted Decibel Scale*. As shown, the relative perceived loudness of a sound doubles for each increase of 10 dBA, and a 10 dBA change in the sound level corresponds to a factor of 10 increase or decrease in relative sound energy.

Table 5.13-1 Common Sounds on the A-Weighted Decibel Scale

Sound	Sound Level (dBA)	Relative Loudness (approximate)	Relative Sound Energy
Rock music, with amplifier	120	64	1,000,000
Thunder, snowmobile (operator)	110	32	100,000
Boiler shop, power mower	100	16	10,000
Orchestral crescendo at 25 feet, noisy kitchen	90	8	1,000
Busy street	80	4	100
Interior of department store	70	2	10
Ordinary conversation, 3 feet away	60	1	1
Quiet automobiles at low speed	50	½	.1
Average office	40	¼	.01
City residence	30	1/8	.001
Quiet country residence	20	1/16	.0001
Rustle of leaves	10	1/32	.00001
Threshold of hearing	0	1/64	.000001

Source: HMMH 2024a.

Noise levels can be measured, modeled, and presented in various formats. The noise metrics that were employed in this analysis have the following definitions:

- **Leq.** Most environmental noise fluctuates from moment to moment, and it is common practice to characterize the fluctuating level by a single number, Leq. Conventionally expressed in dBA, the Leq is the energy-averaged, A-weighted sound level. It is defined as the steady, continuous sound level over a specified time, which has the same acoustic energy as the actual varying sound levels over the specified period. The

daytime Leq is the energy-averaged sound level for the daytime period (7:00 am to 10:00 pm), and the nighttime Leq is the energy averaged sound level for the nighttime period (10:00 pm to 7:00 am). For traffic noise assessment, Leq is typically evaluated over a one-hour period and may be denoted as Leq(h).

- **Day-Night Sound Level (L_{dn} or DNL).** The L_{dn} is the average, hourly A-weighted L_{eq} for a 24-hour period, with a 10-dB penalty added to sound levels occurring during the nighttime hours (10:00 pm to 7:00 am) to account for individuals' increased sensitivity to noise levels during nighttime hours.

- **Community noise equivalent level (CNEL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the levels occurring during the period from 7:00 PM to 10:00 PM, and 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM. Note: For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent/interchangeable and are treated therefore in this assessment.

- **L_{90}.** The L_{90} is often used to describe the quieter background sound levels that occurred, since it represents the level exceeded 90 percent of the period.

- **L_{max}.** The maximum root-mean-square noise level during a measurement period.

Noise Attenuation

Point Source

Construction noise typically dissipates at a rate of approximately 6.0 dB for each doubling of distance between the noise source and the receptor. As an example, construction equipment with mufflers (independent of background ambient noise levels) during excavation and grading may generate a noise level of approximately 86 dBA Leq at 50 feet from the noise source. Based on a sound dissipation rate of 6 dB per doubling of distance, a sound level of 86 dBA at 50 feet from the noise source would be approximately 80 dBA at a distance of 100 feet, 74 dBA at a distance of 200 feet, and so on. That sound drop-off rate does not take into account any intervening shielding (including landscaping or trees) or barriers, such as structures or hills between the noise source and noise receptor. A barrier that breaks the line-of-sight between a source and a receiver will typically result in at least 5 dB of noise reduction. A higher barrier may provide as much as 20 dB of noise reduction.

Line Source

Noise emitted by line sources, in this case roadways, typically dissipates at a rate of approximately 3 dB for each doubling of distance (between the noise source and the receptor). As an example, a residential neighborhood abutting a freeway with rows of homes with outdoor use areas (independent of background ambient noise levels) may experience noise levels of approximately 66 dBA L_{eq} at 50 feet from the noise source. Based on a sound dissipation rate of 3 dB per doubling of distance, a sound level of 66 dBA at 50 feet from the noise source would be approximately 63 dBA at a distance of 100 feet, 60 dBA at a distance of 200 feet, and so on. That sound drop-off rate does not take into account any intervening shielding (including landscaping or trees)

or barriers, such as structures or hills between the noise source and noise receptor. A barrier that breaks the line-of-sight between a source and a receiver will typically result in at least 5 dB of noise reduction. A higher barrier may provide as much as 20 dB of noise reduction.

Effects of Noise on Humans

The effects of noise on humans can be grouped into three general categories:

- Subjective effects of annoyance, nuisance, dissatisfaction.
- Physiological effects such as hearing loss.
- Interference with activities such as speech, sleep, and learning.

With respect to annoyance, human response to sound is highly individualized. Many factors influence the response to noise, including the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day. Additionally, nonacoustical factors, such as individual opinions about the noise source, the ability to adapt to the noise, the attitude to the source and those associated with it, and the predictability of the noise, all influence the response to noise. These factors result in the reaction to noise being highly subjective, with the perceived effect of a particular noise varying widely among individuals in a community.

Noise-induced hearing loss usually takes years to develop. Hearing loss is one of the most obvious and easily quantifiable effects of excessive exposure to noise. While the loss may be temporary at first, it can become permanent after continued exposure. When combined with hearing loss associated with aging, the amount of hearing loss directly due to the environment is difficult to quantify. Although the major cause of noise-induced hearing loss is occupational, nonoccupational sources may also be a factor.

Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. Interference with communication has proved to be one of the most important components of noise-related annoyance.

5.13.1.2 REGULATORY BACKGROUND

Federal

The Noise Control Act of 1972 (42 US Code Section 4901) was the first comprehensive statement of national noise policy. It declared that "it is the policy of the United States to promote an environment for all Americans free from noise that jeopardizes their health or welfare."

City of Ontario

The City of Ontario has adopted a number of policies that are based in part on federal and state regulations and are directed at controlling or mitigating environmental noise effects. Policies, standards, and codes relevant to the control of commercial and industrial noise sources or the ORSC are discussed below.

The Ontario Plan

The Ontario Plan 2050 includes a safety element designed to limit excessive community noise exposure through effective and guided land use compatible planning. Table 5.13-2, *Ontario Noise Level Exposure and Land Use Compatibility Guidelines*, summarizes the City of Ontario's land use compatibility standards to facilitate land use compatibility relative to existing and future noise levels.

Table 5.13-2 Ontario Noise Level Exposure and Land Use Compatibility

Categories	Uses	CNEL (dBA)			
		Clearly Acceptable1	Normally Acceptable2	Normally Unacceptable3	Clearly Unacceptable4
Residential/Lodging	Single Family/Duplex	<60	60-65	65-70	70-85
	Multifamily	<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: HMMH 2023a.
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 conditioning 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.

Ontario Municipal Code

The City of Ontario Municipal Code establishes both exterior and interior noise standards for various land use types grouped into "noise zones." Maximum permissible noise level limits are established for each noise zone from 7:00 am to 10:00 pm and 10:00 pm to 7:00 am, based on the Leq metric and a duration of 15 minutes. Pursuant to Section 5-29.04, Exterior Noise Standards, the ambient noise level shall be the standard if ambient

exceeds the established permissible limit at any time in any zone. The code also establishes a maximum instantaneous (Lmax) permissible noise level limit of the established noise standard for the applicable zone plus 20 dBA during any period, measured in A-weighting on slow response. The limits established for Noise Zone I, single-family residential, also apply to the exterior of schools, daycare centers, hospitals or similar healthcare institutions, churches, libraries, or museums during hours of use. Table 5.13-3, *Ontario Municipal Code Exterior Noise Standards*, summarizes the allowable exterior noise level limits of Section 5-29.04(a).

Table 5.13-3 Ontario Municipal Code Exterior Noise Standards

Noise Zone	Land Use	Allowable Equivalent Noise Level, Leq (dBA)	
		7:00 am–10:00 pm	10:00 pm–7:00 am
I	Single-Family Residential	65	45
II	Multi-Family Residential, Mobile Home Parks	65	50
III	Commercial Property	65	60
IV	Residential Portion of Mixed Use	70	70
V	Manufacturing and Industrial, Other Uses	70	70

[1] If the ambient level exceeds the standard, the ambient noise level shall be the standard.
[2] Compliance is determined on the affected property.
[3] Noise standards are based on a 15-min Leq.
[4] Maximum instantaneous noise levels (Lmax) equal to the noise standard limit plus 20 dBA shall not be exceeded at any time, measured using A-weighted with the meter set to slow response. However, if ambient exceeds the standard, the standard shall be increased to reflect the maximum ambient noise level.
[5] Noise Zone I noise standards also apply to the exterior of schools, daycare centers, hospitals or other similar healthcare institutions, churches, libraries, or museums during hours of use.
[6] Noise Zone IV applies to the portion of the residential property within 100 feet of a commercial property or use, if the noise originates from the commercial property or use.
[7] If the compliance location is on the boundary of two different noise zones, the lower noise level standard shall apply.

Exemptions

Section 5-29.06 of the City's noise code exempts various sources of noise, some of which are applicable to the ORSC.

- Activities on public or private property conducted by any public entity or its authorized representatives, including sporting and recreational activities that are sponsored, co-sponsored, permitted, or allowed by the City. This also includes sporting and entertainment events conducted pursuant to an approval, authorization, contract, lease, permit, or sublease by the appropriate public entity, specifically the planning commission or city council.

- Noise sources associated with construction, repair, remodeling, demolition, or grading of any real property, because construction activities are instead subject to the provisions of Section 5-29.09.

- Noise sources associated with the maintenance of real property. Such activities shall instead be subject to the provisions of Section 5-29.08.

- Activities regulated by state or federal law.

Property Maintenance

Pursuant to Section 5-29.08 of the City's noise code, noise from maintenance of property shall not produce a disturbance to those who work or reside in the vicinity of the source, except between the hours of 8:00 am and 6:00 pm In addition, landscaping and maintenance activities are generally restricted to specific times during weekdays and on weekends. These provisions do not apply to any maintenance that meets the noise limits established in Section 5-29.04. In addition, the maintenance, repair, or improvement of any public work or facility by public employees is exempt as long as the city manager determines maintenance and repair is immediately necessary, cannot be feasibly conducted during normal business hours, or the city council has an approved project specification or an environmental document authorizing maintenance during hours otherwise prohibited by Section 5-29.08.

Sound-Amplifying Equipment

The City's noise code has a provision regarding sound amplification via loudspeakers, sound amplifiers, public address systems, or similar devices. Use of said devices for providing instructions, giving speeches, lectures, etc. requires a permit from the police chief, pursuant to Section 5-29.13(b). Using sound amplification equipment on public or private property at public or private events attended by 100 or more people where sound would be audible at the property line is also subject to the amplified sound provisions. However, activities on public or private property conducted by a public entity or lessees authorized by the public entity are exempt from provisions of the City's noise code, including those related to amplified sound.

Pursuant to the City's noise code, use of sound-amplifying equipment and sound trucks in Ontario shall be subject to the following:

- The only sounds permitted are music and human speech.
- Sound shall not be emitted within 100 yards of hospitals, churches, schools, and city hall.
- The volume of sound shall be controlled so that it will not be audible for a distance in excess of 100 feet from the sound amplifying equipment or sound truck, and so that the volume is not unreasonably loud, raucous, jarring, disturbing or a nuisance to persons within the range of allowed audibility.
- The sound amplifying equipment or sound truck shall not be used between the hours of 8:00 pm and 8:00 am.

5.13.1.3 EXISTING CONDITIONS

Noise Monitoring

A noise monitoring survey was conducted to document existing ambient noise levels at noise-sensitive receptors and to provide a means for validating the traffic-noise prediction model. Noise monitoring was conducted at two long-term (24-hours) sites in October 2023, using Bruel and Kjaer 2245 sound level meters. Measurement sites were generally in areas that are representative of noise-sensitive land uses exposed to from traffic noise along roadways adjacent to the ORSC site. The long-term measurements characterized existing noise levels in the study area during a typical day. Figure 5.13-1, *Noise Monitoring Locations*, shows the locations of the noise

measurement sites. The results of the noise monitoring survey are shown in Table 5.13-4, *Summary of Long-Term Noise Measurement Results: LT-01 (Cucamonga Channel Walking Path)*, and Table 5.13-5, *Summary of Long-Term Noise Measurement Results: LT-02 (South Whispering Lakes Lane)*, as equivalent sound levels (Leq).

Table 5.13-4 Summary of Long-Term Noise Measurement Results: LT-01 (Cucamonga Channel Walking Path)

		Measured Sound Levels (dBA)			
Time Period	**Type**	**L_{max}**	**L_{10}**	**L_{eq}**	**L_{90}[1]**
Daytime (7 am to 7 pm)	Hourly	62 to 80	47 to 57	47 to 56	40 to 55
	Overall	80	56	52	43
Evening (7 pm to 10 pm)	Hourly	62 to 67	51 to 53	50 to 51	48 to 49
	Overall	68	52	51	48
Nighttime (10 pm to 7 am)	Hourly	61 to 70	52 to 59	50 to 57	45 to 54
	Overall	70	55	53	48
TOTAL (24 Hours)	**Hourly**	**61 to 80**	**47 to 59**	**47 to 57**	**40 to 55**
	Overall	**80**	**55**	**52**	**45**
CNEL	59				

Source: Appendix J2.
Note: Attachment A of Appendix J2 includes details of the noise monitoring survey, including site photos and equipment calibration certificates.
[1] Ambient noise levels for construction noise impacts are represented by the measured L90 noise level for the nighttime period (7 pm–7am) for Receptor Groups 3, 4, and 5.

Table 5.13-5 Summary of Long-Term Noise Measurement Results: LT-02 (South Whispering Lakes Lane)

		Measured Sound Levels (dBA)			
Time Period	**Type**	**L_{max}**	**L_{10}**	**L_{eq}**	**L_{90}[1]**
Daytime (7 am to 7 pm)	Hourly	64 to 80	50 to 59	48 to 57	41 to 53
	Overall	80	56	53	44
Evening (7 pm to 10 pm)	Hourly	63 to 68	51 to 55	50 to 53	48 to 49
	Overall	68	53	52	48
Nighttime (10 pm to 7 am)	Hourly	57 to 69	49 to 57	47 to 55	43 to 52
	Overall	69	54	51	45
TOTAL (24 Hours)	**Hourly**	**57 to 80**	**49 to 59**	**47 to 57**	**41 to 53**
	Overall	**80**	**55**	**52**	**45**
CNEL	58				

Source: Appendix J2.
Note: Attachment A of Appendix J2 includes details of the noise monitoring survey, including site photos and equipment calibration certificates.
[1] Ambient noise levels for construction noise impacts are represented by the measured L90 noise level for the nighttime period (7 pm–7am) for Receptor Groups 1, 2, and 6.

Traffic Noise Modeling

Figure 5.13-2, *Noise-Sensitive Receptor Groups*, provides an overview of noise modeling receptor locations used for noise modeling throughout this section. Table 5.13-6, *Existing Traffic Noise Levels by Receptor Group*, provides the Traffic Noise Model (TNM)-computed Leq(h) for existing conditions at the noise-sensitive receptors.

Table 5.13-6 Existing Traffic Noise Levels by Receptor Group

Receptor Group	Location Relative to ORSC Site	Land Use Description	Range of Predicted Traffic Noise Levels: Existing (dBA CNEL)
1	Northwest of ORSC site	Residential use on the north and south side of East Riverside Drive, between Willow Drive and South Vineyard Avenue	46–72
2	North of ORSC site	Residential and institutional use (Sunrise Childcare Center) on the north side of East Riverside Drive, between Vineyard Avenue and South Whispering Lakes Lane	40–72
3	North of ORSC site	Recreational use associated with the Whispering Lake Golf Course on the north side of East Riverside Drive, between South Whispering Lakes Lane and Cucamonga Channel.	47–73
4	Northeast of ORSC site	Residential and recreational use (Westwind Community Center) on the north side of East Riverside Drive, between the Cucamonga Channel and South Colonial Avenue	48–69
5	East of ORSC site	Residential and recreational use (Cucamonga Channel bike path) bounded by the Cucamonga Channel to the west, East Riverside Drive to the north, South Colonial Avenue to the east, and Chino Avenue to the south	36–67
6	South of ORSC site	Residential use on the south side of Chino Avenue, between Vineyard Avenue and Ontario Avenue	45–57

Source: Appendix J2.

5.13.2 Thresholds of Significance

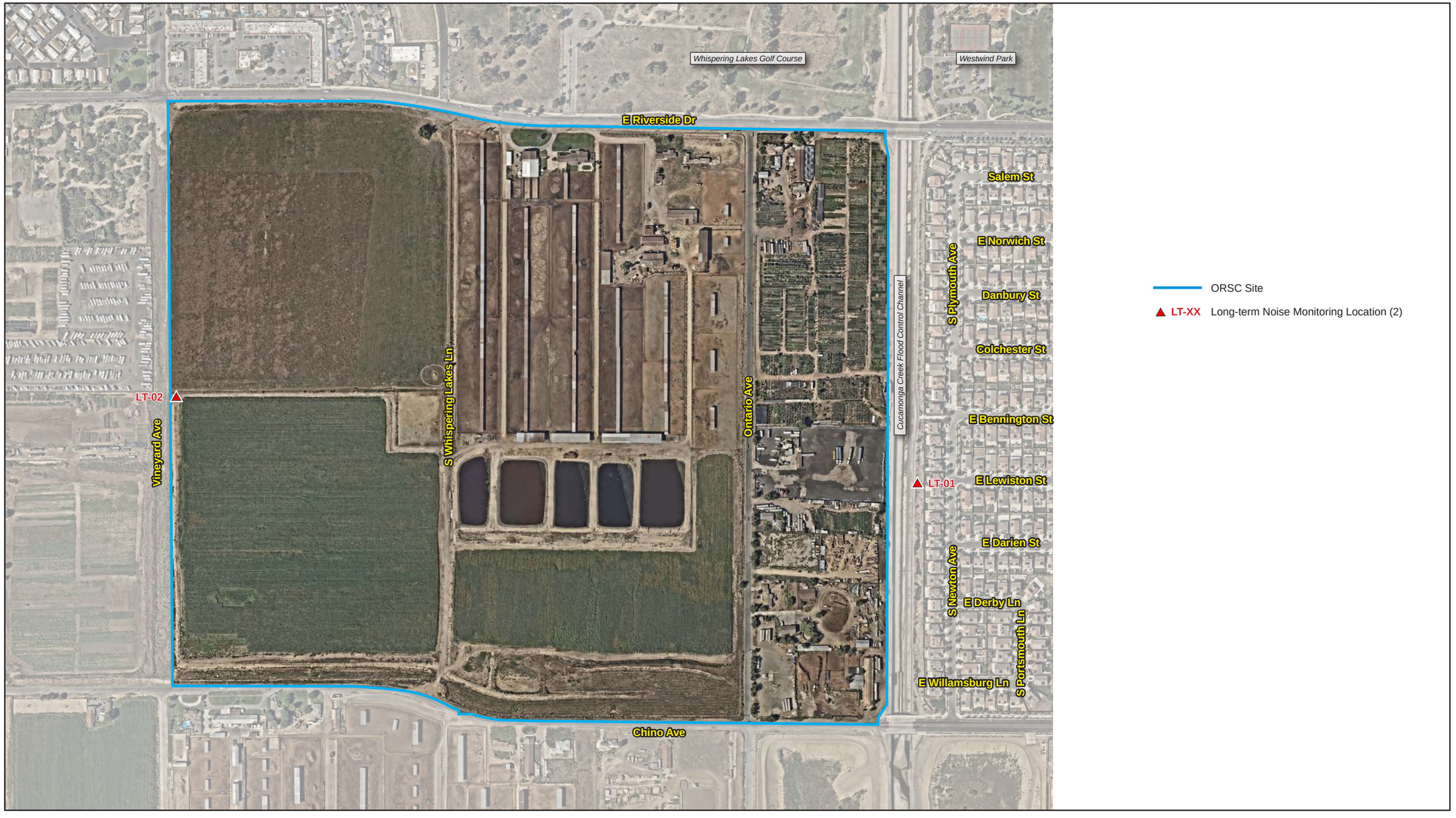
According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would result in:

N-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.

N-2 Generation of excessive groundborne vibration or groundborne noise levels.

N-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, if the project would expose people residing or working in the project area to excessive noise levels.

Figure 5.13-1 - Noise Monitoring Locations



Source: Nearmap; HMMH 2024.

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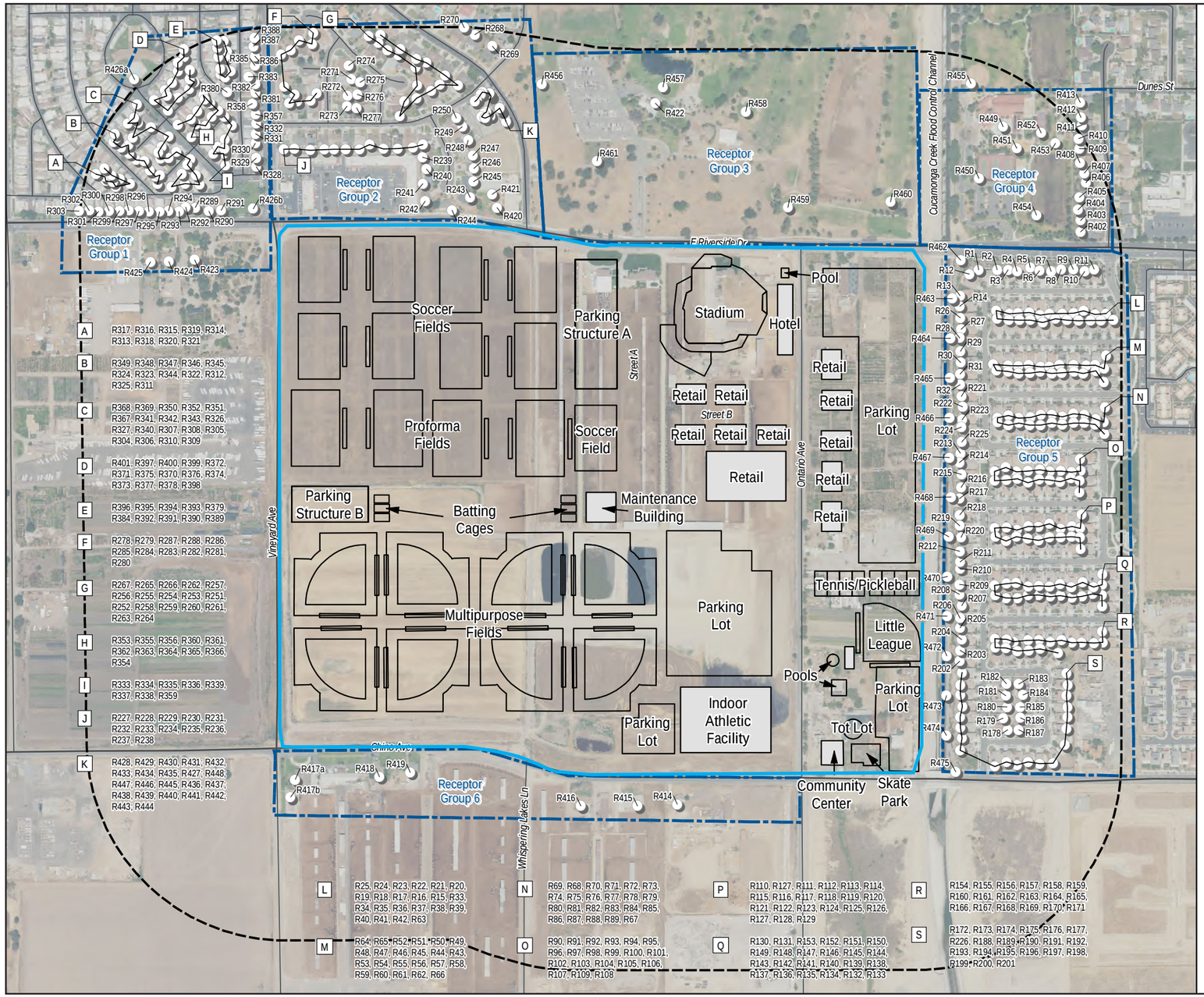
Figure 5.13-2 - Noise-Sensitive Receptor Groups



Source: HMMH 2023.

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5.13.2.1 CONSTRUCTION NOISE THRESHOLDS

The City of Ontario does not have an established construction noise threshold. Therefore, this noise impact analysis follows the most reasonable thresholds to determine construction noise impacts, which are the thresholds in the Federal Transportation Administration's (FTA) *Transit Noise and Vibration Assessment Manual* and the City of Los Angeles CEQA guidance.

FTA Construction Noise Assessment Guidelines

Table 5.13-7, *FTA Construction Noise Assessment Guidelines*, summarizes the suggested noise impact criteria for construction activities. As shown in the table, the FTA recommends a daytime noise limit of 80 dBA L_{eq} at property lines of residential noise-sensitive receptors. A significant impact would occur if construction noise exceeds the thresholds in the table.

Table 5.13-7 FTA Construction Noise Assessment Guidelines

Land Use	8-Hour Leq (dBA)		30-Day Average Ldn (dBA)
	Day	Night	
Residential	80	70	75[1]
Commercial	85	85	80[2]
Industrial	90	90	85[2]

Source: HMMH 2023a.
Notes: "Daytime" is defined as 7 am to 10 pm and "Nighttime" is defined as 10 pm to 7 am.
dBA=velocity in decibels; Leq=equivalent noise level; Ldn=day night average sound level
[1] In urban areas with very high ambient noise levels (Ldn greater than 65 dB), Ldn from construction operations should not exceed existing ambient + 10 dB.
[2] 24 hour Leq, not Ldn.

The City of Los Angeles Construction Noise Criteria

Since there are no measurable construction noise level limits set by the City of Ontario, thresholds from adjacent municipalities were reviewed. The City of Los Angeles recently proposed an update to its guidance. in accordance with CEQA, for assessing impacts from construction noise and vibration.

- **Daytime Construction.** Construction activities between 7 am and 7 pm Monday through Friday and between 8 am and 6 pm on Saturdays would be limited to a maximum noise level of 80 dBA Leq, 8-hour at sensitive uses (at the property line with outdoor uses or at the exterior of the building), including outdoor public recreational areas. This threshold is based on the recommended criteria in the FTA Manual.

- **Nighttime Construction.** For construction activities between 7 pm and 7 am Monday through Friday, between 6 pm and 8 am on Saturdays, and anytime on Sundays or national holidays, noise levels at sensitive uses would not exceed 5 dBA above the ambient noise level at the receptor. Mat pour activities (and other types of concrete pour, which require an extended continuous pour beyond the allowable construction hours) that are required to occur during nighttime hours for less than five days are exempt from this provision.

5.13.2.2 TRANSPORTATION NOISE THRESHOLDS

A project will normally have a significant effect on the environment related to traffic noise if it would substantially increase the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions and changes of 1 to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an outdoor environment. Based on this, the following thresholds of significance, similar to those recommended by the Federal Aviation Administration, are used to assess traffic noise impacts at sensitive receptor locations. A significant impact would occur if the traffic noise increase would exceed:

- 1.5 dBA for ambient noise environments of 65 dBA CNEL and higher.
- 3 dBA for ambient noise environments of 60 to 64 CNEL.
- 5 dBA for ambient noise environments of less than 60 dBA CNEL.

5.13.2.3 STATIONARY NOISE THRESHOLDS

As discussed in Section 5.13.1.2, *Regulatory Background*, the City's exterior noise standards are established in the Municipal Code, Chapter 29, Section 5.29 (see Table 5.13-3). For the purposes of this analysis, these exterior noise standards are used to determine potentially significant stationary noise impacts.

5.13.2.4 VIBRATION THRESHOLDS

The City of Ontario does not provide a quantified standard for vibration perception (human annoyance), nor does it establish a specific standard for vibration damage. The FTA also provides recommended criteria for construction vibration-induced structural damage and annoyance. Structural damage is based on the PPV of the vibrations, and the criteria for assessing damage are based on building material. Vibration annoyance is evaluated based on vibration velocity levels (Lv) measured in units of VdB. Criteria for assessing annoyance due to construction-related vibrations are based on three land use categories and the number of events of the same source per day. FTA's structural damage and annoyance criteria are presented in Table 5.13-8, *FTA Structural Damage Criteria,* and Table 5.13-9, *FTA Groundborne Vibration and Noise Impact Criteria*, respectively. These thresholds were used to determine vibration impacts for the construction of the ORSC.

Table 5.13-8 FTA Structural Damage Criteria

Building Category		PPV (in/sec)	Approximate Lv (VdB)[1]
I.	Reinforced concrete, steel, or timber (no plaster)	0.5	102
II.	Engineered concrete and masonry (no plaster)	0.3	98
III.	Non-engineered timber and masonry buildings	0.2	94
IV.	Buildings extremely susceptible to vibration damage	0.12	90

Source: HMMH 2023a.
Note: PPV = peak particle velocity
[1] RMS velocity in decibels (VdB) (1 micro-inch/second).

Table 5.13-9 FTA Groundborne Vibration and Noise Impact Criteria

Land Use Category	Groundborne Vibration Impact Levels (VdB)			Groundborne Noise Impact Levels (dB)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations	65 VdB	65 VdB	65 VdB	—	—	—
Category 2: Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Source: HMMH 2023a

Notes: This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration sensitive manufacturing or research would require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the heating, ventilation, and air conditioning systems and stiffened floors. Vibration sensitive equipment is not sensitive to ground borne noise.

VdB = 1 micro-inch per second. dB = 20 micropascals

[1] Frequent events are defined as more than 70 vibration events per day.

[2] Occasional events are defined as between 30 and 70 vibration events of the same source per day.

[3] Infrequent events are defined as fewer than 30 vibration events per day.

5.13.3 Environmental Impacts

5.13.3.1 METHODOLOGY

As identified in Chapter 3, *Project Description*, the City intends to construct the stadium to attract a new Minor League Baseball team. Attracting a new Minor League Baseball team to the stadium is the most conservative analysis for evaluating physical impacts to the environment because attracting a new team means that all trips and VMT associated with the ORSC are new trips and VMT that do not currently occur in the city or San Bernardino region. The City of Rancho Cucamonga identified the potential for the Quakes to relocate from LoanMart Field to the ORSC site. In the event that the Quakes relocate to Ontario, VMT impacts would be substantially lessened because trips to LoanMart Field are existing trips and VMT. Therefore, the relocation scenario is not evaluated below, and the impact analysis provides a conservative analysis of noise impacts generated by the ORSC.

Construction Noise and Vibration

Construction activities typically generate noise and vibration from the operation of equipment required for demolition and construction of various facilities. Noise and vibration levels from the ORSC site and Offsite Improvement Area construction have been evaluated by considering the different types of construction activity, calculating the construction-related noise and vibration levels at nearby noise-sensitive receptor locations, and comparing them to applicable impact criteria. Specifically, the following steps were undertaken to calculate construction-related noise and vibration:

- Existing noise measurements were conducted at two locations around the ORSC site. Results of the noise measurements were used as representative ambient noise levels for noise-sensitive locations surrounding

the ORSC site. Existing conditions and details of the noise monitoring program are discussed in Appendix J2.

- Equipment lists were developed for the purpose of the ORSC for each construction phase, including equipment type, quantity, and estimated hours of operating time per 24-hour period. Usage factors for equipment types were included in the calculations and are based on estimated hours of operation in a 24-hour period. These factors can vary depending on the work phase and nature of work planned. The list of proposed construction equipment was provided by the project team.

- A noise prediction model was developed in SoundPLAN, using the Federal Highway Administration's Roadway Construction Noise Model (RCNM 2.0) source levels. Table 5.13-10, *Source Noise Levels for Construction Equipment*, lists the proposed construction equipment for each construction phase that was modeled for use during construction of the ORSC and the corresponding average A-weighted (dBA) maximum sound level (Lmax) at 50 feet.

Table 5.13-10 Source Noise Levels for Construction Equipment

Proposed Equipment	Average Lmax at 50 feet (dBA)
Backhoe	84
Compactor (Roller)	82
Concrete Pump Truck	88
Crane	76
Dozer	86
Dump Truck (Cyclical)	92
Excavator	87
Front End Loader (Cyclical)	81
Front End Loader (Passby)	71
Grader (Passby)	79
Pavement Scarifier (Milling Machine)	84
Paving – Asphalt (Paver + Dump Truck)	82
Pickup Truck	75
Scraper	92
Telescopic Handler (Forklift)	88
Water Spray Truck	72

Source: HMMH 2023a.

- Noise levels for construction of the ORSC were calculated in the SoundPLAN model. The Leq noise level was calculated at each noise-sensitive receptor for each proposed phase of work. To evaluate construction noise over a typical day, the 8-hour Leq noise level was calculated. Since construction phases and activities

are proposed to overlap throughout the lifetime of the ORSC, resultant construction noise levels were summed together to determine the cumulative noise levels at all receptors.

- The cumulative Leq noise levels at each receptor were then compared to applicable construction noise standards to define levels of impact.

- Construction-related vibration levels were predicted for the top three pieces of equipment that produce the most vibration when operating. The predicted levels use methods and source levels from the FTA Noise and Vibration Manual. Typical vibration levels for common construction equipment are summarized in Table 5.13-11, *Source Vibration Levels for Construction Equipment*. Resultant vibration levels were then compared to FTA's annoyance and structural damage criteria to determine impact.

Table 5.13-11 Source Vibration Levels for Construction Equipment

Equipment		PPV at 25 feet, in/sec	Approximate Lv[1] at 25 feet
Pile Driver (Impact)	Upper Range	1.518	112
	Typical	0.644	104
Pile Driver (Sonic)	Upper Range	0.734	105
	Typical	0.170	93
Clam Shovel Drop (Slurry Wall)		0.202	34
Hydromill (Slurry Wall) – In Soil		0.008	66
Hydromill (Slurry Wall) – In Rock		0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58

Source: HMMH 2023a.
[1] RMS velocity in decibels, VdB re 1 micro-in/sec.

Transportation Noise

Traffic noise levels for the existing and future no-build and build case were computed using the latest version of the SoundPLAN noise model, which implements TNM version 2.5 to compute traffic noise (see Appendix J2). To fully characterize existing and future noise levels at noise-sensitive land uses in the study area, noise-sensitive receptor locations within 1,000 feet of the ORSC site were added to the model. Information on noise-sensitive residential land use in the study area includes the number of dwelling units, identified from existing mapping and publicly available parcel data. The traffic data were provided for the 2023 Existing and 2050 No-

Build and Build conditions as total vehicle volumes and estimated truck percentages for the PM peak traffic hour for roadways surrounding the ORSC site. Attachment B of Appendix J2 provides the traffic data for the roadways used in the traffic noise model.

Stadium Noise

To evaluate the compatibility of the ORSC with the surrounding existing land use and determine the potential for stadium noise, the CNEL, Leq and Lmax were calculated using SoundPLAN (see Appendix J3). Data digitized in GIS were imported into SoundPLAN, and a digital ground model was generated to assign base elevations to all modeled features and account for attenuation effects due to changes in terrain. Ground type on- and off-site was assumed to be "compacted field and gravel" (compacted lawns, park areas).

Three scenarios were evaluated to address noise from the stadium:

- **Minor League Regular Season Game** Minor League season games that start at 6:30 pm Monday through Friday or 2:00 pm on Sundays from April to September.
- **Concerts.** Evening concerts starting at 5:00 pm and concluding before 10:00 pm.

Baseball Game Sources Levels

Source level data for the baseball game scenarios were established via sound measurements conducted during Rancho Cucamonga Quakes minor league baseball games at LoanMart Field in September of 2023 and supplemented, as needed, with source data from the SoundPLAN library. The Quakes baseball team is a Low-A Minor League affiliate of the Los Angeles Dodgers, who play in the California league.

Schedules for games, attendance, seating, and quantity of events were supplied by the Quakes and the City of Ontario. Average game duration of 3 hours 39 minutes is based on data collected and analyzed by Baseball America. Based on discussions with the Quakes baseball operations staff, Thursday and Saturday nights are the most popular nights for games. Measurements were conducted at games on these nights to obtain sources, such as fans cheering, and the public address (PA) system. Handheld spot measurements were recorded before the game prior to the stadium being open to the public to characterize the PA system under various conditions. Additional monitoring was conducted during the game to characterize in-game PA system sounds, such as music and announcements, as well as fans' reactions during game action (hits, double plays, fans upset with umpires, etc.). A stationary meter was placed behind the center field fence to capture game sounds for the duration of each game.

Game durations were used to define the time active for each noise source during a game or event operating hours. All usage information for the stadium was vetted with the City of Ontario Recreation and Community Department.

The following sources and timing are assumed in the noise predictions based on field observations conducted at Quakes baseball games:

- Batting practice and warmups would start four hours before the first pitch. During this time the PA system plays music, and various verbal announcements are made.
- The stadium opens to the public two hours before the first pitch; however, crowd noise is minimal, with the PA system dominating. For this reason, the analysis only includes PA system noise during this time.
- During the game, it was observed that the PA system is active approximately 51 percent of the time (e.g., between innings, walk up music, and public announcements).
- There are two settings in the modeling for the PA system:
  - Typical PA setting, representing the sound level that the system operates at for most announcements, music, and other purposes.
  - PA high energy setting, representing the sound level when the PA system sound level is increased to be audible over the crowd during exciting plays such as double plays and scoring plays. The high energy setting is assumed to occur 3 percent of each game.
- Crowd noise is assumed to occur 3 percent of each game and is associated with exciting plays.

Source levels used in the predictions are summarized in Table 5.13-12, *Baseball Game Source Levels*.

Table 5.13-12 Baseball Game Source Levels

Source	LwA (dBA)	Lw Max (dBA)
PA Typical	88.2	95.97
PA High Energy	116.3	119.5
Crowd	75.4	76.4

Source: HMMH 2024c.
Note: LwA = A-weighted sound power level; Lw Max = maximum sound power level

Concert Source Levels

For the concert scenario, source levels are based on data in the SoundPLAN library for musical concerts. Source levels used in the stadium noise model are provided in Attachment A along with the basis of each, either via measurements at the Quakes Stadium or from the SoundPLAN library. Concert sources used in the analysis are from the SoundPLAN default library and are summarized in Table 5.13-13, *Concert Source Levels*.

Table 5.13-13 Concert Source Levels

Source	Lw[1]
Public Festivals (Band)	75.0 dB
Spectators	73.0 dBA

Source: HMMH 2024c.
[1] Public festivals and spectators sound power levels (Lw) on a decibel per meter squared for area sources.

Athletic Field Noise

To evaluate the compatibility of the ORSC with the surrounding existing land use and determine the potential for athletic field noise, the CNEL and Leq were calculated using the commercially available SoundPLAN GmbH three-dimensional (3-D) acoustical prediction software package (see Appendix J4). Data digitized in GIS was imported into SoundPLAN GmbH, and a digital ground model was generated to assign base elevations to all modeled features and account for attenuation effects due to changes in terrain. The ground type on- and off-site was assumed to be "compacted field and gravel" (compacted lawns, park areas).

The ORSC would include 8 baseball/softball fields and 13 multipurpose fields on the western half of the site. On the southeast side of the ORSC site, 8 outdoor tennis/pickleball courts are planned, along with an additional Little League field, a playground, skate park, and two outdoor pools. The proposed hotel on the northeast end of the site would also include an outdoor pool. Three main scenarios were evaluated to address noise from on-site athletic fields and other outdoor amenities:

- **Practice.** Youth soccer and baseball/softball weekday (Monday through Friday)
- **Games.** Youth soccer and baseball/softball weekends (Saturday and Sunday)
- **Tournaments.** Youth soccer and baseball/softball weekends (Saturday and Sunday)

Field Usage

Field usage for each scenario was determined based on referencing schedules and rules from nearby youth soccer and baseball/softball leagues.

Soccer

Schedules available from the Empire Soccer Club, which uses the nearby Eastvale Community Park for practices and games, were used to identify approximate practice and game durations, practice hours, and "changeover" time between practices and games (i.e., duration of time when practices/games end, teams are leaving, fields are being "cleaned" up, and new teams are arriving). Practices were determined to last for 60 minutes on weekday evenings (Monday through Friday) from 5:00 pm to 10:00 pm. Soccer games were determined to last on weekends for two 45-minute halves (i.e., 90 minutes of play) with a 10-minute halftime, from 8:00 am to 6:00 pm during regular season and from 8:00 am to 10:00 pm during tournament weekends. "Changeover"

periods were determined to be 10 minutes between practices and 20 minutes between regular season games and tournament games. All 13 multipurpose fields in the northwest corner of the site were assumed to be in use concurrently during practices and games, with one team using each field during practices.

Baseball/Softball/Little League

Similarly, game play rules from three nearby Little Leagues (Eastvale, Corona American, and Norco) were reviewed, and maximum allowable game durations were averaged across age groups to develop an average length of play of approximately 90 minutes. Like soccer, baseball/softball practices were assumed to last no longer than 60 minutes. "Changeover" periods were determined to be 10 minutes between practices and 20 minutes between regular season games and tournament games. Practices and games were assumed to be scheduled during the same time frames as for soccer, described above. All eight larger baseball/softball fields in the southwest corner of the site and the single baseball/softball field near the recreation center in the southeast corner of the site were assumed to be used concurrently during practices and games.

Games and Tournaments

Game durations and "changeover" times for soccer and baseball/softball were used to define the time active for each noise source during the sports complex operating hours. During regular season game weekends, all games were assumed to start at 8:00 am and end by 6:00 pm. On tournament weekends, all games were assumed to start at 8:00 am and end by 10:00 pm when park lights would be turned off. All field usage information for soccer and baseball/softball was subsequently vetted with the City of Ontario Recreation and Community Services Department.

Players and Spectators

Traffic counts conducted by Fehr & Peers at similar nearby sports complexes facilitated development of the average number of players per team, which was determined to be 15 players for soccer and 20 players for baseball/softball. The number of players per team was subsequently used to estimate the average number of spectators per game, which were assumed to be present in designated seating areas during regular season game weekends and tournament weekends. An average of 2.5 spectators per player was assumed for regular season games and tournaments. (Attachment A of Appendix J4 includes assumptions used to develop source activity within the noise model.)

Public Park Usage

In addition to athletic field usage, public access to other on-site outdoor facilities (e.g., tennis/pickleball courts, pools, skate park, and the playground) was assumed during each scenario at a conservative rate of 100 percent in each hour. Hours of use for publicly accessible outdoor amenities, except for the public pools, were determined based on operating hours of the overall complex (generally from 8:00 am to 9:00 pm with lights out by 10:00 pm). Operating hours of the complex were determined from park guidelines established by the City of Ontario Recreation and Community Services Department. The public pool hours would coincide with recreation center operating hours, which are 8:00 am to 10:00 pm on weekdays and 8:00 am to 3:00 pm on weekends.

Reference Noise Levels

Reference noise levels available in the SoundPLAN GmbH global emissions library were used to define source noise levels for all outdoor athletic fields, spectator areas, and public amenities, except for the pickleball courts. Reference sound levels for pickleball were developed based on a noise study conducted in Arizona since the SoundPLAN GmbH global emissions library does not include pickleball source data. Attachment B in Appendix J4 to this EIR includes reference sound levels and calculations used to define noise levels for each outdoor amenity.

Athletic field and outdoor public amenities usage was defined in "time histograms" for each modeled source in SoundPLAN; that is, the hours of day each amenity is active and the percentage of time active were defined. The model therefore evaluates the cumulative use of athletic fields and other outdoor amenities based on the definitions input into the time histograms.

Additional sources of noise associated with athletic fields may include, but are not limited to, intermittent and impulsive sounds from baseball bats hitting balls during batting practice and games, referees blowing whistles during soccer games, and players cheering on teammates. However, these sources are difficult to model given the uncertainty surrounding the frequency of these events. Therefore, the noise analysis does not account for these short, intermittent sources of noise that are likely to occur during outdoor recreational events.

Miscellaneous Noise Sources

To approximate noise levels from miscellaneous noise sources, such as mechanical noise, landscape maintenance, loading dock noise, emergency generators, and commercial recreational uses, at existing noise-sensitive land uses, simple geometric spherical spreading was assumed. This concept assumes each noise source is a point source, whereby noise levels decrease at a rate of 6 decibels per distance doubling. Conservatively, direct lines of sight from all land uses to all noise sources were assumed, and no additional attenuation from ground effects was assumed.

5.13.3.2 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.13-1: Construction activities would result in temporary noise increases in the vicinity of the ORSC site. [Threshold N-1]

Construction Noise

Construction of the ORSC would be completed in five phases, each comprising various construction activities and includes construction on the ORSC site and within the Offsite Improvement Area. Construction of the ORSC is anticipated to begin in September 2024 and be completed in September 2027, for a total duration of approximately three years. Construction would occur in the hours allowed under Section 5-29.09 of the Ontario Municipal Code, Monday through Saturday, six days per week. Construction would occur on Saturdays but would be prohibited on Sundays and holidays. Construction activities are assumed to occur in eight-hour shifts with a one-hour break (e.g., 7:00 am to 4:00 pm or 8:00 am to 5:00 pm weekdays; 9:00 am to 6:00 pm on

Saturdays). Nighttime construction for the stadium and parking structures may be necessary for concrete pours and infrastructure improvements.

Construction phases would overlap and result in construction occurring in more than one area. The construction noise analysis utilizes the proposed schedule to determine periods of overlap. Calculated construction noise levels for overlapping activities are summed together to determine an estimated cumulative monthly construction noise level. Construction activities that are typically the sources of the most construction noise include grading and scraping, with associated equipment generating noise levels as high as 92 dBA Lmax within 50 feet of their operation. Noise-sensitive receptors within approximately 1,000 feet of the ORSC site were analyzed.

On-Site Construction: Daytime

Construction noise levels were calculated for noise-sensitive land uses within approximately 1,000 feet of the ORSC site. Usage factors—representing the percentage of time that equipment is used during a typical 8-hour day—are used to calculate the construction-related Leq. The usage factors are based on planned total hours of operation per day and are expressed as a percentage of time that construction activities would be active (i.e., incremental period when maximum equipment noise level would be generated). The resulting Leq 8-hour can be thought of as average levels for a typical day of construction activity. Construction noise levels will vary and be dependent on many factors, such as distance to work, type of work, and means and methods used to complete the work. Therefore, the maximum noise level would only be expected for a short period.

Table 5.13-14, *Predicted Daytime Cumulative Construction Noise Levels*, summarizes the daytime (8-hour Leq) of the on-site construction noise analysis. Generally, the loudest periods of construction are predicted to occur at sensitive receptors in the beginning of the ORSC construction, from September 2024 through January 2025 and in May 2025. These loud periods are due to manure hauling, rough and fine grading, and utilities trenching on the ORSC site and along the roadways surrounding the ORSC site. Construction noise levels would be loudest when work is closest to receptors and can be expected to decrease as work moves away from a given receptor or is completed. It should be noted that this analysis conservatively assumes construction activity at all sites during a given phase or activity would occur simultaneously. This is not expected to occur, as different pieces of construction equipment would be in use during different times during construction. As a result, actual noise exposure at these receptor locations would likely be lower than identified in this table. Figure 5.13-3, *Ontario Regional Sports Complex Maximum Daytime Construction Noise Levels*, shows color-coded receptor points that represent the maximum predicted daytime construction noise level from on-site construction activities occurring during construction of the ORSC. As identified in Table 5.13-14, construction noise levels are not predicted to exceed the daytime Leq 8-hour noise level limit of 80 dBA, and daytime construction noise would be less than significant.

Table 5.13-14 Ontario Regional Sports Complex Predicted Daytime Cumulative Construction Noise

	Range of Predicted Daytime Construction Noise Levels by Receptor Group, Leq,8-hour (dBA)[1]					
Month/Year	1	2	3	4	5	6
9/2024	51–68	49–80	62–73	59–63	44–71	50–59
10/2024	51–66	47–71	62–71	61–63	47–72	53–60
11/2024	50–64	48–73	62–69	60–63	45–70	53–59
12/2024	52–66	49–75	61–68	59–62	49–72	59–66
1/2025	51–65	49–78	62–71	59–63	48–68	54–58
2/2025	50–65	48–78	61–70	58–61	45–66	52–59
3/2025	45–59	44–65	59–66	56–59	44–65	50–54
4/2025	48–62	45–65	58–66	57–60	47–66	61–68
5/2025	47–62	44–64	56–64	55–58	46–67	62–70
6/2025	48–62	44–64	56–64	54–57	44–63	53–61
7/2025	47–59	43–64	55–63	53–57	44–62	52–60
8/2025	47–60	45–66	57–65	55–59	46–63	55–63
9/2025	47–60	44–65	58–65	56–59	46–65	53–60
10/2025	45–56	39–60	53–61	53–55	44–64	54–61
11/2025	43–55	37–59	51–58	48–52	38–57	50–58
12/2025	43–55	38–60	53–61	50–54	40–57	50–57
1/2026	44–56	39–61	53–61	50–54	40–57	50–57
2/2026	44–56	39–61	52–60	49–53	39–56	49–56
3/2026	35–48	30–53	41–45	41–43	30–53	45–54
4/2026	28–43	25–46	41–44	41–44	26–54	41–56
5/2026	32–46	30–48	44–48	44–48	31–64	44–58
6/2026	30–43	29–46	42–46	43–47	29–65	39–53
7/2026	25–37	23–42	37–41	38–42	25–60	32–47
8/2026	28–41	27–45	40–44	41–45	28–63	35–50
9/2026	28–41	27–45	40–44	41–45	28–63	35–50
10/2026	25–38	24–42	37–41	38–43	25–60	32–47
11/2026	25–38	24–42	37–41	38–43	25–60	32–47

Table 5.13-14 Ontario Regional Sports Complex Predicted Daytime Cumulative Construction Noise

	Range of Predicted Daytime Construction Noise Levels by Receptor Group, Leq,8-hour (dBA)[1]					
Month/Year	1	2	3	4	5	6
12/2026	28–40	26–45	39–44	41–45	28–63	35–49
1/2027	27–40	26–44	39–43	40–45	27–63	34–49
2/2027	27–40	26–44	39–43	40–45	27–63	34–49
3/2027	31–44	30–48	43–47	44–48	31–66	38–53
4/2027	32–45	30–48	43–48	45–49	32–67	39–53
5/2027	30–43	28–46	42–46	43–47	30–66	38–51
6/2027	23–36	22–40	35–39	36–41	23–59	31–45
7/2027	23–36	22–40	35–39	36–41	23–59	31–45
8/2027	23–36	22–40	35–39	36–41	23–59	31–45
9/2027	23–36	22–40	35–39	36–41	23–59	31–45

Source: HMMH 2023a
Notes: Attachment A of Appendix J1 includes a table that summarizes predicted construction noise levels at all analyzed receptors for all proposed work phases and

On-Site Construction: Nighttime

Nighttime construction for the stadium and parking structures may be necessary for concrete pours and infrastructure improvements. Work associated with the stadium and various parking structures is scheduled between December 2024 through May 2026 and January 2027 through April 2027. It should be noted that nighttime work is anticipated to occur "as necessary" and would therefore be short term and temporary in nature in order to complete the work. Additionally, since this noise impact analysis follows the construction noise thresholds recommended by the City of Los Angeles, per the City of Los Angeles CEQA guidance, mat pour activities are exempt from the increase over ambient threshold if they last for less than five days. It should also be noted that the ORSC would be required to get a permit for nighttime work or an exemption from the City prior to commencement of nighttime construction activities.

Table 5.13-15, *Predicted Nighttime Cumulative Construction Noise Levels*, summarizes the results of the nighttime noise analysis. Since nighttime work would occur on an "as necessary" basis, the analysis assumes that each ORSC component would be constructed individually, and multiple components would not be worked on simultaneously during nighttime hours. Should nighttime work become necessary, predicted construction noise levels during construction of the stadium and parking structures around the site are anticipated to exceed 5 dBA over ambient conditions at receptors in Receptor Group 2, Receptor Group 3, and Receptor Group 5. The loudest construction-noise levels during nighttime hours would occur at residential and recreational receptors located on the west side of Receptor Group 5, nearest the ORSC site, during Phase 1B and Phase 4 activities. Figure 5.13-4, *Ontario Regional Sports Complex Maximum Nighttime Construction Noise Levels*, shows color-coded receptor points that represent the maximum nighttime noise level from on-site construction predicted

over the lifetime of construction. As identified in this Table, nighttime construction noise would exceed the nighttime ambient and/or impact threshold and would be a potentially significant impact of the ORSC.

Table 5.13-15 Ontario Regional Sports Complex Predicted Nighttime Cumulative Construction Noise Levels

ORSC Component		Work Phase	Range of Predicted Nighttime (10pm–7 am) Construction Noise Levels by Receptor Group (L_{eq} dBA)[1]					
			1	2	3[4]	4	5	6
Nighttime Ambient (7pm–7am)[2]			**47**	**47**	**48**	**48**	**48**	**47**
Impact Threshold (Cannot Exceed)			**52**	**52**	**53**	**53**	**53**	**52**
Parking Structure	Parking Structure A	Phase 1B	47–48	47–51	50–56	49–50	48–52	47–47
	Parking Structure B	Phase 2	47–50	**47–54**	48–49	48–49	48–49	47–49
Stadium	All Activities	Phase 1B	47–49	**47–53**	49–60	49–52	**48–54**	47–47

Source: HMMH 2023a

Notes: Attachment A of Appendix J1 includes a table that summarizes predicted nighttime construction noise levels at all analyzed receptors for the proposed work phases and activities.

See Table 5.13-6 for locations of receptor groups.

1 Construction equipment noise levels conservatively assume all equipment would be utilized at the same time and at all hours of an 8-hour period, both of which are unlikely.

2 Long-term noise measurements were conducted in and around the site in October 2023. The ambient noise level is comprised of the measured L90. Refer to The Ontario Regional Sports Complex EIR Traffic Noise Technical Report for detailed information on the noise measurement program.

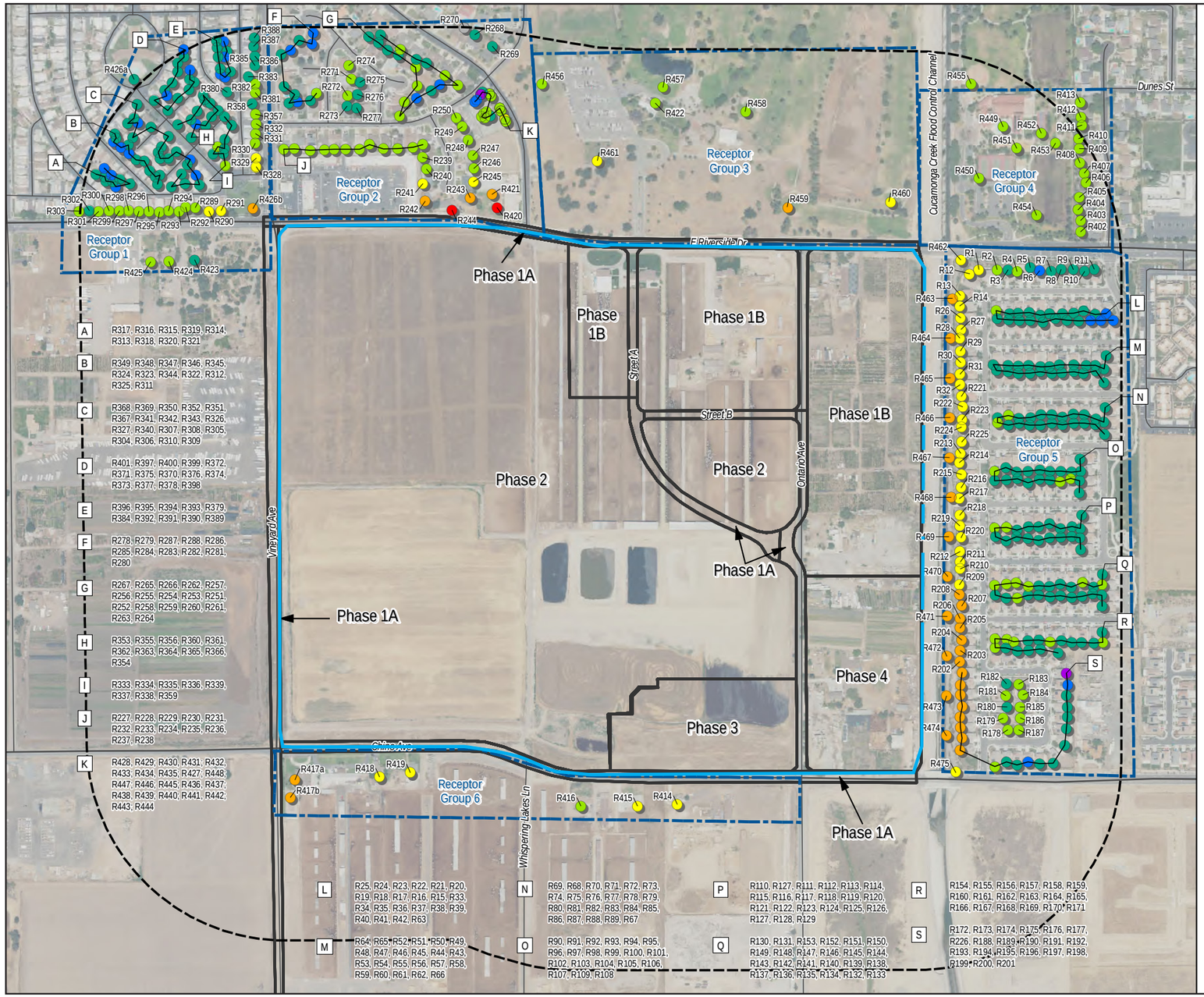
3 **Bold** numbers indicate noise levels that exceed 5 dBA over the measured ambient noise level.

4 Receptors predicted to experience nighttime construction noise levels include recreational use that would not be considered to have nighttime sensitivity (green at Whispering Lakes Golf Course and Cucamonga Channel Walking Trail). Therefore, these locations would not be considered to be impacted during nighttime construction. Noise level ranges are provided for informational purposes.

Construction-Related Traffic and Haul Routes

As part of the construction of the ORSC, construction-related truck traffic would be generated. Heavy trucks would be required for transportation of materials and debris during building demolition (Phases 1, 2, and 4) and manure hauling (Phases 1 and 2). Table 5.3-16, *Ontario Regional Sports Complex Summary of Construction-Related Truck Trips*, summarizes the planned truck trips during construction of the ORSC. It is anticipated that most workers and vendors will access the site from SR-60 from the Vineyard Avenue or Archibald Avenue Interchanges. Trucks are anticipated to primarily use the following three identified haul routes: Chino Avenue to Walker Avenue to Hellman Avenue; Chino Avenue to Haven Avenue to Ontario Ranch Road; and Chino Avenue to Euclid Avenue. Trucks would then travel back to the ORSC site along the same route. Additionally, it is assumed that all truck trips would be completed during a typical daytime shift and would be evenly distributed throughout the work shift.

Figure 5.13-3 - Ontario Regional Sports Complex Maximum Daytime Construction Noise Levels



ORSC Site

Project Construction Phases and Work Area

Receptor Group

Study Area

Receptor Location and Number

- 76 - 80 dBA
- 71 - 75 dBA
- 66 - 70 dBA
- 61 - 65 dBA
- 56 - 60 dBA
- 51 - 55 dBA
- 46 - 50 dBA

Top Floor Noise Prediction Result

Bottom Floor Noise Prediction Result

Note: Grouped Receptor Labels are in order of Leader Occurrence.

0 500
Scale (Feet)

Source: HMMH 2023.

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NOISE

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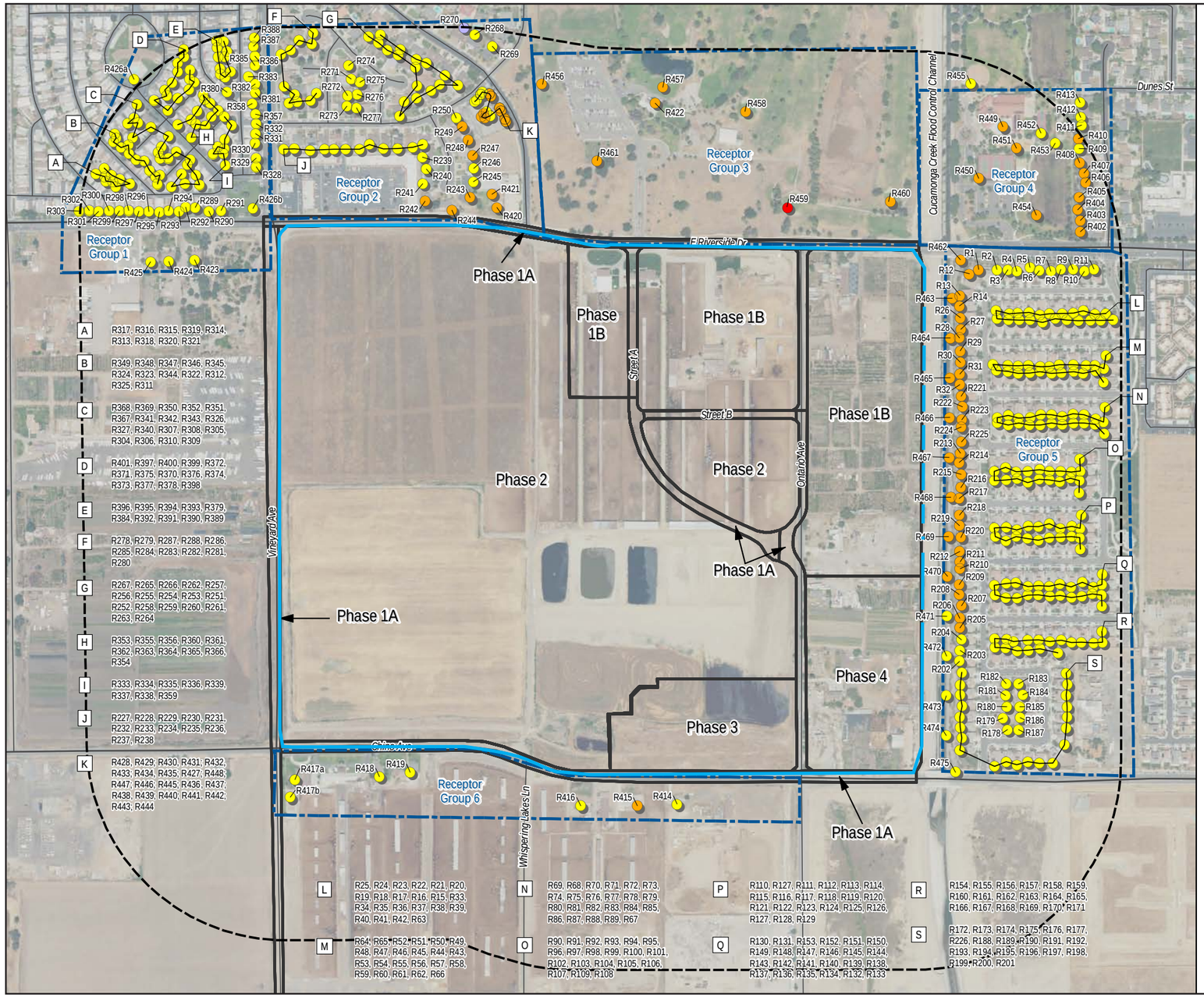
Figure 5.13-4 - Ontario Regional Sports Complex Maximum Nighttime Construction Noise Levels



ORSC Site
Project Construction Phases and Work Area
Receptor Group
Study Area

Receptor Location and Number
56 - 60 dBA
51 - 55 dBA
47 - 50 dBA

Top Floor Noise Prediction Result
Bottom Floor Noise Prediction Result

Note: Grouped Receptor Labels are in order of Leader Occurrence.

0 500
Scale (Feet)

Source: HMMH 2024.

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Table 5.13-16 Ontario Regional Sports Complex Summary of Construction-Related Truck Trips

Activity	Phase	Number of Round Trips per Day	Number of Round Trips per Hour[1]	Total Days
Building Demolition	1	100	13	20
	2	25	3	5
	4	40	5	8
Manure Haul	1	100	13	30
	2 (PA 4)	100	13	14
	2 (PA 5)	100	13	14

Source: HMMH 2023a.
[1] Round trips per hour were rounded to nearest whole number.

Noise levels associated with the construction truck trips were calculated using the latest version of the SoundPLAN noise model, which implements TNM Version 2.5 to compute traffic noise. To determine a worst-case scenario, traffic-noise levels for the maximum hourly construction truck trips were calculated at sensitive receptors along East Riverside Avenue. Construction-related traffic noise levels were then compared to existing traffic noise levels to determine if significant impacts would occur. Table 5.13-17, *Ontario Regional Sports Complex Predicted Construction-Related Traffic Noise Levels*, summarizes the results of construction-related truck trips during construction of the ORSC. As seen in this table, hourly Leq traffic-noise levels during construction are predicted to be 74 dBA or less at sensitive receptors. Construction-related traffic noise is predicted to increase one decibel or less over existing conditions. Therefore, no significant impact is anticipated due to construction truck trips.

Table 5.13-17 Ontario Regional Sports Complex Predicted Construction-Related Traffic Noise Levels

Receptor Group	Range of Traffic Noise Levels by Receptor Group Leq 1-hour (dBA)			
	2023 Existing (Without Construction)	Construction Trips Only	2023 Existing (With Construction)	Range of Increase in Noise Levels
1	46–73	33–64	46–73	0–1
2	41–73	33–63	41–73	0–1
3	48–73	30–64	48–74	0–1
4	48–69	42–60	49–70	1
5	36–67	8–57	36–67	0–1
6	46–57	20–25	46–57	0

Source: HMMH 2023a.
Note: Attachment A of Appendix J1 includes a table of predicted traffic-noise levels for all analyzed receptors.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.13-2 Implementation of the ORSC would result in long-term operation-related noise that could exceed local standards and result in noise increases in the vicinity of the ORSC site. [Threshold N-1]

The ORSC operational phase activities could result in a substantial increase in long-term noise levels that has the potential to exceed the City of Ontario's noise standards. Noise sources evaluated include transportation noise, stadium noise (PA 1), athletic field noise (PA 5 and PA 7), and miscellaneous noise sources, as described below.

Transportation Noise

This section summarizes the evaluation of noise levels due to traffic along the off-site roadways surrounding the ORSC site. See Figure 5.13-5, *Future Traffic Noise Levels with the Ontario Regional Sports Complex*. Table 5.13-18, *Summary of the Ontario Regional Sports Complex Traffic-Noise Levels by Receptor Group*, provides the TNM-computed traffic noise levels and changes traffic noise for the with– and without–ORSC and scenarios compared to existing conditions. A total of two noise-sensitive receptors, located in Receptor Group 1 and Receptor Group 3, are predicted to experience traffic-noise levels that exceed the allowable increases in ambient noise levels under the future with-ORSC conditions. Increases in traffic-noise levels are predicted to range between 0 and 5.6 decibels, with the greatest increase occurring in Receptor Group 1. Therefore, traffic noise impacts are considered potentially significant.

Table 5.13-18 Summary of the Ontario Regional Sports Complex Traffic-Noise Levels by Receptor Group

Receptor Group	Range of Predicted Traffic Noise Levels (dBA CNEL)			Changes in Traffic Noise Levels	Number of Impacted Receptors
	Existing	Future Without the ORSC	Future With the ORSC		
1	46–72	49–76	49–76	1.2–5.6	1
2	40–72	43–75	44–76	0.7–5.0	0
3	47–73	50–75	50–76	1.7–5.3	1
4	48–69	51–73	51–73	2.4–5.0	0
5	36–67	38–70	39–71	0.1–4.6	0
6	45–57	48–60	49–61	2.3–4.6	0
Total	—	—	—	—	2

Source: HMMH 2023a (Appendix J2).
Note: Attachment C of Appendix J2 lists the computed sound levels at all modeled receptors included in the traffic-noise assessment.

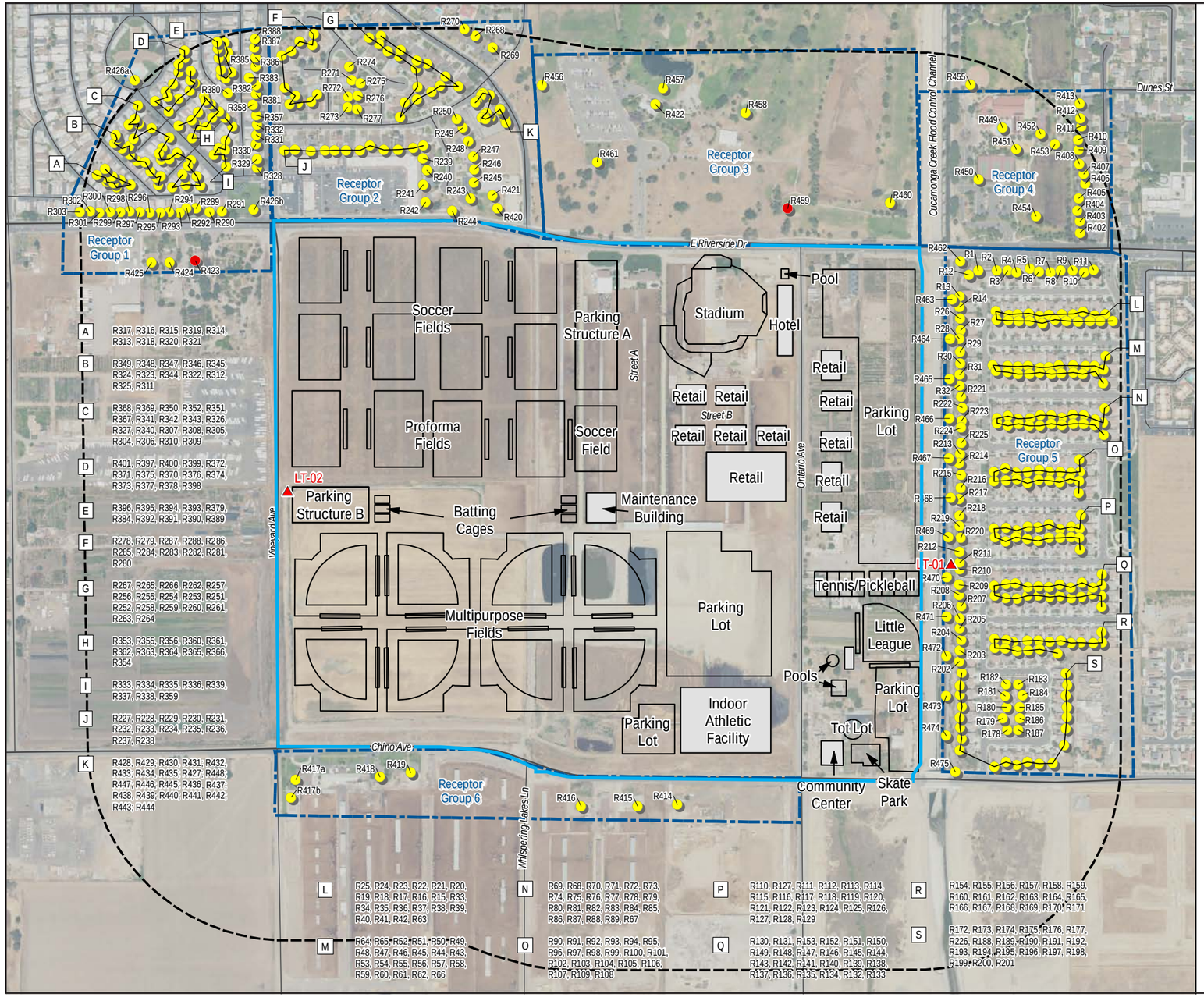
Stadium Noise

The Leq from stadium activities, namely Minor League Baseball games and concerts, was calculated at each noise-sensitive receptor. The predicted 1-hour Leq was compared to the City's exterior noise limits in the noise code. Since most activities are active for a full hour, the 1-hour Leq was used as a surrogate to assess compliance with the 15-minute Leq noise limits in the noise code.

Scenario 1: Minor League Baseball

Minor League Baseball games would occur Monday through Friday and Saturday and Sunday, totaling 54 home games over the course of a regular season. The first pitch for these games is assumed to be 6:30 pm for weekday games and 2:00 pm for games on Sundays. Games would last a little over two and a half hours.

Figure 5.13-5 - Future Traffic Noise Levels with the Ontario Regional Sports Complex



ORSC Site

Receptor Location, Number, and Impact Status

- Impact
- No Impact

- Top Floor Noise Prediction Result
- Bottom Floor Noise Prediction Result

Note: Grouped Receptor Labels are in order of Leader Occurrence

- Long-term Noise Monitoring Location
- Sports Complex Feature
- Sports Complex Building
- Receptor Group
- Study Area

0 600
Scale (Feet)

Source: HMMH 2024.

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Average Hourly Noise Levels

Table 5.13-19, *Stadium Average Hourly Noise Levels: Regular Weekday Minor League Baseball Game*, summarizes the range of predicted average hourly noise level (Leq[h]) by receptor group and land use categories for receptors in the noise study area. Figure 5.13-6, *Stadium Average Hourly Noise Levels: Regular Weekday Minor League Baseball Game*, illustrates average hourly noise level contours for baseball games. As shown in Table 5.13-19, the highest predicted Leq(h) for each category of land use would be below the corresponding limit in the City's code. For this reason, noise impacts would be considered less than significant.

Table 5.13-19 Stadium Average Hourly Noise Levels: Regular Weekday Minor League Baseball Game

Noise Zone[1]	Land Use	Daytime[2] Exterior Leq Criteria (dBA)	Predicted Leq(h) (dBA) Range for Baseball Games[1, 2]					
			Receptor Group 1	Receptor Group 2	Receptor Group 3	Receptor Group 4	Receptor Group 5	Receptor Group 6
I	Single-Family Residential	65	19–32	21–43	NA	43–47	22–50	13–19
II	Multi-Family Residential, Mobile Home Parks	65	18–36	21–43	NA	NA	NA	NA
V	Manufacturing and industrial, other uses	70	NA	NA	40–55	45–50	39–50	NA

Source: HMMH 2024c (Appendix J3).
Notes: Attachment C of Appendix J3 includes a table of predicted sound levels for each modeled receptor.
See Table 5.13-6 for locations of receptor groups.
1 Pursuant to Section 5-29.11, the maximum permissible noise level limit established for Noise Zone I also applies to the exterior of schools, daycare centers, hospitals or other similar healthcare institutions, churches, libraries, or museums during hours of use.
2 The City of Ontario's noise code includes both "daytime" (7:00 am–10:00 pm) and "nighttime" (10:00 pm–7:00 am) limits. Since the ORSC is only operational between 8:00 am and 10:00 pm, the "nighttime" limits do not apply.

Peak Noise Levels

Table 5.13-20, *Stadium Maximum Noise Levels: Regular Weekday Minor League Baseball Game*, summarizes the range in predicted hourly Lmax for each "noise zone" in each receptor group based on definitions in the City's noise code. As shown in this table, the highest predicted Lmax would be well below applicable criteria for each land use category. For this reason, noise would be considered less than significant.

Table 5.13-20 Stadium Average Hourly Noise Levels: Regular Weekday Minor League Baseball Game

Noise Zone[1]	Land Use	Daytime Exterior Lmax Criteria (dBA)	Predicted Lmax (dBA) Range for Baseball Games					
			Receptor Group 1	Receptor Group 2	Receptor Group 3	Receptor Group 4	Receptor Group 5	Receptor Group 6
I	Single-Family Residential	85	27–46	30–56	NA	50–55	28–58	21–26
II	Multi-Family Residential, Mobile Home Parks	85	26–50	31–54	NA	NA	NA	NA
V	Manufacturing and industrial, other uses	90	NA	NA	51–66	53–56	46–58	NA

Source: HMMH 2024c (Appendix J3).
Notes: Attachment C of Appendix J3 includes a table of predicted sound levels for each modeled receptor.
See Table 5.13-6 for locations of receptor groups.

Scenario 2: Concerts

Concerts would occur periodically throughout the year at the stadium. Music events are assumed to occur from 5:00 pm to just before 10:00 pm. The Scenario 2 analysis assumes that the stage would be roughly in the same location as the baseball infield, with the band sound source propagating toward the fans in the stands. The band is assumed to be actively playing 90 percent of the time, and the crowd is assumed to be cheering 10 percent of the time.

Average Hourly Noise Levels

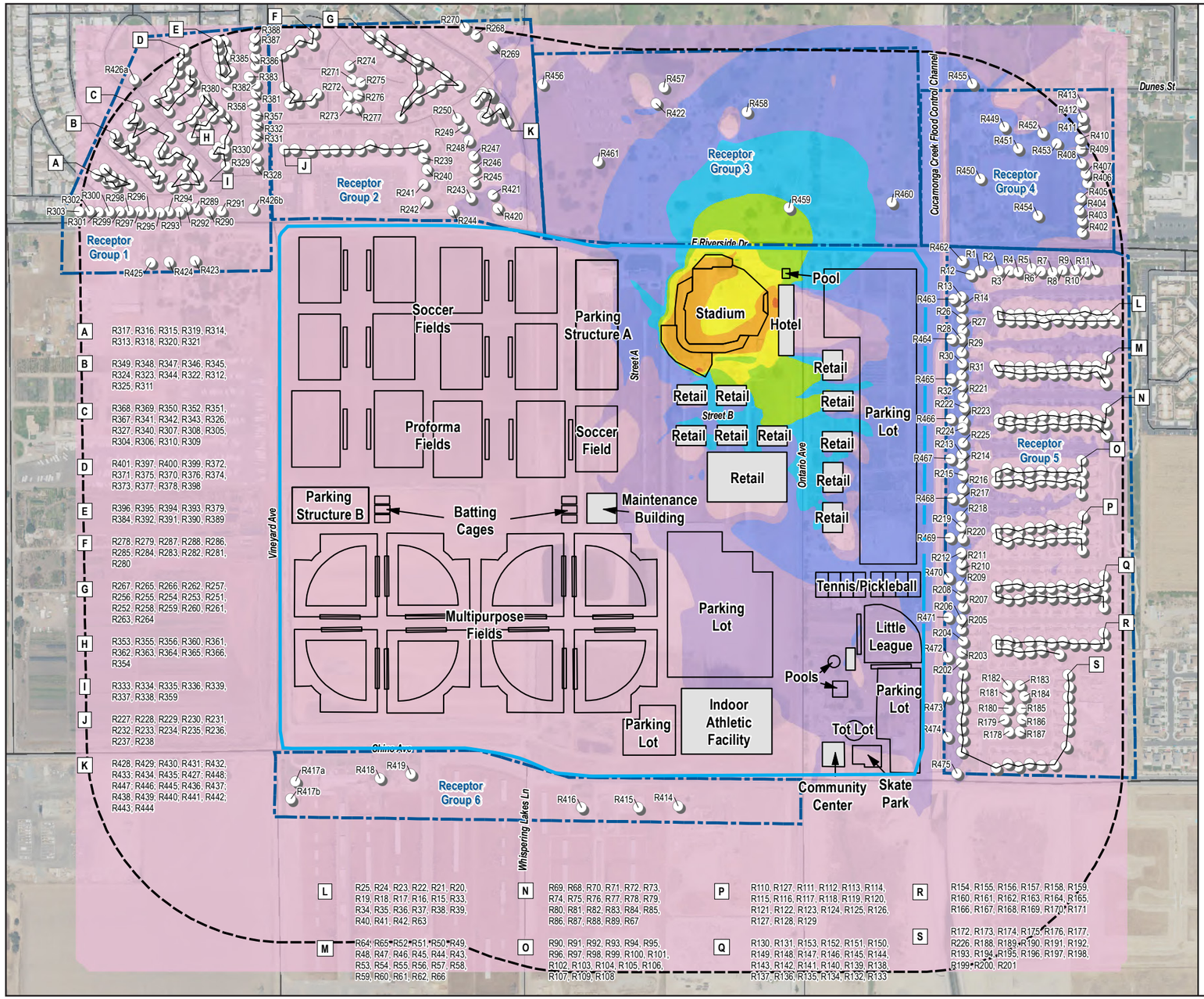
Table 5.13-21, *Stadium Average Hourly Noise Levels: Concerts*, summarizes the range of predicted average hourly noise levels (Leq[h]) by receptor group and land use categories for receptors in the noise study area. Figure 5.13-7, *Stadium Average Hourly Noise Levels: Concerts*, illustrates average hourly noise level contours for concerts at the stadium. As shown in Table 5.13-21, the highest predicted Leq(h) for each category of land use would be below the corresponding limit in the City's code. For this reason, Scenario 2 noise impacts would be considered less than significant.

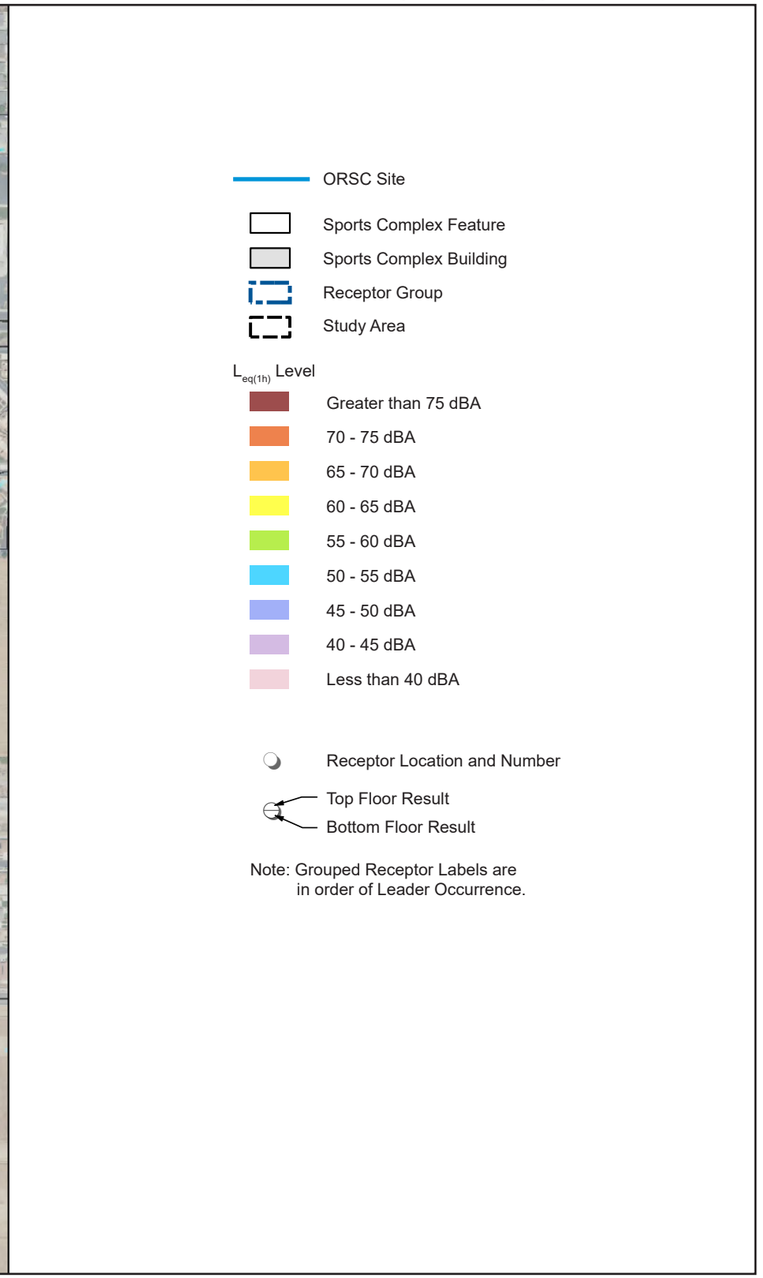
Table 5.13-21 Stadium Average Hourly Noise Levels: Concerts

Noise Zone[1]	Land Use	Daytime[2] Exterior Leq Criteria (dBA)	Predicted Leq(h) (dBA) Range for Concerts[1, 2]					
			Receptor Group 1	Receptor Group 2	Receptor Group 3	Receptor Group 4	Receptor Group 5	Receptor Group 6
I	Single-Family Residential	65	7–19	14–29	NA	27–30	8–33	5–8
II	Multi-Family Residential, Mobile Home Parks	65	10–22	14–35	NA	NA	NA	NA
V	Manufacturing and industrial, other uses	70	NA	NA	29–40	28–35	21–33	NA

Source: HMMH 2024c (Appendix J3).
Notes: Attachment C of Appendix J3 includes a table of predicted sound levels for each modeled receptor.
See Table 5.13-6 for locations of receptor groups.
[1] Pursuant to Section 5-29.11, the maximum permissible noise level limit established for Noise Zone I also applies to the exterior of schools, daycare centers, hospitals or other similar healthcare institutions, churches, libraries, or museums during hours of use.
[2] The City of Ontario's noise code includes both "daytime" (7:00 am–10:00 pm) and "nighttime" (10:00 pm–7:00 am) limits. Since the ORSC is only operational between 8:00 am and 10:00 pm, the "nighttime" limits do not apply.

Figure 5.13-6 - Stadium Average Hourly Noise Levels: Regular Weekday Minor League Baseball Game





0 500
Scale (Feet)

Source: HMMH 2023.

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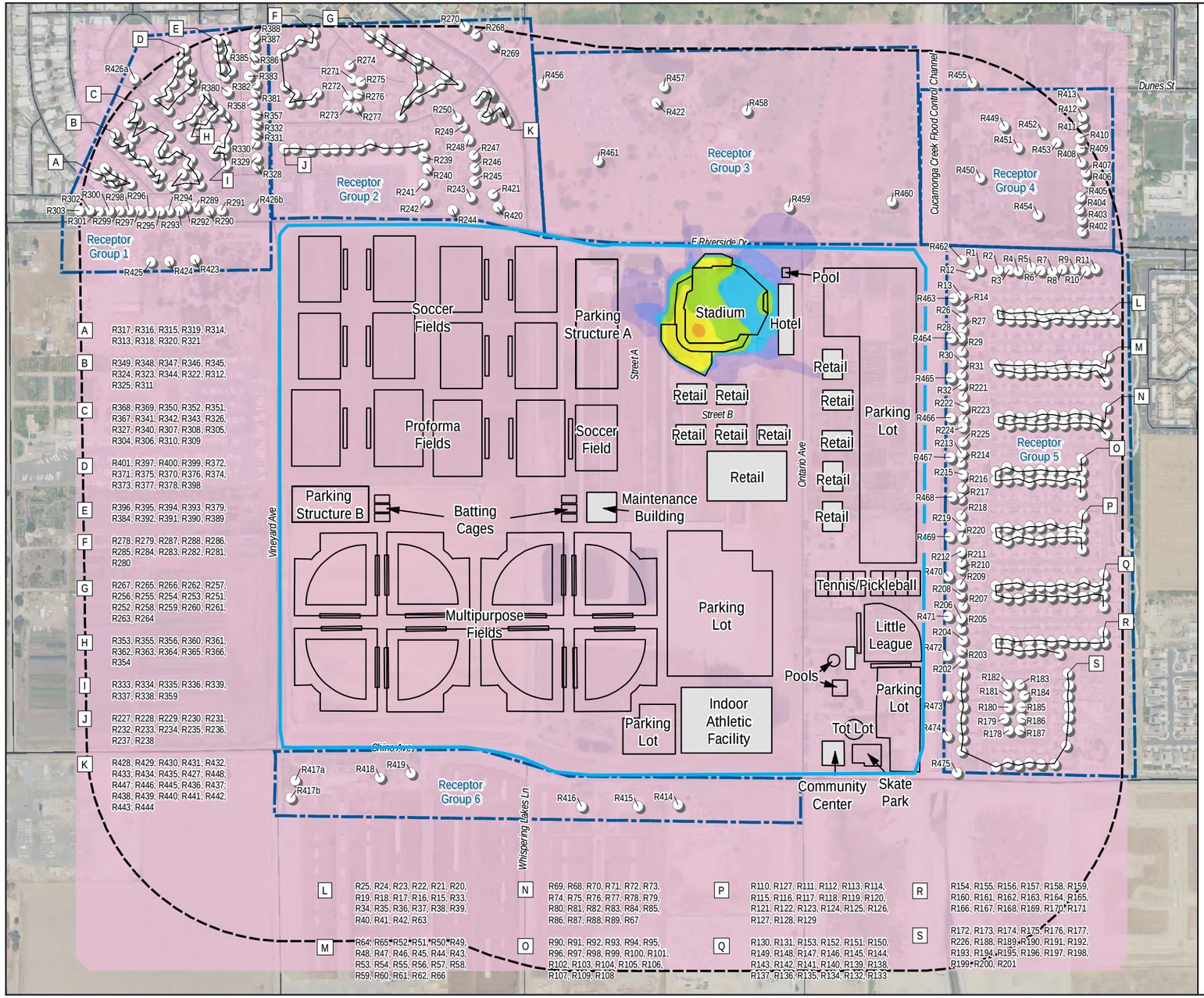
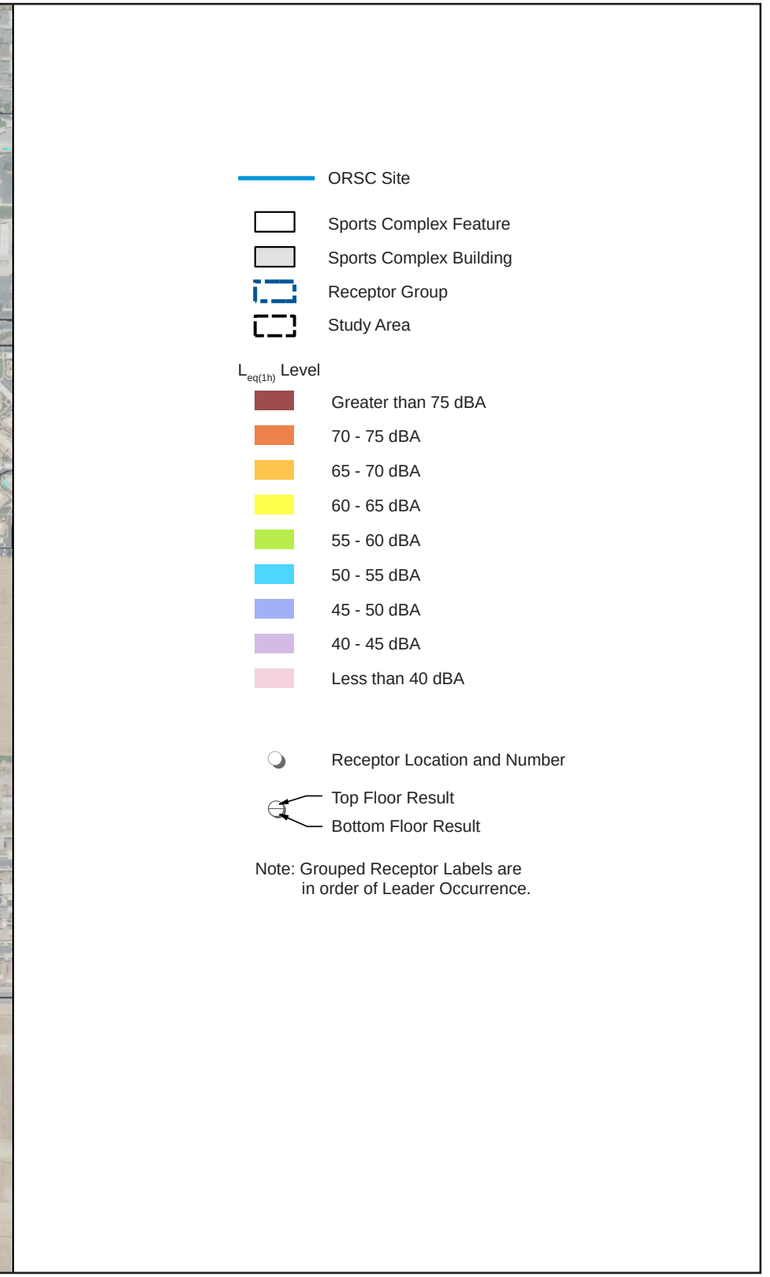
Figure 5.13-7 - Stadium Average Hourly Noise Levels: Concerts





0 500
Scale (Feet)

Source: HMMH 2023.

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Level of Significance Before Mitigation: Less than significant.

Athletic Field Noise

The ORSC site would include 8 baseball/softball fields and 13 multipurpose fields on the western half of the site. On the southeast side of the ORSC site, 8 outdoor tennis/pickleball courts are planned, along with an additional Little League field, a playground, skate park, and two outdoor pools. The proposed hotel on the northeast end of the site would also include an outdoor pool. The CNEL hourly Leq from on-site outdoor amenities was calculated at each noise-sensitive receptor. Although sporting events on public facilities approved by the City are exempt from the City's noise code, the predicted peak 1-hour Leq was compared to exterior noise level limits in the City's noise code. Since most activities are active for a full hour, the 1-hour Leq was used as a surrogate to assess compliance with the City's 15-minute Leq noise level limits. Intermittent noise increases may result during batting practice, players cheering for teammates, or referees blowing whistles. However, none of these noise increases would be significant or permanent. Three main scenarios were evaluated to address noise from on-site athletic fields and other outdoor amenities: practice, games, and tournaments.

Scenario 1: Weekday Practice

The weekday practice scenario includes the least amount of activity at the multipurpose and baseball/softball fields with the least intensity. Weekday youth soccer and baseball/softball practices were assumed to commence at 5:00 pm and end by 10:00 pm. All other outdoor public amenities were assumed to be in use during park operating hours, generally from 8:00 am to 9:00 pm, with lights out by 10:00 pm. Table 5.13-22, *Sports Fields Average Hourly Noise Levels: Weekday Practice*, summarizes the range in predicted hourly Leq(h) for each "noise zone" that exists within each receptor group based on definitions in the City's noise code. Figure 5.13-8, *Sports Fields Average Hourly Noise Levels: Weekday Practice*, illustrates the hourly noise level contours, representing weekday youth soccer and baseball/softball practice with other outdoor amenities in use.

Table 5.13-22 Sports Fields Average Hourly Noise Levels: Weekday Practice

Noise Zone[1]	Land Use	Daytime[2] Exterior Leq Criteria (dBA)	Predicted Leq(h) (dBA) Range for Weekday Practice[1, 2]					
			Receptor Group 1	Receptor Group 2	Receptor Group 3	Receptor Group 4	Receptor Group 5	Receptor Group 6
I	Single-Family Residential	65	37–51	36–56	NA	41–45	31–53	29–39
II	Multi-Family Residential, Mobile Home Parks	65	36–52	32–45	NA	NA	NA	NA
V	Manufacturing and industrial, other uses	70	NA	NA	44–55	42–47	46–54	NA

Source: HMMH 2024c.
Note: Attachment C in Appendix J4 includes a table of predicted sound levels for each modeled receptor.
See Table 5.13-6 for locations of receptor groups.
[1] Pursuant to Section 5-29.11, the maximum permissible noise level limit established for Noise Zone I also applies to the exterior of schools, daycare centers, hospitals or other similar healthcare institutions, churches, libraries, or museums during hours of use.
[2] The City of Ontario's noise code includes both "daytime" (7:00 am–10:00 pm) and "nighttime" (10:00 pm–7:00 am) limits. Since the ORSC is only operational between 8:00 am and 10:00 pm, the "nighttime" limits do not apply.

As shown in this table, the maximum Leq(h) predicted at any residential land use type in the six receptor groups is 56 dBA. This noise level is predicted in Receptor Group 2 to the north of the ORSC site and across from the youth multipurpose fields. The second highest Leq(h) predicted at residential receptors is 53 dBA in Receptor Group 5. This group is east of the site. The maximum predicted Leq(h) for recreational land uses, which is included in noise zone 'V', is 55 dBA on the green at the Whispering Lakes Golf Course in Receptor Group 3. Since the maximum hourly noise levels in all receptor groups for all land use types are below the City's noise level limits, use of athletic fields on weekdays for youth soccer and baseball/softball practices, combined with use of other outdoor amenities, would result in a noise environment that is considered compatible with the existing adjacent community. There would be no potential for significant effects on the existing environment when the facility is being used for weekday practices.

Scenario 2: Weekend Regular Season Games

Regular season games are anticipated to occur on weekends (Saturdays and Sundays) for both youth soccer and baseball/softball. Both sports would include regular fall and spring seasons, lasting 12 weeks per season for soccer, 11 weeks for fall baseball/softball, and 14 weeks for spring baseball/softball. As described in Chapter 3, weekend games were assumed to commence at 8:00 am and end by 6:00 p.m. However, all other outdoor public amenities were assumed to be in use during park operating hours, generally from 8:00 am to 9:00 pm, except the pool, which would close by 3:00 pm on weekends, following the recreation center hours.

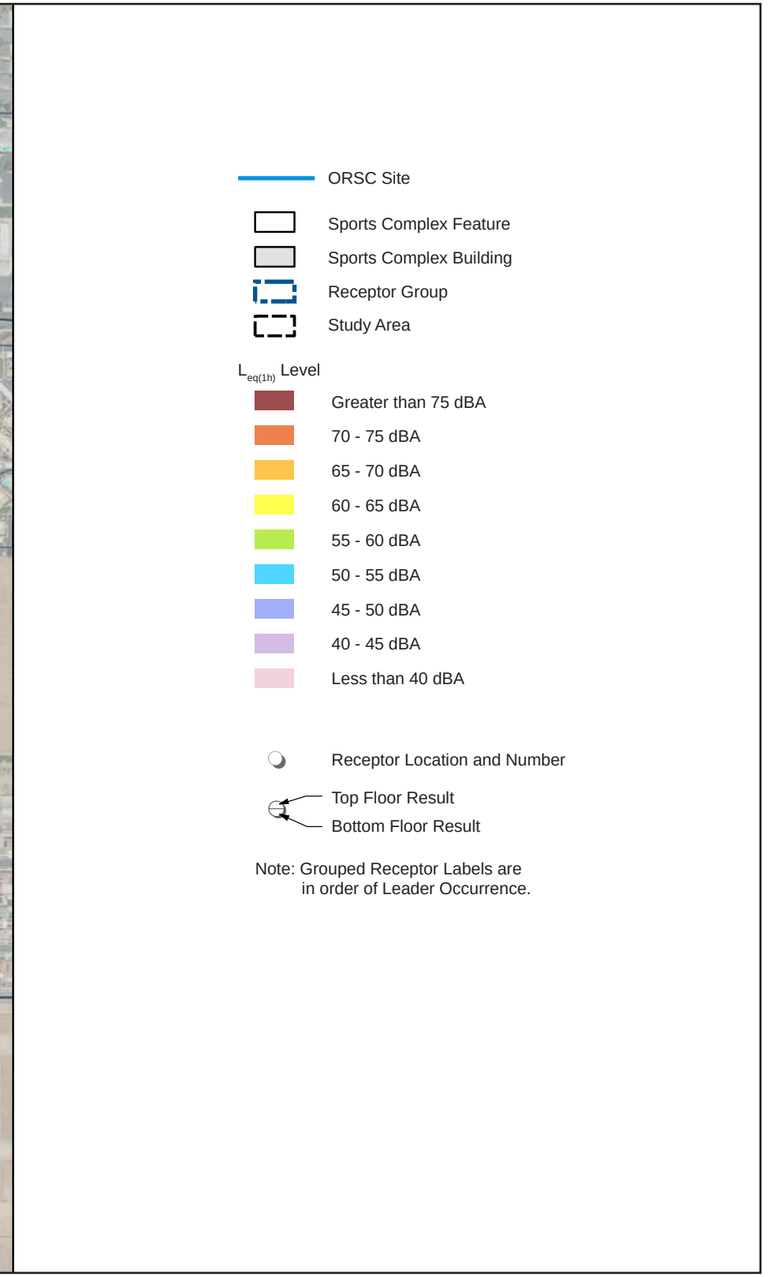
Table 5.13-23, *Sports Fields Average Hourly Noise Levels: Weekend Games,* summarizes the range in predicted hourly Leq(h) for each "noise zone" that exists within each receptor group based on definitions in the municipal noise code. Figure 5.13-9, *Sports Fields Average Hourly Noise Levels: Weekend Games,* shows predicted Leq(h) noise level contours, representing regular season youth soccer and baseball/softball games with other outdoor amenities in use.

Table 5.13-23 Sports Fields Average Hourly Noise Levels: Weekend Games

Noise Zone[1]	Land Use	Daytime[2] Exterior Leq Criteria (dBA)	Predicted Leq(h) (dBA) Range for Weekend Games[1, 2]					
			Receptor Group 1	Receptor Group 2	Receptor Group 3	Receptor Group 4	Receptor Group 5	Receptor Group 6
I	Single-Family Residential	65	36–50	35–55	NA	41–45	31–53	28–39
II	Multi-Family Residential, Mobile Home Parks	65	35–51	32–45	NA	NA	NA	NA
V	Manufacturing and industrial, other uses	70	NA	NA	44–55	42–47	46–54	NA

Source: HMMH 2024c.
Notes: Attachment C in Appendix J4 includes a table of predicted sound levels for each modeled receptor.
See Table 5.13-6 for locations of receptor groups.
1 Pursuant to Section 5-29.11, the maximum permissible noise level limit established for Noise Zone I also applies to the exterior of schools, daycare centers, hospitals or other similar healthcare institutions, churches, libraries, or museums during hours of use.
2 The City of Ontario's noise code includes both "daytime" (7:00 am–10:00 pm) and "nighttime" (10:00 pm–7:00 am) limits. Since the ORSC is only operational between 8:00 am and 10:00 pm, the "nighttime" limits do not apply.

Figure 5.13-8 - Sports Fields Average Hourly Noise Levels: Weekday Practice



0 500
Scale (Feet)

Source: HMMH 2023.

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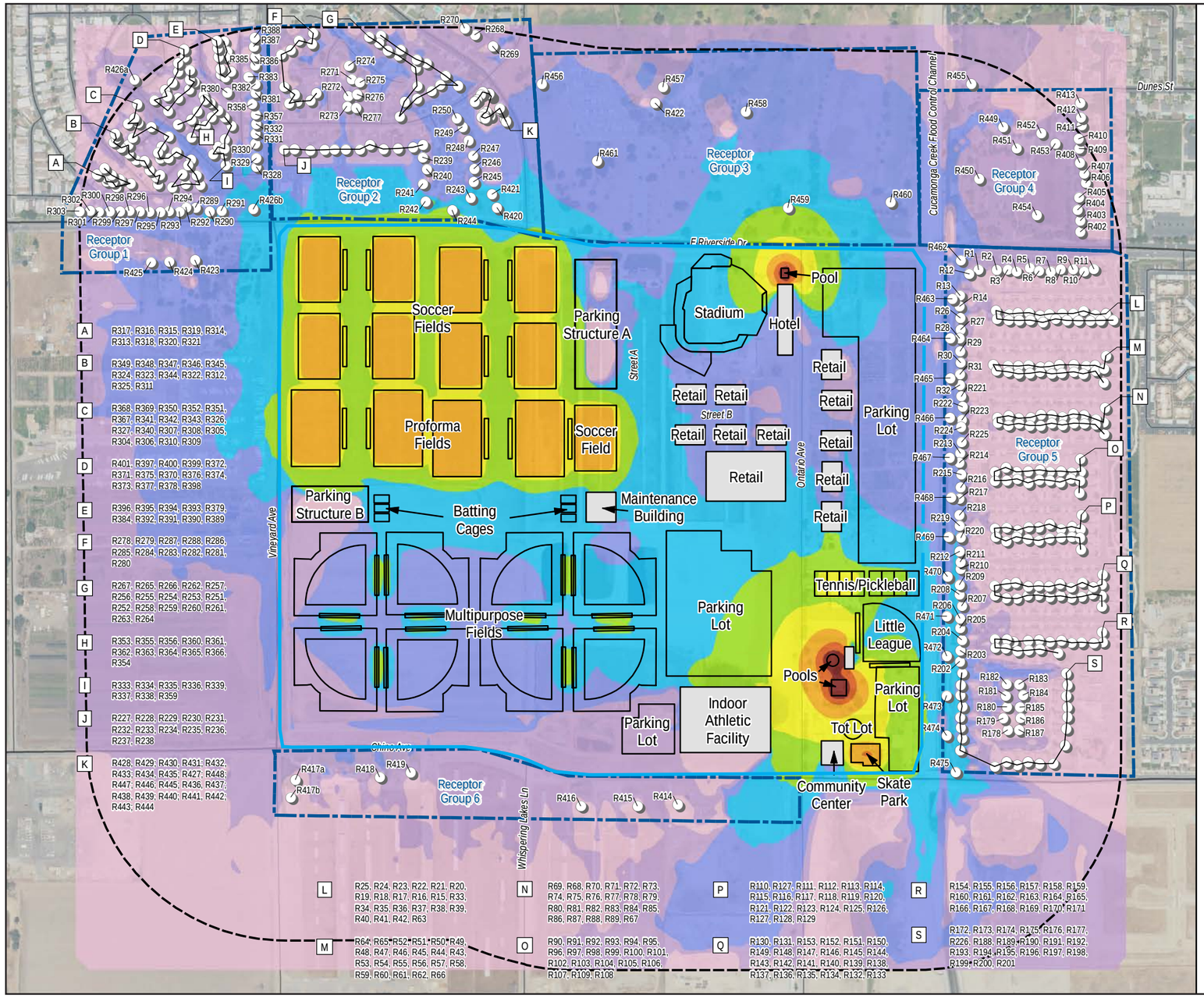
Figure 5.13-9 - Sports Fields Average Hourly Noise Levels: Weekend Games



ORSC Site
Sports Complex Feature
Sports Complex Building
Receptor Group
Study Area

$L_{eq(1h)}$ Level

- Greater than 75 dBA
- 70 - 75 dBA
- 65 - 70 dBA
- 60 - 65 dBA
- 55 - 60 dBA
- 50 - 55 dBA
- 45 - 50 dBA
- 40 - 45 dBA
- Less than 40 dBA

Receptor Location and Number
Top Floor Result
Bottom Floor Result

Note: Grouped Receptor Labels are in order of Leader Occurrence.

0 500
Scale (Feet)

Source: HMMH 2023.

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As shown in this table, the maximum hourly predicted at any residential land use type within the six receptor groups is 55 dBA. This noise level is predicted within Receptor Group 2 to the north of the ORSC site and across from the youth multipurpose fields. The second highest Leq(h) predicted at residential receptors is 53 dBA in Receptor Group 5 to the east of the site. The maximum hourly noise levels for recreational land uses, which is included in Municipal Code noise zone 'V', is 55 dBA on the green at the Whispering Lakes Golf Course in Receptor Group 3. In general, maximum predicted Leq(h) noise levels during regular season weekend games are approximately one decibel less than during weekday practices in Receptor Groups 1 and 2. These receptor groups are closest to the multipurpose youth fields.

During weekday practices, field usage is at least 100 percent in a single hour for the multipurpose fields as well as the baseball/softball fields; however, during regular season games, only the baseball/softball fields have 100 percent usage in a single hour, and the multipurpose fields closest to Receptor Groups 1 and 2 have a maximum usage of 83 percent. Therefore, the slight decrease in noise levels is attributed to this lower source contribution from the multipurpose youth fields in any single hour during regular season game weekends. Further, noise levels are only slightly lower in Receptor Group 6 during regular season game weekends due to the slightly reduced contribution from the multipurpose youth fields with the lower usage factor.

Since the maximum predicted Leq(h) noise levels in all receptor groups for all land use types are below the City's noise level limits, use of athletic fields on weekdays for youth soccer and baseball/softball practices, combined with use of other outdoor amenities, would result in a noise environment that is considered compatible with the existing adjacent community. There would be no potential for significant effects on the existing environment during regular season game weekends.

Scenario 3: Tournament Weekends

Youth soccer and baseball/softball tournaments are anticipated to occur on weekends (Saturdays and Sundays). Soccer tournaments would occur for 26 weeks of the year, while baseball/softball tournaments would occur for 25 weeks. As described in Chapter 3, tournaments were assumed to commence at 8:00 am and end by 10:00 pm before lights out at the facility. All other outdoor public amenities were assumed to be in use during park operating hours, generally from 8:00 am to 9:00 pm, except the community pool, which would close by 3:00 pm on weekends, following the recreation center hours. Table 5.13-24, *Sports Fields Average Hourly Noise Levels: Tournament Weekends,* summarizes the range in predicted hourly Leq(h) for each "noise zone" that exists within each receptor group based on definitions in the municipal noise code. Figure 5.13-10, *Sports Fields Average Hourly Noise Levels: Tournament Weekends,* shows predicted Leq(h) noise level contours, representing regular season youth soccer and baseball/softball games with other outdoor amenities in use.

Table 5.13-24 Sports Fields Average Hourly Noise Levels: Tournament Weekends

Noise Zone[1]	Land Use	Daytime[2] Exterior Leq Criteria (dBA)	Predicted Leq(h) (dBA) Range for Tournament Weekends[1, 2]					
			Receptor Group 1	Receptor Group 2	Receptor Group 3	Receptor Group 4	Receptor Group 5	Receptor Group 6
I	Single-Family Residential	65	36–50	35–55	NA	41–45	31–53	28–39
II	Multi-Family Residential, Mobile Home Parks	65	35–51	32–45	NA	NA	NA	NA
V	Manufacturing and industrial, other uses	70	NA	NA	44–55	42–47	46–54	NA

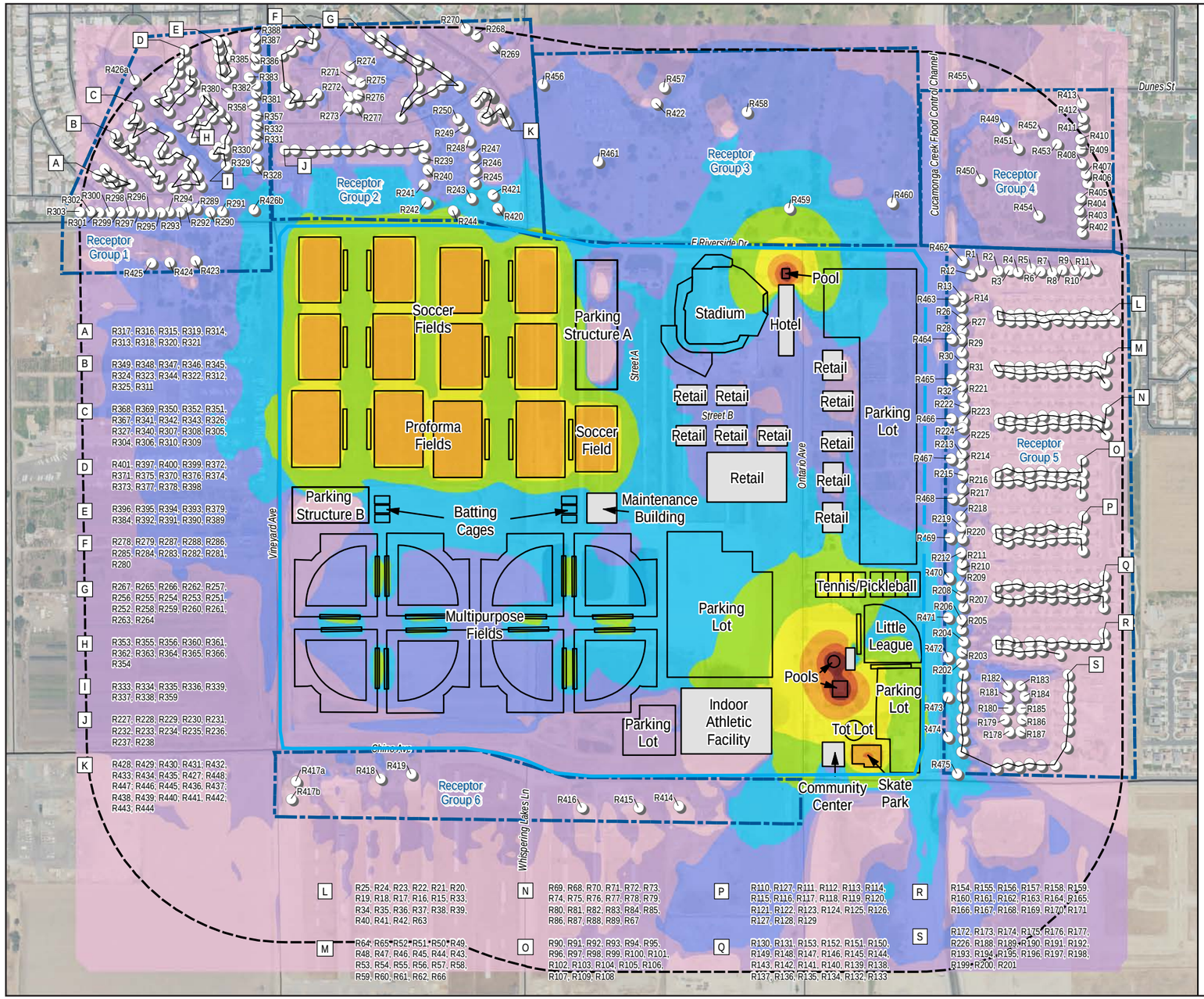
Source: HMMH 2024c (Appendix J4).
Notes: Attachment C in Appendix J4 includes a table of predicted sound levels for each modeled receptor.
See Table 5.13-6 for locations of receptor groups.
1 Pursuant to Section 5-29.11, the maximum permissible noise level limit established for Noise Zone I also applies to the exterior of schools, daycare centers, hospitals or other similar healthcare institutions, churches, libraries, or museums during hours of use.
2 The City of Ontario's noise code includes both "daytime" (7:00 am–10:00 pm) and "nighttime" (10:00 pm–7:00 am) limits. Since the ORSC is only operational between 8:00 am and 10:00 pm, the "nighttime" limits do not apply.

As shown in Table 5.13-24, the maximum hourly predicted at any residential land use type within the six receptor groups is 55 dBA. This noise level is predicted within Receptor Group 2 to the north of the ORSC site and across from the youth multipurpose fields. The second highest Leq(h) predicted at residential receptors is 53 dBA within Receptor Group 5 to the east of the ORSC site. The maximum hourly noise levels for recreational land uses, which is included in noise zone 'V', is 55 dBA on the green at the Whispering Lake Golf Course in Receptor Group 3.

In general, maximum predicted Leq(h) noise levels during tournament weekends are approximately one decibel less than during weekday practices in Receptor Groups 1 and 2 and identical to predicted noise levels during regular season game weekends. These receptor groups are closest to the multipurpose youth fields. During weekday practices, field usage is at least 100 percent in a single hour for the multipurpose fields as well as the baseball/softball fields; however, during tournament weekends, only the baseball/softball fields have 100 percent usage in a single hour, and the multipurpose fields closest to Receptor Groups 1 and 2 have a maximum usage of 83 percent. Therefore, the slight decrease in noise levels is attributed to this lower source contribution from the multipurpose youth fields in any single hour during tournament weekends. Further, noise levels are only slightly lower in Receptor Group 6 during tournament weekends due to the slightly reduced contribution from the multipurpose youth fields with the lower usage factor.

Since the maximum predicted Leq(h) noise levels in all receptor groups for all land use types are below the City's noise level limits, use of athletic fields on weekdays for youth soccer and baseball/softball practices, combined with use of other outdoor amenities, would result in a noise environment that is considered compatible with the existing adjacent community. There would be no potential for significant effects on the existing environment during tournament weekends.

Figure 5.13-10 - Sports Fields Average Hourly Noise Levels: Tournament Weekends



ORSC Site
Sports Complex Feature
Sports Complex Building
Receptor Group
Study Area

$L_{eq(1h)}$ Level
- Greater than 75 dBA
- 70 - 75 dBA
- 65 - 70 dBA
- 60 - 65 dBA
- 55 - 60 dBA
- 50 - 55 dBA
- 45 - 50 dBA
- 40 - 45 dBA
- Less than 40 dBA

Receptor Location and Number
Top Floor Result
Bottom Floor Result

Note: Grouped Receptor Labels are in order of Leader Occurrence.

0 500
Scale (Feet)

Source: HMMH 2023.

5. Environmental Analysis
NOISE

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Miscellaneous Noise Sources

The ORSC site would include several on-site buildings and amenities that may produce miscellaneous sources of noise, including the Chicken N Pickle indoor/outdoor entertainment complex, a two-story hotel, retail shopping, and community recreation center. These structures will be mechanically heated and cooled via heating, ventilation, and air conditioning (HVAC) systems/cooling towers and may include interior equipment vented to the exterior via louvers. The proposed stadium will also include approximately 110,000 square feet of mechanically conditioned space. Additional miscellaneous noise sources may include small loading docks/designated delivery areas to accept deliveries at the proposed hotel, stadium, and retail spaces. The hotel, stadium, recreation center, and Chicken N Pickle may each have emergency generators for use during main power failures. Routine testing is typically required for generators, which results in a temporary increase in noise. On-site landscape maintenance equipment will also generate occasional noise. The Chicken N Pickle will include pickleball courts, outdoor seating and yard game areas, and outdoor amplified music. Additionally, the stadium will include an amplification system for music and announcements.

The potential for these miscellaneous noise sources to have a significant effect on the existing environment was evaluated. Publicly available studies with reference noise levels for each source were obtained, and approximate minimum distances between noise sources and noise-sensitive land uses surrounding the ORSC site were identified.

In the current stage of design, the types, quantities, and locations of mechanical equipment for heating and cooling, small loading docks/delivery areas, and emergency generators are unknown. These noise sources are not specifically exempted by the City's code except for the use of mechanical devices in connection with an emergency. Noise associated with maintenance operations and the Chicken N Pickle are regulated by the City's municipal code. The impacts of all miscellaneous noise sources are described below with approximate noise source levels and anticipated noise levels at the closest noise-sensitive land uses.

HVAC Equipment

Noise levels from HVAC equipment can vary widely depending on the manufacturer and size of equipment required for a site's heating and cooling needs. The minimum distance from any structure that would include rooftop mechanical equipment to any noise-sensitive land use is approximately 260 feet (from the proposed indoor athletic facility along the southern boundary of the site to a residential structure along Chino Avenue). Noise from mechanical equipment has the potential to exceed the municipal code limits if equipment is located too close or is not shielded. Therefore, HVAC noise is considered a potentially significant impact prior to mitigation.

Loading Docks

Activities at small loading docks/delivery areas for the hotel, stadium, Chicken N Pickle, and retail spaces may result in intermittent increases in noise levels from truck door slams and pure tone backup alarms on delivery vehicles, for example. Deliveries are anticipated to be infrequent, estimated at no more than once per week. Based on a study conducted for the Walmart Supercenter in Ontario, California, truck unloading activities may be as loud as 67 dBA (Leq) at 50 feet. The closest distance to any noise-sensitive land use from potential loading

docks is approximately 545 feet (from proposed retail space to a residence along South Plymouth Avenue). Assuming a direct line of sight and spherical spreading, noise levels from loading/unloading operations would thereby decrease to approximately 46 dBA along South Plymouth Avenue.

Slamming doors during delivery operations may result in a peak noise level of 74 dBA. Conservatively assuming a reference distance of 50 feet yields a peak sound level of 53 dBA at residences to the east on Plymouth Avenue. Therefore, peak noise levels from intermittent truck door slamming would not result in an exceedance of the municipal limits.

Movement alarms on trucks may be as loud as 80 dBA at 50 feet, which would equate to approximately 59 dBA at the residences to the east along Plymouth Avenue. Potential loading docks/areas can be located behind proposed on-site structures that provide shielding between loading/unloading activities and noise-sensitive land use. Additionally, all deliveries would occur during daytime hours (7:00 am to 10:00 pm) to minimize disturbance during more sensitive hours. Intermittent noise increases from deliveries at small loading docks/areas are not anticipated to be significant or result in an exceedance of the City's daytime noise level limits. Therefore, loading/unloading activities would not result in a significant impact.

Emergency Generators

Manufacturer's specifications typically require routine testing of emergency generators, which is generally not exempted by municipal noise ordinances. However, testing would be periodic, assuming a total of 50 hours per year, translating to one hour per week. Depending on the size of emergency generators, maximum sound levels may range from 86 to 88 dBA at a distance of 23 feet for open generator sets (i.e., without weather or acoustical enclosures). Weather-proof enclosures would reduce maximum noise levels to approximately 81 dBA at a distance of 23 feet. With sound-attenuating enclosures, maximum sound levels at a distance of 23 feet may range between 72 to 75 dBA, depending on the level of enclosure (i.e., most manufacturers provide various levels of enclosures depending on sound-attenuation needs).

The minimum distance from any structure that would utilize an emergency generator to any noise-sensitive land use is approximately 260 feet (from the proposed indoor athletic facility along the southern boundary of the site to a residential structure along Chino Avenue). Assuming emergency generators are equipped with weather-proof enclosures at a minimum, and assuming a direct line of sight between generators and noise-sensitive land use, a maximum noise level of approximately 60 dBA at the closest residence along Chino Avenue is feasible during weekly routine generator testing of a single generator. This noise level is below the City's daytime (7:00 am to 10:00 pm) 15-min Leq limit at residential land use.

To ensure compliance with the City's noise level limits during routine testing, all emergency generators would be equipped with sound-attenuating enclosures, testing would only occur during daytime hours (7:00 am to 10:00 pm) when noise limits are less stringent, and each emergency generator would be tested individually to preclude a cumulative noise level that exceeds the City's municipal limits. A substantial permanent increase in ambient noise levels above limits established in the City's noise code is thereby not anticipated. Therefore, periodic testing of emergency generators would not result in a significant effect on the existing environment.

Maintenance Equipment

Maintenance of property can occur between 8:00 am and 6:00 pm unless the equipment and activities comply with the noise level limits specified in the code. However, maintenance of public facilities is exempt from provisions of Section 5-29.08 of the City's noise code as long as these activities are immediately necessary (i.e., repair and improvements necessary to maintain public service) or cannot be conducted during normal business hours. Approximate noise levels associated with a gas lawn mower may be as high as 95 dBA at a distance of 3 feet. Residences along Riverside Drive are closest to areas that would require lawn maintenance, at an approximate distance of 100 feet, equating to approximately 65 dBA at the closest residences. It is assumed that landscape maintenance activities can be performed between 8:00 am and 6:00 pm whenever feasible, particularly in areas closest to noise-sensitive land uses where it would be more difficult to otherwise comply with the City's noise level limits. Lawn maintenance is anticipated to be periodic, occurring two times per week, and lawn maintenance equipment would only result in temporary increases in noise levels. Therefore, periodic lawn maintenance would not result in a significant effect on the existing environment.

Chicken N Pickle

The Chicken N Pickle would include both indoor and outdoor entertainment areas with amplified music, a sports bar, pickleball courts, and yard games as well as outdoor dining and lounging areas. Based on hours of operation from other existing Chicken N Pickle locations, the entertainment complex opens as early as 8:00 am on weekdays and weekends and closes at 11:00 pm on Monday through Thursday, midnight on Fridays and Saturdays, and 10:00 pm or 11:00 pm on Sundays. Amplified music would be subject to provisions of the City's noise code, including audibility and time of day restrictions.

The analysis of concert events at the proposed stadium was used as a conservative proxy for the impact of amplified music from the Chicken N Pickle. Noise levels from concerts held at the proposed stadium would be less than 40 dBA within all surrounding residential neighborhoods. Therefore, amplified music from the outdoor bar areas associated with the Chicken N Pickle is likely to be less than 40 dBA within adjacent residential neighborhoods due to its location on-site and distance to adjacent neighborhoods (closest residence along South Plymouth Avenue is approximately 875 feet from the Chicken N Pickle site, and closest residence to the stadium is approximately 970 feet). Amplified music would rarely be audible within the adjacent communities, as it is anticipated to be below background (L90) noise levels.

Reference sound levels for pickleball are identified in a noise study conducted in Arizona. Based on that study, pickleball noise from 32 players at a distance of 10 feet from the edge of the court was measured at 66.9 dBA. Assuming a minimum distance of 875 feet from the Chicken N Pickle to the nearest residence and direct line of sight, pickleball noise levels would be reduced to approximately 28 dBA. Therefore, pickleball noise is not anticipated to result in a significant effect on the existing environment.

Level of Significance Before Mitigation: Potentially significant (HVAC noise).

Impact 5.13-3: Construction of the ORSC would create groundborne vibration and groundborne noise but vibration levels would not result in structural damage or vibration annoyance. [Threshold N-2]

Vibration

Construction vibration levels were analyzed at receptors and structures adjacent to the ORSC site. The vibration analysis conservatively assumes the most vibration-sensitive structures are FTA Building Category III structures, which are structures made of nonengineered timber and masonry buildings. For vibration annoyance, land use most sensitive to construction vibration includes places where people typically sleep, such as residences. Figure 5.13-11, *Maximum Distance to Impact for Construction Vibration*, shows the maximum calculated distances to structural and annoyance impacts for areas surrounding the ORSC site. Construction vibration calculations and results for each receptor can be found in Attachment B of Appendix J1.

Vibration Structural Damage

Vibration-inducing activities that are proposed for construction of the ORSC include the use of vibratory rollers, bulldozers, and dump trucks. The highest vibration level when evaluating for structural damage is 0.1601 PPV. This level is predicted to occur at the commercial strip mall at 1919 East Riverside Avenue, which is approximately 32 feet from the ORSC site. This level is below the FTA damage impact criteria; therefore, sensitive structures farther away would also have no damage impact from construction of the ORSC. Therefore, impacts would be less than significant.

Vibration Annoyance

Vibration annoyance predictions were calculated to estimate an approximate distance to impact for vibratory rollers, bulldozers, and dump trucks. For an annoyance impact to occur, a vibratory roller would need to be used closer than 27 feet; a large bulldozer would need to be used closer than 12 feet; and a dump truck/loaded truck would need to be used closer than 12 feet. The nearest vibration-sensitive receptor to the proposed work areas is approximately 35 feet away. Therefore, no vibration annoyance is predicted to occur during the construction of the ORSC, and impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

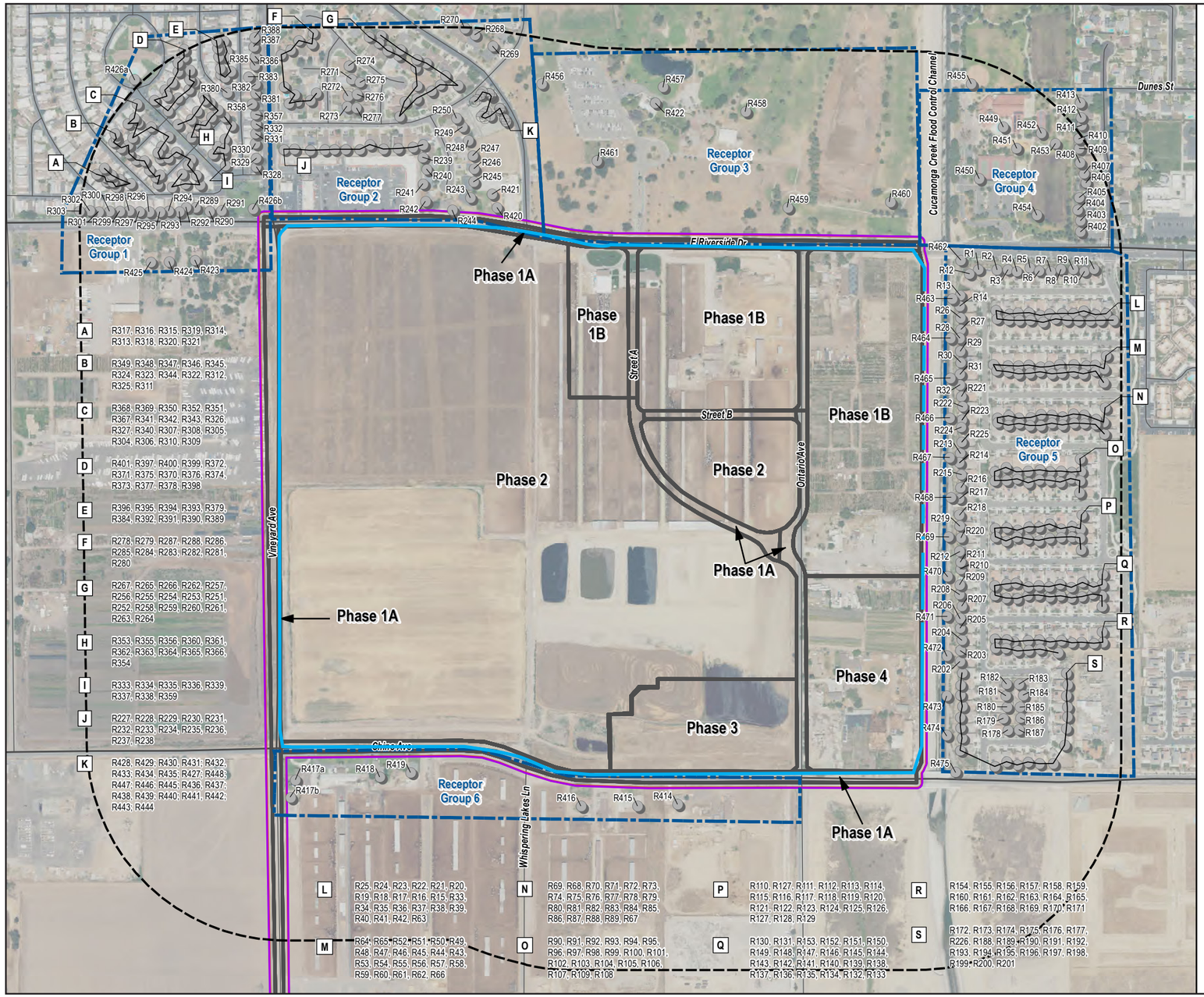
Impact 5.13-4: The ORSC Site is proximate to the Ontario International Airport and Chino Airport but outside of the noise impact zones; therefore, it would not exposure people to airport-related noise. [Threshold N-3]

Aircraft Noise

The ORSC site is approximately 2.8 miles south of Ontario International Airport and approximately 2.2 miles northeast of the Chino Airport. It is within the influence areas of both airports but outside the safety zones and noise contours of both airports. Therefore, the ORSC would not expose people to substantial levels of airport-related noise, and impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Figure 5.13-11 - Maximum Distance to Impact for Construction Vibration



ORSC Site
Project Construction Phases and Work Area
Receptor Group
Study Area
Distance to Vibration Structural Damage (FTA Building Category III)
Distance to Vibration Annoyance (FTA Category 2)

Receptor Location and Number
Receptor Impacted by Vibration
Receptor not Impacted
Top Floor Noise Prediction Result
Bottom Floor Noise Prediction Result

Note: Grouped Receptor Labels are in order of Leader Occurrence.

0 500
Scale (Feet)

Source: HMMH 2023.

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5.13.3.3 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF OFF-SITE GENERAL PLAN AMENDMENT AND REZONE

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site in TOP.

- **Traffic Noise.** The transportation model was adjusted to reflect the compensatory SB 330 and SB 166 map proposed amendments. As identified in modeling conducted by Fehr & Peers and found in Appendix L1 and Appendix L2 of this Draft EIR, VMT outside the ORSC does not differ between the future baseline and future with-project conditions; and therefore, traffic volumes on roadway segments in the vicinity of the ORSC site associated with this land use map change would not be substantially affected by the increase in density from LDR to MDR. Furthermore, increasing density results in a more efficient, compact land use that would in fewer vehicle trips than low density residential uses. Table 5.6-9, *Residential Energy Use and Vehicle Trip Generation Rates*, in Section 5.6, *Energy*, illustrates the vehicle trip generation rates anticipated for varying densities of residential development types.

- **Stationary Noise.** The GPA and Rezone would not result in new types of stationary noise sources. The City's Noise Ordinance, building codes, and subdivision and development code regulations reduce noise from future development projects to ensure less than significant impacts.

- **Airport Noise.** The GPA and Rezone area is also within the influence areas of both airports but outside the safety zones and noise contours of both airports.

- **Construction Noise and Vibration.** Construction noise and vibration impacts associated with the GPA and Rezone from LDR to MDR would not result in an increase in construction noise levels evaluated in the 2022 EIR. Municipal Code Chapter 29, Section 5-29.09, which limits construction, remodeling, digging, grading, demolition, or any other related building activity to between the hours of 7:00 am and 6:00 pm, Monday through Friday, and 9:00 am to 6:00 pm on weekends to ensure that construction activities occur when people are least sensitive to noise and would not occur in the noise-sensitive portions of the day. Furthermore, Mitigation Measures 12-2 and 12-4 of the 2022 EIR would be applicable for future development projects if construction activities have the potential to occur near sensitive receptors.

Therefore, noise impacts associated with the off-site GPA and Rezone would be less than significant.

5.13.4 Cumulative Impacts

Mobile-Source Noise

The cumulative traffic noise levels would increase by a noticeable amount along the roadways analyzed. As identified above, the ORSC would result in a substantial increase in traffic noise at receptors in the vicinity of the ORSC. The GPA and Rezone would cumulatively contribute to overall traffic noise levels. Therefore, the

Proposed Project would result in a cumulatively considerable contribution to traffic noise levels in the city, and cumulative traffic noise impacts are considered significant.

Area Sources of Noise (Stadium, Athletic Fields, and Commercial/Hospitality)

Unlike transportation noise sources, whose effects can extend well beyond the limits of the ORSC site, stationary-source noise generated by the ORSC is limited to noise impacts to noise-sensitive receptors near the ORSC site. Cumulative noise levels from stationary sources would be negligible at the nearest noise sensitive receptors with mitigation. Consequently, the ORSC would not be cumulatively considerable and would not result in a significant cumulative noise impact. Additionally, stationary noise impacts are not anticipated to increase under the GPA and Rezone since the land uses under the area's proposed designation would be similar to those of the existing designation. Development in the GPA and Rezone area would also be required to comply with existing regulations in the City's municipal code that would ensure that new development does not exceed City noise standards. Impacts of GPA and Rezone would also not be cumulatively considerable.

Construction Noise and Vibration

Construction noise and vibration impacts are confined to a localized area. Cumulative impacts would only occur if other projects were being constructed in the vicinity of the ORSC site at the same time as the ORSC construction activities. Noise from construction activities would be temporary and would not be significant with mitigation. No development has been proposed at the GPA and Rezone area and construction noise from development at the GPA and Rezone would be required to comply with regulations in the City's municipal code in addition to construction noise mitigation measures in the 2022 TOP SEIR. Therefore, the combined impacts of the ORSC and GPA and Rezone would not be individually or cumulatively considerable.

5.13.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: Impacts 5.13-3 and 5.13-4.

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.13-1** Construction activities associated with the ORSC would result in temporary noise increases in the vicinity of the ORSC site.
- **Impact 5.13-2** Implementation of the ORSC would result in long-term operation-related noise that could exceed local standards and result in noise increases in the vicinity of the ORSC site.

5.13.6 Mitigation Measures

Impact 5.13-1

N-1 The construction contractor shall implement the following measures during construction activities on the ORSC site and Offsite Improvement Area. These measures shall be identified on demolition, grading, and/or building permits.

- Prior to construction activities that warrant nighttime construction (e.g., infrastructure work, concrete pours, etc.), the construction contractor shall install noise pathway controls, including noise barriers and enclosures free from gaps and holes, which shall be placed as close as possible to construction areas. The temporary noise barrier shall be a sufficient height to block the direct line-of-sight between the on-site construction areas and off-site noise sensitive receptors and shall be a minimum of 6 feet tall and shall be constructed out of wood or other materials with a minimum surface weight of approximately 2.5 pounds per square foot.
- Construction equipment operating on a site shall be equipped with the appropriate manufacturer's noise reduction devices, including but not limited to a manufacturer's muffler (or equivalently rated material) that is free of rust, holes, and exhaust leaks.
- Noise from construction devices with internal combustion engines shall be mitigated by ensuring that the engine's housing doors are kept closed, and by using noise-insulating material mounted on the engine housing that does not interfere with the manufacturer's guidelines for engine operation or exhaust.
- Portable compressors, generators, pumps, and other such devices shall be covered with noise-insulating fabric to the maximum extent possible that does not interfere with the manufacturer's guidelines for engine operation or exhaust, and shall further reduce noise by operating the device at lower engine speeds during the work to the maximum extent possible.
- Idling on-site of heavy-duty diesel vehicles with Gross Vehicle Weight Rating of 10,000 pounds shall be limited to no longer than five minutes while parking, standing, or stopping, as per 13 California Code of Regulations Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.
- Quieter back-up alarms on construction equipment shall be used whenever feasible.
- Construction vehicles shall be strategically positioned to minimize operation near receptors and avoiding tailgate slamming to the extent possible.

Impact 5.13-2

Transportation Noise

In compliance with CEQA, "each public agency shall mitigate or avoid the significant effects on the environment of project it carries out or approves whenever it is feasible to do so" (Public Resources Code, Section 21002.1(b)). The term "feasible" is defined in CEQA to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors" (Public Resources Code, Section 21061.1). A number of measures were considered for mitigating or avoiding the traffic noise impacts, as discussed below:

Special Roadway Paving

Notable reductions in tire noise have been achieved via the implementation of special paving materials, such as rubberized asphalt or open-grade asphalt concrete overlays. For example, Sacramento County conducted a study of pavement noise along the Alta Arden Expressway and found improvements in an average of 4 dB compared to conventional asphalt overlay. While special roadway paving has the potential to reduce traffic noise levels to below the impact threshold for the two impacted receptors, implementation of this mitigation strategy is costly. Therefore, considering the approximate costs versus benefits, this mitigation measure is inadequate for reducing the noise impacts to less than significant levels.

Sound Barrier Walls

Some segments may potentially benefit from the installation of sound barrier walls adjacent to the roadways that are predicted to have excessive sound levels due to the project. However, receptors along East Riverside Drive have direct access (via driveways) to the associated roadway that must be maintained. Therefore, barrier walls would prevent access to their individual properties and would be infeasible. Further, impacts to areas located on private property are outside of the control of future Specific Plan developers, so there would be limited admittance (onto these properties) to construct such walls (while neglecting the high cost of such wall systems). For the reasons listed, this approach would not be able to reduce noise impacts at all receptor areas to levels that are below significance. Therefore, noise increases along these segments would be significant and unavoidable.

Sound Insulation of Off-Site Residences

The highest roadway noise levels are predicted to reach up to 76 dBA CNEL. Exterior-to-interior noise reductions depend on the materials utilized, the design of the homes, and their conditions. To determine what upgrades would be needed, a noise study would be required for each house to measure exterior-to-interior noise reduction. Sound insulation may require upgraded windows, upgraded doors, and a means of mechanical ventilation to allow for a "windows closed" condition. There are no funding mechanisms and procedures that would guarantee that the implementation of sound insulation features at each affected home would offset the increase in traffic noise to interior areas and ensure that the 45 dBA CNEL would be achieved. Therefore, this method was dropped from further consideration.

As identified above, traffic generated by the ORSC would result in a substantial increase in noise levels in the vicinity of noise-sensitive land uses. There are no feasible mitigation measures that would reduce traffic generated by vehicles associated with the ORSC.

Miscellaneous Noise Sources

N-2 **HVAC Equipment, Planning Area 6 Indoor Athletic Facility Building.** An acoustics study shall be provided to the City of Ontario prior to building permit issuance for the indoor athletic facility in Planning Area 6 that documents compliance with the overnight noise levels in the City's municipal code (45 dBA at single-family residences from 10:00 pm to 7:00 am). HVAC equipment for the indoor athletic facility shall be designed and/or placed to yield a sound level less than 58 dBA at 50 feet. Noise associated with operation of heating and cooling equipment shall be minimized by the design and strategic placement of equipment.

N-3 **HVAC Equipment, Planning Areas 2, 3, 4, and 7 Buildings.** An acoustics study shall be provided to the City of Ontario prior to building permit issuance for new structures with HVAC systems in Planning Areas 2, 3, 4, and 7 that documents compliance with the overnight noise levels in the City's municipal code (45 dBA at single-family residences from 10:00 pm to 7:00 am). HVAC equipment for the indoor athletic facility shall be designed and/or placed to yield a sound level less than 65 dBA at 50 feet to ensure compliance would result in a noise level of approximately 44 dBA at residential land uses to the east along Plymouth Avenue. Noise associated with operation of heating and cooling equipment shall be minimized by the design and strategic placement of equipment.

5.13.7 Level of Significance After Mitigation

Impact 5.13-1

Nighttime construction noise impacts are predicted to occur for sensitive receptors in Receptor Group 2, Receptor Group 3, and Receptor Group 5. To reduce construction noise impacts during nighttime hours to below the significant impact threshold, Mitigation Measure N-1 requires installation of temporary noise barriers around the work site that have sufficient heights to block the direct line-of-sight between the onsite construction areas and off-site noise sensitive receptors. With typical installation, temporary noise barriers can provide 5 decibels of noise level reduction to adjacent receptors. Table 5.13-25, *Predicted Nighttime Cumulative Ontario Regional Sports Complex Construction Noise Levels with Mitigation*, summarizes the ranges of construction-noise levels with the implementation of temporary noise barriers.

Table 5.13-25 Predicted Nighttime Cumulative Ontario Regional Sports Complex Construction Noise Levels with Mitigation

ORSC Component		Work Phase	Range of Predicted Nighttime (10pm–7 am) Construction Noise Levels by Receptor Group (L_{eq} dBA)[1]					
			1	2	3[4]	4	5	6
Nighttime Ambient (7pm–7am)[2]			**47**	**47**	**48**	**48**	**48**	**47**
Impact Threshold (Cannot Exceed)			**52**	**52**	**53**	**53**	**53**	**52**
Parking Structure	Parking Structure A	Phase 1B	42–43	42–46	45–51	44–45	43–47	42–42
	Parking Structure B	Phase 2	42–45	42–49	43–44	43–44	43–44	42–44
Stadium	All Activities	Phase 1B	42–44	42–48	44–55	44–47	43–49	42–42

Source: HMMH 2023a

Notes: Attachment A of Appendix J1 includes a table that summarizes predicted nighttime construction noise levels at all analyzed receptors for the proposed work phases and activities.
See Table 5.13-6 for locations of receptor groups.

1 Construction equipment noise levels conservatively assume all equipment would be utilized at the same time and at all hours of an 8-hour period, both of which are unlikely.

2 Long-term noise measurements were conducted in and around the site in October 2023. The ambient noise level is comprised of the measured L90. Refer to The Ontario Regional Sports Complex EIR Traffic Noise Technical Report for detailed information on the noise measurement program.

3 **Bold** numbers indicate noise levels that exceed 5 dBA over the measured ambient noise level.

4 Receptors predicted to experience nighttime construction noise levels include recreational use that would not be considered to have nighttime sensitivity (green at Whispering Lakes Golf Course and Cucamonga Channel Walking Trail). Therefore, these locations would not be considered to be impacted during nighttime construction of the ORSC. Noise level ranges are provided for informational purposes.

Additional mitigation measures, including positioning of equipment away from sensitive receptors and minimizing equipment idling, would further reduce overall noise levels during construction activities. When accounting for this reduction, significant impact would be reduced or eliminated at all but five recreational receptors (R-459, R-471, R-472, R-473, and R-474[1]) in Receptor Group 3 and Receptor Group 5. These receptors are a green at the Whispering Lakes Golf Course and a section of the walking path along the Cucamonga Creek channel, which are predicted to experience noise levels greater than 5 decibels over ambient conditions during construction of the parking structures. However, these receptor locations would not be considered sensitive during the nighttime period; therefore, impacts to these receptors are not a significant impact. Therefore, with mitigation, Impact 5.13-1 would be reduced to less than significant levels.

Impact 5.13-2

Transportation Noise

As identified in Impact 5.13-2, traffic generated by the ORSC would result in a substantial increase in noise levels in the vicinity of noise-sensitive land uses. There are no feasible mitigation measures that would reduce traffic generated by vehicles associated with the ORSC. Therefore, traffic noise impacts under Impact 5.13-2 would be ***significant and unavoidable***.

1 Receptors are shown in Figure 5.13-2.

Commercial/Miscellaneous Noise

To ensure compliance with the more stringent overnight noise levels in the City's municipal code (45 dBA at single-family residences from 10:00 pm to 7:00 am), Mitigation Measure N-2 requires that HVAC equipment for the indoor athletic facility be designed and/or placed to yield a sound level less than 58 dBA at 50 feet. Limiting HVAC equipment noise levels to 58 dBA at 50 feet would result in a noise level of approximately 44 dBA at the residential land use along Chino Avenue. Mitigation Measure N-3 requires that HVAC equipment noise levels on all other structures, including the proposed hotel, retail spaces, Chicken N Pickle, community center, and pool building, be limited to 65 dBA at 50 feet to ensure compliance with nighttime limits at residences to the east along Plymouth Avenue. Noise from mechanical equipment would not result in a significant effect on the existing environment due to the distances between potential equipment and noise sensitive land use. Therefore, with mitigation, commercial noise under Impact 5.13-2 would be less than significant.

Summary

The ORSC would result in potentially significant long-term increase in noise levels associated with traffic noise, and commercial noise. Mitigation Measures N-2 and N-3 would reduce commercial noise to less than significant noise levels. However, there are no feasible mitigation measures to reduce traffic noise impacts of the ORSC. Therefore, Impact 5.13-2 would remain ***significant and unavoidable***.

5.13.8 References

HMMH. 2024a, January. The Ontario Regional Sports Complex Construction Noise and Vibration Technical Report. (Appendix J1)

———. 2024b, January. The Ontario Regional Sports Complex Transportation Noise Analysis Technical Report. (Appendix J2)

———. 2024c, January. The Ontario Regional Sports Complex Stadium Noise Analysis Technical Report. (Appendix J3)

———. 2024d, January. The Ontario Regional Sports Complex Athletic Fields Noise Analysis Technical Report. (Appendix J4)

———. 2024e, January. The Ontario Regional Sports Complex Commercial/Miscellaneous Noise Analysis Technical Report. (Appendix J5)

5. Environmental Analysis
NOISE

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5.14 POPULATION AND HOUSING

This section of the Draft EIR examines the potential for population and housing impacts of Proposed Project, which includes the Ontario Regional Sports Complex (ORSC), Offsite Improvement Area, and associated off-site General Plan Amendment and Rezone (GPA and Rezone), on the City of Ontario. The potential impacts of the ORSC are evaluated on a project level while impacts of the GPA and Rezone analyzed at a programmatic level. Population and housing impacts include changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as "affordable." Current website information and pertinent documents from the City of Ontario and other appropriate agencies were used in preparation of this section. The analysis in this section is based, in part, upon information from:

- Southern California Association of Governments
- United States Census Bureau
- California Department of Finance
- Employment Development Department
- Longitudinal Employer-Household Dynamics

5.14.1 Environmental Setting

5.14.1.1 REGULATORY BACKGROUND

State Regulations

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on California Department of Finance population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, the HCD provides the RHNA to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. The HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

State law recognizes the vital role 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 Sections 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. At the time of preparation of this SEIR, the City of Ontario has adopted its 6th cycle housing element for the 2021 to 2029 eight-year plan period, which is discussed in detail in "Local Regulations," below.

Housing Accountability Act

The Housing Accountability Act requires that cities approve applications for residential development that are consistent with a city's general plan and zoning code development standards without reducing the proposed density. Examples of objective standards are those that are measurable and have clear criteria that are determined in advance, such as numerical setback, height limit, universal design, lot coverage requirement, or parking requirement.

Senate Bill 330: Housing Crisis Act of 2019

Among other changes that promote housing, the Housing Crisis Act of 2019 strengthened the Housing Accountability Act by stating that a housing development project that complies with the objective standards of the general plan and zoning ordinance must be approved by the city, unless the city is able to make written findings based on the preponderance of the evidence in the record that: (1) the city has already met its RHNA requirement; (2) there is an impact to the public health and safety that cannot be mitigated; (3) the property is agricultural land; (4) approval of the project would violate State or federal law and this violation cannot be mitigated; or (5) the project is inconsistent with the zoning and land use designation and not identified in the general plan housing element RHNA inventory.

Senate Bill 166: No Net Loss Law

SB 166 builds on existing laws and regulations to ensure a local agency meets its allocated housing units for lower- and moderate-income households. This bill requires adequate housing development capacities to be available throughout the housing element planning period to meet the unmet RHNA needs. SB 166 prevents a local jurisdiction from permitting an identified lower- and moderate-income residential housing site to develop

another use or a lower density residential development. If a site identified for housing development is permitted for another use or developed at a lower density, and this prevents the local agency from meeting its RHNA for lower- and moderate-income residential housing, the local agency must identify another site for housing development within 180 days that will meet the RHNA.

Regional Regulations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the metropolitan planning organization that represents six counties and 191 cities in Southern California. SCAG is responsible for analyzing the region's transportation system, the future of growth in the region, and potential funding sources to address housing, transportation, and livability issues for the 18 million residents of Southern California.

As part of the Regional Transportation Plan (RTP) process every four years, SCAG is responsible for determining the growth in housing, employment, and population across the region and for identifying efficient and effective methods to accommodate that growth. SCAG estimates that by 2035, the region will add more than four million residents, primarily in Riverside and San Bernardino counties. As the agency charged with identifying population, housing, and employment projections and trends, SCAG also leads the RHNA process to identify the amount of growth, at a variety of income levels, that each jurisdiction in the region will need to accommodate within the housing element planning period and assists jurisdictions in analyzing the existing and future housing needs of their community.

Local Regulations

City of Ontario Housing Element

The City's 6th cycle housing element for the 2021-2029 period was adopted on March 1, 2022. The housing element is the City's plan for achieving local housing goals and compliance with the applicable statutes that are required of all local governments when updating their housing elements. The housing element includes housing programs that the City will implement to achieve the goals, policies, and objectives of the element. Program 11 of the housing element addresses development within the Ontario Ranch community. Goal 1 and its associated policies express the City's commitment to providing parks and recreational amenities for city neighborhoods.

5.14.1.2 EXISTING CONDITIONS

Population

Table 5.14-1, *Population Trends in the City of Ontario,* shows the population trends and percentage change in the from 2013 to 2023.

Table 5.14-1 Population Trends in the City of Ontario

Year	Population	Percent Change
2013	167,412	N/A
2014	167,885	0.28%
2015	169,153	0.76%
2016	169,491	0.20%
2017	172,858	1.99%
2018	175,083	1.29%
2019	178,606	2.01%
2020[1]	175,427	-1.78%
2021	176,206	0.44%
2022	178,682	1.41%
2023	180,717	1.14%

Source: CDOF 2021, 2023.
[1] Note that the population estimates for years 2013 to 2019 are based on the 2010 census, and the population estimates for years 2020 to 2023 are based on the 2020 census. Therefore, the population change between 2019 and 2020 represents a correction of the data to reflect the updated census counts.

Housing

Table 5.14-2, *Historical Housing Growth Trends in the City of Ontario,* shows the trends in housing development from 2013 through 2023. The city's housing stock has increased by 17 percent within the last decade.

Table 5.14-2 Historical Housing Growth Trends in the City of Ontario

Year	Total Housing Units	Percent Change
2013	47,655	N/A
2014	47,741	0.18%
2015	47,871	0.27%
2016	48,079	0.43%
2017	48,971	1.86%
2018	49,648	1.38%
2019	50,654	2.03%
2020[1]	53,219	5.06%
2021	53,666	0.84%
2022	54,918	2.33%
2023	55,981	1.94%

Source: CDOF 2021, 2023.
[1] Note that the housing unit estimates for years 2013 to 2019 are based on the 2010 census, and the housing unit estimates for years 2020 to 2023 are based on the 2020 census. The change between 2019 and 2020 represents a correction of the data to reflect the updated census counts.

As shown in Table 5.14-3, *Housing Units by Type in the City of Ontario,* a majority of housing units in the city in 2023 are single-family homes.

Table 5.14-3 Housing Units by Type in the City of Ontario

Type	Number of Units	Percent
Single-Family Detached	33,007	59%
Single-Family Attached	3,380	6%
Multifamily (2 to 4 Units)	5,217	9%
Multifamily Homes (5 or More Units)	12,214	22%
Mobile Homes	2,163	4%
Total	**55,981**	**100%**
Vacancy Rate	Percent Vacant = 4.7%	
Household Size	Household Size = 3.67	

Source: CDOF 2023.

As shown in Table 5.14-4, *City of Ontario 2021-2029 RHNA,* Ontario's RHNA allocation for the 2021-2029 planning period is 20,854 units.

Table 5.14-4 City of Ontario 2021–2029 RHNA

Income Category (Based on County AMI)	Number of Units	Percentage
Very Low	5,640	27%
Low	3,286	16%
Moderate	3,329	16%
Above Moderate	8,599	41%
Total	**20,854**	**100%**

Source: SCAG 2021.
Note: AMI = Area Median Income

Employment

According to the California Employment Development Department, the growth rate of employment in Ontario increased throughout 2010 to 2023. The City of Ontario employment among local residents and annual employment change percentages are shown in Table 5.14-5, *City of Ontario Employment Trends.*

Table 5.14-5 City of Ontario Employment Trends

Year	Employment (Persons)	Percent Change
2010	68,400	N/A
2011	68,600	0.29%
2012	69,900	1.90%
2013	71,400	2.15%
2014	73,500	2.94%
2015	76,500	4.08%
2016	78,400	2.48%
2017	80,700	2.93%
2018	84,400	4.58%
2019	87,000	3.32%
2020	81,600	-6.42%
2021	85,100	4.29%
2022	89,600	5.29%
2023 (August)	87,800	-2.01%

Sources: EDD 2023.

Table 5.14-6, *City of Ontario, Industry by Occupation Among Employed Residents (2022),* shows the City's total employed civilian residents by occupation and industry in 2020. According to the estimates calculated by the Census Bureau, the City of Ontario had 85,127 jobs in 2022. The four largest occupational categories were transportation and warehousing, and utilities; educational services and health care and social assistance; retail trade; and manufacturing.

Table 5.14-6 City of Ontario, Industry by Occupation Among Employed Residents (2022)

Industry/Occupation	Number	Percentage
Agriculture, forestry, fishing and hunting, and mining	336	0.4%
Construction	6,193	7.3%
Manufacturing	9,065	10.6%
Wholesale Trade	3,558	4.2%
Retail trade	11,763	13.8%
Transportation and warehousing, and utilities	13,692	16.1%
Information	760	0.9%
Finance and insurance, and real estate and rental and leasing	3,615	4.2%
Professional, scientific, and management, and administrative and waste management services	8,786	10.3%
Educational services, and health care and social assistance	13,536	15.9%

Table 5.14-6 City of Ontario, Industry by Occupation Among Employed Residents (2022)

Industry/Occupation	Number	Percentage
Arts, entertainment, and recreation, and accommodation and food services	5,678	6.7%
Other services, except public administration	4,186	4.9%
Public administration	3,959	4.7%
Total Employed Residents	**85,127**	**100%**

Source: US Census 2022.
Note: Employment figures count employed civilian residents 16 years and older.

Growth Projections

Forecast

Table 5.14-7, *SCAG Projections, City of Ontario*, show SCAG's regional forecast population and job projections for 2016 to 2045 for Ontario. According to SCAG, the city and county are forecast to experience high growth in the next two decades. SCAG's regional growth forecast projects that the population in Ontario will increase from 172,200 in 2016 to 269,100 persons in 2045, a difference of 96,900 persons (a 56.3 percent increase). The number of housing units in the city are forecast to increase from 47,656 in 2016 to 77,182 in 2045, a difference of 29,526 (a 62 percent increase). The number of jobs in the city are forecast to increase from 113,900 in 2016 to 169,300 in 2045, a difference of 55,400 (a 48.6 percent increase).

Table 5.14-7 SCAG Projections, City of Ontario

	2016	2045	Projected Change 2016–2045	Projected Percent Change 2016–2045
Population	172,200	269,100	96,900	56.3%
Households	46,000	74,500	28,500	62.0%
Housing Units	47,656	77,182	29,526	62.0%
Jobs	113,900	169,300	55,400	48.6%

Source: SCAG 2020.
Note: Housing units calculated using household data adjusted to reflect a 3.6% vacancy rate (CDOF 2023).

Table 5.14-8, *TOP 2050 Buildout Projections*, shows the statistical summary of the buildout potential of The Ontario Plan (TOP) 2050 when compared to the housing and population in 2023 shown in the Tables 5.14-1 and 5.14-2, above. TOP 2050 projected jobs are compared to existing jobs in the City in 2020 based on the Census Bureau's Longitudinal Employer-Household Dynamics data, which is the most recent year available for data. The TOP buildout projections represent the growth expected in the City by 2050 under the adopted land use plan of TOP 2050.[1] As seen in Table 5.14-8, growth in the City is expected to more than double under TOP by 2050.

[1] See Table LU-03, Future Buildout Table, in the Land Use Element of TOP 2050 for more information about buildout assumptions.

Table 5.14-8 TOP 2050 Buildout Projections

	Existing (2023 & 2020)	Projected (2050)	Percent Change
Population	180,717	410,492	127.15%
Housing Units	55,981	129,562	131.44%
Jobs	112,516	296,002	163.08%

Source: Ontario 2022; US Census 2020; CDOF 2023.
[1] Existing employment is based on the Census Bureau's Longitudinal Employer-Household Dynamics data for 2020 which is the most recent year for which data is available.

Jobs-Housing Ratio

The ratio of jobs to housing is important because an imbalance can lead to physical impacts on the environment. The "jobs-housing ratio" or "jobs-housing balance" is generally measured by comparing the total number of jobs compared to the number of housing units or employed residents in a defined geographic area, without regard to economic constraints or individual preferences. The jobs-housing balance has implications for mobility, air quality, and the distribution of tax revenues and is one indicator of a project's effect on growth and quality of life in the project area. There is no ideal ratio adopted in state, regional, or city policies. The American Planning Association, an authoritative resource for community planning best practices, makes the following recommendations for assessing jobs-housing balance (Weitz 2003).

- Jobs-housing ratio
  - Recommended target: 1.5 jobs per housing unit
  - Recommended range: 1.3 to 1.7 jobs per housing unit

- Jobs-employed resident ratio
  - Recommended target: 1 job per employed resident
  - Recommended range: 0.8 to 1.25 jobs per employed resident

The American Planning Association recognizes that an ideal ratio will vary across jurisdictions and that, beyond the numerical ratio, it is also important for there to be a match between the types of jobs available in a community, the skills of the local labor force, and the characteristics of available housing, such as price, size, and location (Weitz 2003).

According to the Census Bureau's Longitudinal Employer-Household Dynamics data, in 2020 (the most recent year for which data are available) the City of Ontario had 112,516 jobs (US Census 2020). As shown in Table 5.14-2, in 2020 Ontario had 53,219 housing units. Therefore, in 2020 Ontario had a jobs-housing ratio of 2.11 (112,516 jobs/53,219 housing units), which is considered jobs rich using the APA's recommended range of 1.3 to 1.7 jobs per housing unit(Weitz 2003). As shown in Table 5.14-5, in 2020 Ontario had 81,600 employed residents. Therefore, in 2020 Ontario had a jobs-employed resident ratio of 1.37 (112,516 jobs/81,600 employed residents), which is also considered slightly jobs rich using the APA's recommended range of 0.8 to 1.25 jobs per employed resident (Weitz 2003).

5.14.2 Thresholds of Significance

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

P-1 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).

P-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

5.14.3 Environmental Impacts

5.14.3.1 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.14-1: The ORSC would not result in population growth in the city. [Threshold P-1]

Employment

The ORSC would develop the ORSC site with a baseball stadium, retail/hospitality, and city park uses. As shown in Table 5.14-9, *Employment Under the Ontario Regional Sports Complex*, the ORSC is expected to result in 1,026 total jobs. According to the US Census Bureau, the City of Ontario had 112,516 jobs in 2020, so the added jobs under the ORSC would result in a 0.9 percent increase of jobs in the city. The total number of jobs forecast under TOP 2050 for the city by 2050 is 296,002. When added to the number of existing jobs in the city, the ORSC's contribution to jobs would not exceed TOP 2050's projection. However, because the ORSC involves a land use change and the uses under ORSC were not considered in the buildout forecast for TOP 2050, the ORSC's contribution to jobs in the city would represent an approximately 0.3 percent increase from TOP 2050's projection. Similarly, though the employment from the ORSC was not considered in SCAG's 2045 employee forecast (see Table 5.14-7), it would represent a nominal increase of 0.6 percent from the 2045 projection for the city.

Table 5.14-9 Employment Under the Ontario Regional Sports Complex

Planning Area	Employees
Baseball Stadium (PA 1)	346 (Event Staff) 43 (Nonevent Staff)
Commercial Retail (PA 2)	113
Baseball Stadium Retail and Hospitality (PA 3)	107
Baseball Stadium Retail and Hospitality South (PA 4)	285
City Park Active Fields (PA 5)/Community Recreation Center (PA 7)	83
City Park Indoor Athletic Facility (PA 6)	49
Total	**1,026**

Note: Numbers of employees are based on TOP 2050 assumptions that retail/commercial uses generate 1 employee per 400 square feet and that hotels generate 1 employee per 1,300 square feet.

While the ORSC would increase the number of jobs in the City, it is not expected to induce population growth. According to the California EDD, unemployment in the City was 4,300 in December 2023 (4.6 percent unemployment rate) and 50,700 for San Bernardino County (5 percent unemployment rate) (EDD 2023). Therefore, the jobs created by the ORSC are expected to be filled by the existing local and regional labor pool. Therefore, population impacts associated with employment under the ORSC, would be less than significant.

Housing and Population

The ORSC does not include residential uses. Therefore, the ORSC would not increase the city's population. However, the ORSC would need to comply with SB 330 and SB 166 to offset the loss of housing potential identified in TOP 2050 for the ORSC site. To ensure compliance with State housing laws, the ORSC would redesignate 94 acres along the Vineyard Corridor, south of the ORSC site, to a more intense land use designation—from LDR to MDR (see Figure 3-15, *Proposed General Plan Amendment of the Project Area*). No specific residential project is proposed. This action is solely to replace the housing capacity designated for the ORSC site under TOP 2050 and so comply with State housing laws (see Section 5.11, *Land Use and Planning*, for more information). The impacts of the Vineyard Corridor land use changes are discussed below in Section 5.14.3.2, *Environmental Effects of Off-Site TOP Amendments and Zones Changes*. The ORSC would therefore not facilitate unplanned population growth due to the production of housing. Impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Impact 5.14-2: The ORSC would not result in the displacement of people and/or housing. [Threshold P-2]

The ORSC site is primarily utilized for agricultural use but contains some single-family homes, and development of the ORSC site would require the removal of these rural residential units. This is expected to result in the displacement of one resident at the existing dairy on the property. Furthermore, as shown in Table 5.14-3, the City has a vacancy rate of 4.7 percent and therefore is expected to have adequate housing capacity to

accommodate the displaced resident. Implementation of the ORSC would not result in the need to rebuild existing homes or construct replacement housing. Therefore, impacts with regard to displacement under the ORSC would be less than significant.

Level of Significance Before Mitigation: Less than significant.

5.14.3.2 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF OFF-SITE GENERAL PLAN AMENDMENT AND REZONE

As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the ORSC development would require the rezoning of land off the ORSC site in order to comply with the no-net-loss requirements of SB 330 and SB 166. TOP 2050 planned for a total of 1,471 units in the areas designated LDR and MDR on the ORSC site which would be redesignated and rezoned under the ORSC to support the proposed recreation, stadium, and retail/hospitality uses. To offset this loss, 94 acres along the Vineyard Corridor, south of the ORSC site, would be assigned a more intense land use designation, changing from LDR to MDR (see Figure 3-15). The current land use designation in the Vineyard Corridor, LDR, allowed up to 424 units under TOP 2050. Because of SB 330, the combined housing capacity for the ORSC site and the Vineyard Corridor parcels must be maintained, meaning the Vineyard Corridor parcels must support a minimum capacity of 1,895 units (1,471 units to offset the Proposed Project plus 424 units to account for the existing capacity on the parcels where growth potential would be reallocated). To achieve this, the ORSC requires a general plan amendment designating the Vineyard Corridor parcels (94 acres) as MDR instead of LDR, creating capacity for 2,075 units, 180 units more than required to comply with SB 330.

This 180-unit surplus would result in an increase in the total housing capacity of the City, beyond what was analyzed in TOP 2050. Using the City's average household size of 3.67 persons per household, the estimated population increase associated with the housing unit surplus is approximately 661 residents. While these additional housing units and population were not accounted for within the buildout of TOP 2050 or SCAG's 2045 forecasts, they would represent a nominal increase in the total number of housing units and population forecasted in these growth models, a 0.25 percent increase in population compared to SCAG's 2045 forecast and a 0.16 percent increase when compared to TOP 2050's population buildout forecast. Additionally, this increase in housing capacity would be aligned the State initiatives to increase housing production in California in order to respond to the State housing crisis (see Section 5.14.1.1, *Regulatory Background*). Furthermore, the proposed zoning amendment to include an affordable housing overlay for 19.25 acres of the 94 acres in Vineyard Corridor would implement the objectives of the 2021-2029 Housing Element. Moreover, this increase in housing capacity would help to improve the City's jobs-housing balance. As described above, in Section 5.14.1.2, *Existing Conditions*, City is currently jobs-rich with a jobs-housing ratio of 1.37 in 2020. Therefore, the proposed GPA and Rezone would have less than significant impacts on population growth.

As explained, the ORSC would displace housing capacity at the ORSC site but would replace this capacity at Vineyard Corridor, resulting in no-net-loss of housing capacity in the City. As discussed in Impact 5.14-2, some existing residential units would be removed from the ORSC site to accommodate the ORSC but this would not necessitate the replacement of housing elsewhere in the City. The 1,471-unit housing capacity that is designated for the ORSC site under TOP 2050 are not "existing" housing units that have been constructed prior to the

Proposed Project. Therefore, the proposed amendments and rezonings at the ORSC site would have no impact concerning displacement since no housing or people exist at the ORSC site (beyond the existing dairy and agricultural-related uses analyzed in Impact 5.14-2) and no replacement housing would need to be constructed. The proposed amendments and zone changes under the Proposed Project would have no impact on displacement.

5.14.4 Cumulative Impacts

The geographic area considered for cumulative impacts is the City of Ontario. The ORSC is not anticipated to result in population growth in the City since no residential development is proposed. The ORSC would comply with SB 330 and SB 166 (see Section 5.11, *Land Use and Planning*), and there would be no net loss of residential units in the City with implementation of the ORSC. The GPA and Rezone needed to comply with these housing laws would result in a 180 unit increase in the total housing capacity of the City, Though the increase in jobs and housing units under the ORSC was not anticipated in the local and regional growth forecasts, these jobs are expected to be filled by the local and regional labor force and the population increase associated with the additional housing capacity would represent less than 1 percent of the growth forecasts of TOP 2050 and SCAG. This additional housing capacity will also help to meet the State's housing goals, implement the goals of the City's Housing Element, and improve the jobs-housing balance of the City. Therefore, the Proposed Project would not result in impacts that could combine population and housing impacts in a way that would be cumulatively considerable; therefore, cumulative impacts would be less than significant.

5.14.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-1 and 5.14-2.

5.14.6 Mitigation Measures

No impacts are identified, and no mitigation measures are needed.

5.14.7 Level of Significance After Mitigation

All impacts with respect to population and housing are less than significant.

5.14.8 References

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5. Environmental Analysis
POPULATION AND HOUSING

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5.15 PUBLIC SERVICES

This section of the Draft EIR addresses the impacts of the Proposed Project, which includes the Ontario Regional Sports Complex (ORSC), Offsite Improvement Area, and associated off-site General Plan Amendment and Rezone (GPA and Rezone), to public services providing fire protection and emergency services, police protection, school services, and library services in the City of Ontario. The potential impacts of the ORSC are evaluated on a project-level while impacts of the GPA and Rezone analyzed at a programmatic level. Recreation, which includes parks in the city, is addressed in Section 5.16, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 5.19, *Utilities and Service Systems*. Section 5.20, *Wildfire,* address the potential project-related impacts to emergency and evacuation plans.

The information in this section is based on responses to service provide letters that can be found in Appendix K of this Draft EIR.

5.15.1 Fire Protection and Emergency Services

5.15.1.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal Regulations

International Fire Code

The International Fire Code includes specialized technical fire and life safety regulations that apply to the construction and maintenance of buildings and land uses. Topics addressed in the code 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.

State Regulations

California Health and Safety Code

State fire regulations in Sections 13000 et seq. of the California Health and Safety Code include regulations for building standards (also in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, standards for high-rise buildings and childcare facilities, and fire suppression training.

California Fire Code

The California Fire Code (CFC), California Code of Regulations Title 24, Part 9, is based on the 2012 International Fire Code and includes amendments from the State of California fully integrated into the code. The CFC has building standards related to fire safety that are referenced in other parts of Title 24 of the California Code of Regulations.

Local Regulations

The Ontario Plan

Future development of all land in Ontario is guided by The Ontario Plan (TOP), which was adopted by the City Council in August 2022. The Safety Element contains policies related to fire and emergency services.

City of Ontario Municipal Code

Chapter 4, Fire Code

As described in Section 4-4.01, Adoption of the California Fire Code and the International Fire Code, of the City's municipal code, the City adopted the 2022 CFC, which incorporates and amends the 2021 International Fire Code. The CFC regulates the design, construction, quality of materials, erection and installation, alteration, repair, location, relocation, replacement, and provisions of the fire code systems.

Chapter 6, Development Code

As discussed in Section 6.08.035, Dedications and Improvements, the City uses development impact fees collected at building permit issues 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 general City fee schedule as well as a separate fee schedule for the Ontario Ranch.

Existing Conditions

The City of Ontario Fire Department (OFD) operates ten fire stations throughout the City, including the Ontario International Airport fire station. The OFD has 248 personnel—204 sworn firefighters and 44 professional staff members in five bureaus: Operations, Fire Prevention, Support Services/Airport Operations, Emergency Medical Services (EMS), and Administrative Services—and operates with a daily staffing level of 66 sworn firefighters (Ehrman 2023). Throughout the 10 fire stations, there are nine 4-person paramedic engine companies, three 4-person truck companies, an 8-person aircraft rescue and firefighting station, one fire investigation supervisor, and two battalion chiefs (OFD 2023a). The OFD operates under a Memorandum of Understanding that mandates four-person engine companies, two of them being paramedics, and four-person truck companies operating at all times (Ontario 2022).

The National Fire Protection Association (NFPA) Fire Code section 1710 recommends that a first-responder unit arrive at the scene in a travel time of 4 minutes or less at least 90 percent of the time. NFPA recommends that full response to a low/medium hazard fire occur within 8 minutes of the 911 call at least 90 percent of the time and within 10 minutes for a high hazard. The California Emergency Medical Services Authority is responsible for coordinating the planning, development, and implementation of 32 local emergency medical services systems throughout California. NFPA Standard 1710 requires emergency medical technician (paramedic level) on fire trucks and medic units that arrive at the incident to meet this requirement.

The OFD's own response time goal is to be on scene under 10 minutes at least 90 percent of the time for both fire and EMS calls. In 2023, the OFD met this goal 93 percent of the time (Ehrman 2023). In 2021, the OFD

responded to incidents 28,825 times, with the majority of the incidents in northwestern Ontario in more densely developed areas (Ontario 2022).

The closest fire station to the ORSC site is OFD Fire Station 9, which serves Ontario Ranch and commenced operation in April of 2022 (OFD 2023b). Table 5.15-1, Closest Responding Fire Stations, provides a summary of the location, equipment, staffing levels, and travel time for the three closest existing OFD fire stations responding to the ORSC site.

Table 5.15-1 Closest Responding Fire Stations

Station and Location	Equipment/Staffing	Distance to ORSC Site
OFD Station No. 9 2661 E Grand Pk St, Ontario, CA	4-person paramedic engine 4-person ladder truck HazMat	1.24 miles
OFD Station No. 3 1408 E Francis St, Ontario, CA	4-person paramedic engine	2.21 miles
OFD Station No. 6 2931 E Philadelphia St, Ontario, CA	4-person paramedic engine	1.94 miles

Source: Ehrman 2023.

5.15.1.2 THRESHOLDS OF SIGNIFICANCE

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

FP-1 Result in a substantial adverse physical impact associated with the provisions 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 fire protection services.

5.15.1.3 ENVIRONMENTAL IMPACTS

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.15-1: The ORSC would not result in substantial adverse impacts associated with new or altered OFD fire protection and emergency facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection and emergency services. [Threshold FP-1]

The ORSC would develop the ORSC site with a baseball stadium, supporting retail and hotel uses, sports fields, and outdoor and indoor recreational facilities. While the ORSC would not contribute to a population increase in the city, it would result in periodic and permanent increases in demand for fire protection and emergency medical services on the ORSC site due to the proposed uses. The increased activity on the site includes

employees and attendees of games and events at the proposed baseball stadium, as well as daily employment and visitors of the proposed retail, hotel, and city park and community recreation center uses.

OFD has indicated that Station 3 at 1408 E Francis Street in Ontario would be the primary response station for the ORSC site. Stations 6 and 9 would provide secondary response to the ORSC site (Ehrman 2023).

The number of people visiting and working at the ORSC site would fluctuate throughout the year and on a daily basis because the schedule of activities at the proposed baseball stadium and use of the proposed city recreation facilities would vary by sport seasons. For example, weekday average visitors would be 3,692 but on a weekend there could be 13,650 visitors onsite. Therefore, the potential for accidents and conflicts requiring OFD response may increase, specifically on days with multiple high-attendance events.

OFD has indicated that the department would have the manpower to handle day-to-day events under ORSC. However, OFD also stated that the high-attendance events at the stadium may require additional fire and/or medical teams (Ehrman 2023). Additional staffing needs would be identified through the City's special event permitting process. As events are scheduled, the City would coordinate with OFD in order to adjust shifts/initiate major tactical alert so that resources can be reallocated on an as needed basis across OFD's personnel. According to the OFD, no additional employees are required as the additional staffing needed for event days would be handled through temporary staffing (backfill positions/overtime). Therefore, the periodic increases in demand under the ORSC would not require the provision of new or expanded fire facilities, construction of which would have the potential to cause significant environmental impacts. Fire protection and EMS response to the ORSC site would be accommodated within the City's existing fire service facilities, and development of the ORSC would not result in a significant impact on the ability to maintain adequate level of fire protection service to the area. Development impact fees (DIF) would also be collected in order to build and supply necessary fire and emergency service needs.

Furthermore, all project buildings would be constructed in accordance with the applicable provisions of the adopted CFC; the City's municipal code Section 4-4.01; and standard conditions regarding fire prevention and suppression measures related to water improvement plans, fire hydrants, fire access, and water availability. Additionally, prior to the approval of the ORSC, the City's Building Department and OFD would review building plans to ensure that all applicable fire safety features are incorporated as part of the ORSC. Prior to the approval of occupancy permits for the new buildings, it would be required that the OFD would inspect all new structures to ensure that all fire safety features have been implemented and installed correctly.

The ORSC would also involve improvements on the ORSC site to ensure that the ORSC has adequate fire water flow. Dedicated fire water infrastructure for the ORSC would involve a combination of tying into existing water lines, removing and relocating water lines, construction of new water mains and lines, and new fire hydrants, all of which would be constructed consistent with the City's standards. The City is also developing a parking and traffic management plan to reduce traffic impacts (see Mitigation Measure TRAF-2). The plan will also address circulation improvements and measures within the ORSC site, including event traffic control. The measures in the plan would also ensure that emergency vehicle access is maintained during all high-attendance events at the ORSC site.

While the ORSC would result in increased activity on the ORSC site and would therefore increase the number of fire protection and emergency service calls when compared to existing site conditions, it would not require the construction or alteration of fire protection facilities for the purposes of maintaining service ratios, response times, or other performance objectives for OFD fire protection services, as stated by Senior Deputy Chief Ehrman during email correspondence in October, 2023. Project design plans would be reviewed by OFD, and potential fire protection and emergency service needs for high-attendance events on the ORSC site would be communicated to OFD. The ORSC would pay the required DIFs to fund OFD operations. The ORSC would have less than significant impacts with regard to fire protection and emergency services.

Level of Significance Before Mitigation: Less than significant.

Programmatic Environmental Impacts of Off-Site General Plan Amendment and Rezone

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the City. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the ORSC would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site in TOP. The parcels proposed for rezoning are located south of ORSC site on Vineyard Avenue, in an area known as Vineyard Corridor. As discussed in Section 5.14, *Population and Housing*, the GPA and Rezone would result in a total of 180 surplus housing units added to the City's housing capacity, which could result in 661 new residents. This increase in residential units and population could increase demand for fire services at the stations that serve Vineyard Corridor.[1] However, as with development under the existing designation for the Vineyard Corridor, development under the proposed land use changes would be reviewed by the City and the OFD on an individual basis and would be required to comply with requirements in effect at the time building permits are issued, including the payment of development impact fees that contribute to funding for additional staffing, facilities, and equipment. This process would ensure that sufficient revenue would be available for necessary service improvements to provide for adequate fire facilities, equipment, and personnel when development is proposed. Impacts to fire protection and emergency services would be less than significant.

5.15.1.4 CUMULATIVE IMPACTS

The area of cumulative effect for fire protection is the City of Ontario. As seen in Chapter 4, *Environmental Setting*, several pending development projects within a three-mile radius of the ORSC site would also increase demand for OFD services, specifically at the stations that would serve the ORSC site. The buildout of these projects was included within the buildout analyzed in TOP 2050 SEIR which determined that impacts to fire protection services would be less than significant with the payment of development fees and review of project design from OFD. As identified above, additional staffing for the ORSC would not be needed as staffing during events could be accommodated by the OFD's existing resources and event staffing would be handled with temporary staffing (backfill positions/overtime). Therefore, as with the ORSC and development of the GPA and Rezone area, these projects would be required to pay DIFs to offset the cost of equipment, facilities, and staffing needs of OFD. Development or expansion of fire stations, equipment, and personnel would also be subject to environmental review and impact mitigation per CEQA. Cumulative impacts would be less than

[1] These include Station No. 9, No. 3, and No. 6.

significant after payment of taxes, impact fees, and fair-share payments by other projects, and impacts of the ORSC would not be cumulatively considerable.

5.15.1.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.15-1 would be less than significant.

5.15.1.6 MITIGATION MEASURES

No mitigation measures are required.

5.15.1.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

All fire and emergency service provider impacts would be less than significant.

5.15.2 Police Protection

5.15.2.1 ENVIRONMENTAL SETTING

Regulatory Background

City of Ontario Development Code

As described under Section 5.15.1, *Fire Protection and Emergency Services,* the City uses DIFs to provide funding for police services and other public services. New development pays DIFs based on land use and square footage.

Existing Conditions

The City of Ontario Police Department (OPD) provides police protection services to the city, which it organizes into three geographic areas: West Area Command, East Area Command, and South Area Command. Each area has a dedicated team of officers who operate 24/7 patrols, as well as traffic officers, community engagement officers, narcotics investigators, detectives, and air support unit (OPD 2023). The OPD responds to an average of 200,000 calls for service per year and has a standard of approximately 225 police officers per 100,000 people. Currently, the OPD is has 314 sworn positions with 27 openings and 115 nonsworn positions with 35 openings and meets this standard (Estrada 2023).

The main OPD station is at 2500 South Archibald Avenue in central Ontario. OPD maintains a minimum staffing of 14 officers and 3 supervisors for every shift, except on weekend mid shift which is a minimum of 8 officers and 3 supervisors. The OPD also has a substation called the Mills Station at 1 Mills Circle in the northeastern part of the city. The ORSC site is in the South Area Command.

OPD's Airport Operations Bureau serves the Ontario International Airport and consists of police officers, explosive detection canines, narcotic detection canines, and community service officers. The Airport Operations Bureau patrols all areas of the airport, investigates crimes, manages traffic flow, and responds to

airport emergencies while enforcing Transportation Safety Administration regulations and airport security programs (OPD 2023).

In addition to serving the City of Ontario, the OPD participates in mutual aid agreements with different public agencies to provide the optimum level of service during times of emergency. The OPD holds a mutual aid agreement with the San Bernardino County Sheriff and various jurisdictions surrounding Ontario. The OPD also participates in a statewide mutual aid program facilitated by the Governor's Office of Emergency Services (Cal OES). This enables the OPD to request assistance from other police and sheriff departments within its designated Cal OES region when its resources are inadequate to meet service demands (Ontario 2022).

5.15.2.2 THRESHOLDS OF SIGNIFICANCE

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

PP-1 Result in a substantial adverse physical impact associated with the provisions 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 police protection services.

5.15.2.3 ENVIRONMENTAL IMPACTS

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.15-2: The ORSC would not result in substantial adverse impacts associated with new or altered OPD police protection facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. [Threshold PP-1]

The ORSC would construct a variety of recreation-oriented uses at the ORSC site. These include a baseball stadium with supporting commercial/retail uses in addition to city park facilities for community recreation. The ORSC would result in an increase in the level of activity on the ORSC site when compared to existing conditions. Activity on the ORSC site would consist of patrons attending games/events, employees of the stadium and retail/hospitality uses, customers of the retail/hospitality uses, local/regional sports teams/clubs and spectators, and community members using the recreational facilities. While the number of people in and around the ORSC site would fluctuate, the general increase in activity under the ORSC would result in periodic increases in demands for police protection by OPD.

During periods without events, the ORSC would have typical OPD police protection needs, similar to other entertainment, commercial, hotel, parking, and recreation uses in the city. During high-attendance events, however, an increased level of police protection personnel may be required on- and/or off-site for patrolling and potential response to incidents associated with the large crowds and increase in pedestrian activity. Additional staffing needs for the department would be identified through the City's special event permitting

process. According to the OPD, no additional employees are required as the additional staffing needed for event days would be accommodated using temporary staffing (backfill positions/overtime). As events are scheduled, the City would coordinate with OPD in order to adjust shifts so that resources can be reallocated on an as needed basis across OPD's personnel. OPD identified typical calls for service to consist of incidents related to loud music and verbal arguments, public intoxication, assaults, thefts, trespassing, illegal street vendors, and vehicle collisions (OFD 2023a).

As discussed above, the City is preparing a parking and traffic management plan that would address the needs of event traffic control at the proposed stadium (see Mitigation Measure TRAF-2). The City would also coordinate with the OPD to determine in advance if additional staff would be required based upon attendance at the stadium during games and large events through the special events permitting process. OPD does not anticipate any concerns with providing service to the ORSC so long as the ORSC incorporates the recommend lighting and security features required by the City's Municipal Code and traffic-reduction measures in the event traffic management plan. Security lighting features incorporated into the Project Design include:

- Photosensor-operated lighting for all walkways, driveways, doorways, parking areas, and other areas used by the public.
- LED lighting for all fixtures.
- Lighting that is as close to 3400 degrees Kelvin coverage as possible.
- Vandal-resistant lighting fixtures.
- Photometrics plan that details the types of fixtures for OPD review.
- OPD review and consultation on optimum security camera coverage.

Pursuant to the City's existing permitting process, the Building Department would review final site plans for the ORSC to ensure that crime prevention through design measures and other OPD recommendations are incorporated as part of the ORSC. Furthermore, the ORSC would be required to pay DIFs to help offset costs associated with providing police services to the ORSC. Though the ORSC would increase activity on the ORSC site, thereby increasing the number of potential service calls to the ORSC site when compared to existing conditions, the ORSC would not require the construction or alternation of OPD facilities in order to maintain OPD's performance objectives for police services. Therefore, the ORSC would have less than significant impacts with regard to police protection services.

Level of Significance Before Mitigation: Less than significant.

Programmatic Environmental Impacts of Off-Site General Plan Amendment and Rezone

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the

199-acre ORSC site in TOP. The parcels proposed for rezoning are located south of ORSC site on Vineyard Avenue, in an area known as Vineyard Corridor As discussed in Section 5.14, *Population and Housing*, the GPA and Rezone would result in a total of 180 surplus housing units added to the City's housing capacity, which could result in 661 new residents. This increase in residential units and population could increase demand for police services. Future development under the Proposed Project would also be subject to development impact fees which pay for police services. Police services would receive adequate funding through the City's general fund to cover the police service needs. Future projects would also be reviewed by the City of Ontario on an individual basis and required to comply with regulations in effect at the time building permits are issued.

5.15.2.4 CUMULATIVE IMPACTS

The area of cumulative effect for police protection is the City of Ontario. As seen in Chapter 4, *Environmental Setting*, several pending development projects within a three-mile radius of the ORSC site would also increase demand for OPD, as would the area proposed for the GPA and Rezone, as discussed above. Like the ORSC, other cumulative projects in the City, including future development of the GPA and Rezone area, would also pay DIFs and taxes to offset the costs of OPD operations and construction of new and/or expanded police stations. As identified above, additional staffing for the ORSC site would not be needed as staffing during events could be accommodated by the OPD's existing resources and event staffing would be handled with temporary staffing (backfill positions/overtime). Cumulative impacts would be less than significant after payment of taxes, impact fees, and fair-share payments by other projects, and impacts of the Proposed Project, including the ORSC and GPA and Rezone, would not be cumulatively considerable.

5.15.2.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.15-2 would be less than significant.

5.15.2.6 MITIGATION MEASURES

No mitigation measures are required.

5.15.2.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

All impacts to police protection services would be less than significant.

5.15.3 School Services

5.15.3.1 ENVIRONMENTAL SETTING

Regulatory Background

State Regulations

California State Assembly Bill 2926: School Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential and commercial/industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

California Education Code Section 17620

California Education Code Section 17620 gives school districts the authority to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities, subject to any limitations set forth in Chapter 4.9 (commencing with Section 65995) of Division 1 of Title 7 of the Government Code.

California Senate Bill 50

Senate Bill (SB) 50, passed in 1998, provides a comprehensive school facilities financing and reform program and enables a statewide bond issue to be placed on the ballot. Under the provisions of SB 50, school districts are authorized to collect fees to offset the costs associated with increasing school capacity as a result of development and related population increases. The funding goes to acquiring school sites, constructing new school facilities, and modernizing existing school facilities. SB 50 establishes a process for determining the amount of fees developers would be charged to mitigate the impact of development on school districts from increased enrollment. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."

Under this legislation, there are three levels of developer fees that may be imposed upon new development by the governing school district. Level I fees are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, and the state provides the remaining half. To qualify for Level II fees, the governing board of the school district must adopt a School Facilities Needs Analysis and meet other prerequisites in accordance with Section 65995.6 of the California Government Code. Level III fees apply if the state runs out of bond funds, allowing the governing school district to impose on the developer 100 percent of the cost of school facility or mitigation minus any local dedicated school monies.

Existing Conditions

The ORSC site is the attendance areas of three public school districts, Chino Valley Unified School District for elementary, junior high, and high school (western portion of site); Mountain View School District for elementary and junior high school (eastern portion of site); and Chaffey Joint Union High School District for high school (eastern portion of site). The boundaries of the school districts on the ORSC site can be seen on Figure 5.15-1, *School District Boundaries on the ORSC Site*.

5.15.3.2 THRESHOLDS OF SIGNIFICANCE

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

SS-1 Result in a substantial adverse physical impact associated with the provisions 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 school services.

5.15.3.3 ENVIRONMENTAL IMPACTS

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.15-3: The ORSC would not generate new students who would impact the school enrollment capacities of area schools. [Threshold SS-1]

The ORSC would develop the ORSC site with a baseball stadium, supporting retail/hospitality uses, and City recreation facilities. The ORSC does not include residential uses and therefore would not increase the student population in the school districts that serve the ORSC site.

Mountain View School District indicated in its response to a questionnaire for the ORSC (see Appendix K) that of all the potential school sites in Ontario Ranch, it would likely first eliminate the Armstrong school site from future consideration since the site is on the western edge of the District's boundaries. The District also stated that the change of planned use for the ORSC site from residential under the Armstrong Ranch Specific Plan to stadium/commercial/recreation under the ORSC may reduce the need for an elementary school in the vicinity of the ORSC site since students would not be generated under the uses of the ORSC. For these reasons, the District has noted that the ORSC would not result in impacts to school services or the District's long-term plans (MVSD 2023).

The ORSC would not introduce new students into the attendance boundaries of school districts that serve the City. Therefore, the ORSC would not require the construction or alteration of school facilities in order to meet demand for school services. Impacts under the ORSC would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Programmatic Environmental Impacts of Off-Site General Plan Amendment and Rezone

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site in TOP. The parcels proposed for rezoning are located south of ORSC site on Vineyard Avenue, in an area known as Vineyard Corridor. As discussed in Section 5.14, *Population and Housing*, the GPA and Rezone would result in a total of 180 surplus housing units added to the City's housing capacity, which could result in 661 new residents. Like the ORSC site, the Vineyard Corridor parcels are within the attendance areas of three public school districts, Chino Valley Unified School District for elementary, junior high, and high school (parcels west of Vineyard Avenue); Mountain View School District for elementary and junior high school (parcels east of Vineyard Avenue); and Chaffey Joint Union High School District for high school (parcels east of Vineyard Avenue).

Correspondence with the school districts that serve Ontario on behalf of the TOP 2050 SEIR in 2022 noted that the three districts serving the Vineyard Corridor parcels are currently below capacity and would be able to accommodate the buildout population of TOP 2050 (Ontario 2022). Each of these school districts assess their needs individually based on student generation rates from residential development, and charges development impact fees accordingly. Developers would be required to pay the impact fees levied by each school district, set within the limits of SB 50. These payments accommodate the need for new facilities based on the increase in student population in each district. With the payment of development fees, impacts to school services at the districts serving the Vineyard Corridor parcels would be less than significant.

5.15.3.4 CUMULATIVE IMPACTS

The area affected by cumulative school impacts would be the attendance boundaries of the school districts that serve the ORSC site. Other development projects within the attendance boundaries of these districts, including future development of the GPA and Rezone area, would be required to pay school impacts fees as applicable to reduce impacts to schools associated with increased student populations. Pursuant to California Government Code Section 65995(h), payment of the impact fees fully mitigates impacts to school facilities. Other indirect impacts of the Proposed Project on school facilities are analyzed in Chapter 5 of this EIR. The ORSC would not contribute to a cumulative increase in student population that would require the project to contribute fair-share payment of school mitigation fees. Cumulative impacts with regard to the ORSC, GPA and Rezone, and other cumulative development would be less than significant.

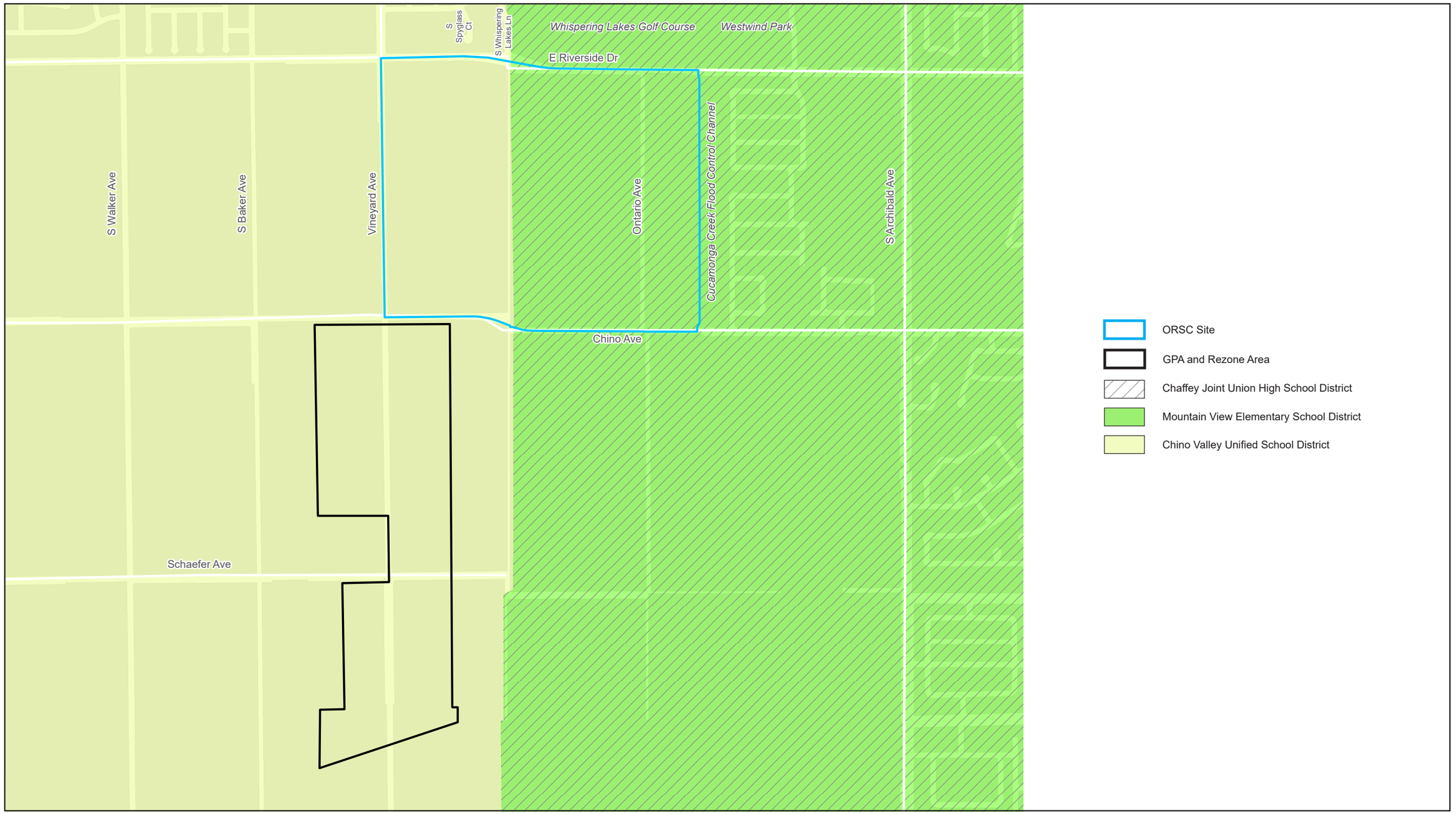
5.15.3.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.15-3 would be less than significant.

5.15.3.6 MITIGATION MEASURES

No mitigation measures are required.

Figure 5.15-1 - School District Boundaries on the ORSC Site



Source: Ontario 2017.

5. Environmental Analysis
PUBLIC SERVICES

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5.15.3.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

All impacts to school services would be less than significant.

5.15.4 Library Services

5.15.4.1 ENVIRONMENTAL SETTING

Regulatory Background

California Education Code Sections 18900 to 18965

California Education Code Sections 18900 to 18965, adopted in Ontario through Section 1, Ordinance 103, allow the City of Ontario to operate its library system separately from the county through a board of trustees appointed by the Ontario City Council.

City of Ontario Development Code

As described under Section 5.15.1, *Fire Protection and Emergency Services*, the City uses DIFs to provide funding for libraries as well as other public services. New developments are subject to DIFs based on land use and square footage.

Existing Conditions

The City of Ontario has two facilities in its library system: the Ovitt Family Community Library at 215 East C Street, and the Lewis Family Branch at 3850 East Riverside Drive.

The Ontario library system has phases for proposed growth in alignment with population growth as part of its Library Facility Master Plan, which projects to a horizon year of 2035. Currently, the Ontario library system offers approximately 43 square feet per 100 capita, which is anticipated to go down as population rises. Phases 1 through 8 add facility space to accommodate increases in population. Phase 1 is the implementation of a mobile library to accommodate the current population (at the time of the report in 2020), and Phase 8 adds facility space for when the population reaches 305,000. Potential funding options for future library services and space may be provided through bonds, DIFs, new revenue measures, capital improvements plan projects, or partnership with a local school district (Ontario 2020).

The closest library to the ORSC site is the Lewis Family Branch Library at 3850 East Riverside Avenue, 1.84 miles east of the ORSC site.

5.15.4.2 THRESHOLDS OF SIGNIFICANCE

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

LS-1 Result in a substantial adverse physical impact associated with the provisions 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 library services.

5.15.4.3 ENVIRONMENTAL IMPACTS

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.15-4: The ORSC would not increase demand for library services. [Threshold LS-1]

Demand on libraries is based on the generation of a resident population. The ORSC would not introduce any new permanent residents that may become patrons of the Ontario Library System, as explained in Section 5.14, *Population and Housing*. Therefore, implementation of the ORSC would not directly create a demand for public library facilities and would not directly result in the need to modify existing or construct new library. Therefore, no direct impact would occur to library services or facilities.

Level of Significance Before Mitigation: No impact.

Programmatic Environmental Impacts of Off-Site General Plan Amendment and Rezone

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site in TOP. The parcels proposed for rezoning are located south of ORSC site on Vineyard Avenue, in an area known as Vineyard Corridor. As discussed in Section 5.14, *Population and Housing*, the GPA and Rezone would result in a total of 180 surplus housing units added to the City's housing capacity, which could result in 661 new residents. The provision of library services and future needs of the Ontario library system are guided by the Library Master Plan. The City levies development impact fees on residential development to fund library services and improvements, per the Master Plan (Ontario 2023). With the payment of development fees impacts associated with the additional housing capacity in the Vineyard Corridor would be less than significant.

5.15.4.4 CUMULATIVE IMPACTS

The cumulative setting for the Ontario Library System includes the ORSC and development within the Library's service area. Growth within the city would increase demands for library services. As with the ORSC and future development of the GPA and Rezone, other projects would also pay property taxes and development impact fees, which would support operations and development of new and/or expanded facilities. The ORSC would not introduce new residents into the service area of the Ontario Library System. While the GPA and Rezone would result in a potential increase in population, development of this area would be subject to taxes and fees that would fund library services and reduce the impacts of additional population. Therefore, impacts of the ORSC would not be cumulatively considerable.

5.15.4.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.15-4 would be less than significant.

5.15.4.6 MITIGATION MEASURES

No mitigation measures are required.

5.15.4.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

All impacts to library services would be less than significant.

5.15.5 References

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5.16 RECREATION

This section of the Draft EIR evaluates the potential of the Proposed Project, which includes the Ontario Regional Sports Complex (ORSC), Offsite Improvement Area, and associated off-site General Plan Amendment and Rezone (GPA and Rezone), to impact public parks and recreational facilities in the City of Ontario. The potential impacts of the ORSC are evaluated on a project-level while impacts of the GPA and Rezone are analyzed at a programmatic level.

5.16.1 Environmental Setting

5.16.1.1 REGULATORY BACKGROUND

State Regulations

Quimby Act

The Quimby Act was established by the California Legislature in 1965 to provide parks for the growing communities in California. The act authorizes cities to adopt ordinances addressing parkland and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements. The Quimby Act requires the provision of three acres of park area per 1,000 persons residing in a subdivision unless the amount of existing neighborhood and community park area exceeds that limit, in which case the city may adopt a higher standard not to exceed five acres per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of such funds.

Mitigation Fee Act

The California Mitigation Fee Act (Government Code Section 66000 et seq.) allows cities to establish fees that will be imposed upon development projects for the purpose of mitigating the impact that the development projects have on cities' ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, the City must follow four primary requirements:

1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee.

2) Segregate fee revenue from the General Fund to avoid commingling of capital facilities fees and general funds.

3) Make findings each fiscal year describing the continuing need for fees that have been in the possession of the City for five years or more and that have not been spent or committed to a project.

4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made.

Public Park Preservation Act

The primary instrument for protecting and preserving parkland is the Public Park Preservation Act of 1971 (Public Resource Code Section 5400 et seq.). Cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both are provided to replace the parkland acquired. This provides for no net loss of parkland and facilities.

Local Regulations

City of Ontario Municipal Code

Quimby Act Fees

The Quimby Act is codified in the Ontario Development Code Chapter 6.08.030, Park Dedication and In-Lieu Fee Regulations. As a condition of approval of a tentative tract map, final map, or parcel map for a residential subdivision or the residential portion of a mixed-use project, or for a building permit within a subdivision, the subdivider shall be required to pay an impact fee, offer for dedication of park land in lieu thereof, or both, at the sole and exclusive option of the City. Recreational facilities provided by a project must be provided in accordance with the standards, specifications, and requirements of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, any applicable specific plan, and any other applicable resolution, policy, or standard of the City.

The City's established park standard is three acres of park area per 1,000 persons, for local park and recreational purposes, and that such park area is necessary to provide for the needs of the current and future persons residing and working in the city (Ontario 2019). The maximum amount of public parkland that must be dedicated by a subdivision or development project shall equal the total number of dwelling unit types multiplied by the dwelling unit occupancy factor multiplied by the park area standard ratio of 0.003. When paying in lieu fees to the City, the fees are based on a standard of three acres of property for every 1,000 persons. The park impact fee shall be equal to the total number of dwelling units multiplied by the dwelling unit occupancy factor multiplied by the park fee standard ratio of 0.003 multiplied by the fair market value of the land to be developed by the City for parkland and recreational activities (Development Code Section 6.08.030). In addition, the City strives to have new development in Ontario Ranch provide an additional two acres of private parkland to achieve a park ratio of five acres per 1,000 residents.

At the time of filing a tentative map application for all subdivisions with residential land uses, project applicants may indicate whether they will dedicate property for park and recreational purposes on-site, pay an in-lieu fee, or a combination of both. If they dedicate land, they must designate the area on a tentative map in conformance with the provisions of the Ontario Plan; any specific plan adopted thereto; and any other adopted resolution, policy, or regulation of the City (Ontario 2023).

Development Impact Fees

The City of Ontario has a list of development impact fees (DIF) charged at the time permits are issued. DIFs provide the means to finance adequate infrastructure and other public improvements and facilities that are necessary because of new residential and nonresidential development. The City's current fees took effect on January 1, 2023. To maintain the current level of service for parks, the City requires payment of specific DIFs

for recreational facilities to ensure the acquisition and improvement of adequate recreation facilities (Ontario 2023a).

According to the 2023 fee schedules, commercial uses such as retail/services uses, restaurants, and commercial lodging do not pay development impact fees for parks and aquatics (Ontario 2023b, 2023c). However, impact fees for residential developments are required for both the City and Ontario Ranch.

5.16.1.2 EXISTING CONDITIONS

Ontario has approximately 528.66 acres of miniparks, neighborhood parks, community parks, linear and special use parks, and regional parks (Ontario 2021). The city also has over four miles of equestrian trails in the neighborhoods north of Philadelphia Street, south of Mission Boulevard, west of Magnolia Avenue, and east of Benson Avenue. The West Cucamonga Creek Trail provides 1.3 miles of equestrian trails and 2.4 miles of paved hiking and bicycle trails (Ontario 2021).

The nearest parks to the plan area include:

- Westwind Park and Westwind Community Center (community park, 23 acres)
- Creekside Park (neighborhood park, 6.9 acres)
- Ontario Soccer Park (special use park, 23.4 acres)
- Centennial Park (neighborhood park, 4.6 acres)
- Kimball Park (neighborhood park, 7.1 acres) (Ontario 2022, table 5.16-2)

5.16.2 Thresholds of Significance

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

R-1 Would 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.

R-2 Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.16.3 Environmental Impacts

5.16.3.1 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.16-1: The ORSC would expand recreation opportunities in the city and region. [Thresholds R-1 and R-2]

The ORSC includes a variety of multiuse sports and recreational facilities, including soccer fields, baseball fields, an indoor gymnasium for basketball and volleyball, an aquatics facility, a skate park, pickleball/tennis courts, trails and open space, and playgrounds, in addition to the baseball stadium and supporting hospitality and retail.

As shown in Table 3-2, *Ontario Regional Sports Complex Amenities Summary*, in Chapter 3, *Project Description*, the ORSC would result in 134.16 acres of recreational space accounting for the acreages of the uses in Planning Areas 5 through 7, including parking. These facilities would be available for use by the public and would increase the total parks and recreation land acreage in the city to 662.82 acres, which is an approximately 25 percent increase to the current 528.66 acres. The programming of these facilities would be coordinated by the Ontario Recreation and Community Services Department.

The ORSC does not involve residential uses and therefore would not contribute to population growth in the city that would increase the use of other existing parks and recreational facilities. Because the ORSC would increase the acreage of recreational amenities in the city, there would be no impact.

Level of Significance Before Mitigation: No impact.

5.16.3.2 PROGRAMMATIC ENVIRONMENTAL EFFECTS OF OFF-SITE GENERAL PLAN AMENDMENT AND REZONE

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the ORSC site would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site in TOP. The parcels proposed for rezoning are south of ORSC site on Vineyard Avenue, in an area known as Vineyard Corridor. The concurrent offsite GPA and Rezone would increase demand for parks and recreation facilities in the City. However, as identified in the TOP 2050 SEIR, development of park facilities would keep pace with the anticipated increase in population from buildout of TOP 2050. Development in Ontario would be required to pay DIF to fund and their fair share of Citywide and Ontario Ranch park impacts. Subsequent environmental review would be required for development of park projects under TOP and would adhere to the development standard of the City to ensure that construction or expansion of recreational facilities would not have an adverse physical effect on the environment. Therefore, impacts to park and recreation facilities of the GPA and Rezone would be less than significant.

5.16.4 Cumulative Impacts

Growth in the City would increase demands for parks and recreational facilities. Other projects would pay property, sales, and utility taxes and fees supporting the City's General Fund, part of which would be available for the operation and development of new parks and recreational facilities. If other projects are found by the City to require increases in parklands, like the development of the GPA and Rezone, they would also be required to pay park development fees and/or provide recreation on-site. The ORSC would develop 134.16 acres of new recreation space on the ORSC site, therefore contributing to a net increase in the amount of publicly available recreational amenities for the City. While the proposed GPA and Rezone would increase demand for parks and recreation services, development of these parcels would be subject to DIF that fund parks and recreation services in the City and Ontario Ranch. The ORSC development would overall have a positive cumulative impact on the city's parks and recreational facilities since it would provide new recreational options to residents and help to offset impacts on existing facilities from other cumulative development.

5.16.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.16-1 would be less than significant.

5.16.6 Mitigation Measures

No mitigation is required.

5.16.7 Level of Significance After Mitigation

Impacts to recreation would be less than significant.

5.16.8 References

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5. Environmental Analysis
RECREATION

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5.17 TRANSPORTATION

This section of the Draft EIR evaluates the potential for implementation of the Proposed Project, which includes the Ontario Regional Sports Complex (ORSC), Offsite Improvement Area, and associated off-site General Plan Amendment and Rezone (GPA and Rezone), to result in transportation impacts in the City of Ontario. The impacts of the ORSC are evaluated on a project-level while impacts of the GPA and Rezone are analyzed at a programmatic level.

The analysis in this section is based on the "Vehicle Miles Traveled Memorandum" prepared by Fehr and Peers (Appendix L1). In addition, a Level of Service (LOS) Traffic Impact Analysis was prepared, as required by Ontario's Transportation Impact Analysis Guidelines, to evaluate growth compared to the City's congestion-based transportation goals and policies (see Appendix L2). Under the new CEQA Guidelines, LOS metrics may no longer constitute the sole basis for determining transportation impacts under CEQA. A parking memorandum was prepared and is included as Appendix L3. The EIR evaluates the cumulative effect of the ORSC on vehicle miles traveled (VMT) and uses the San Bernardino County Transportation Authority (SBCTA) San Bernardino Traffic Analysis Model (SBTAM) travel demand forecast model.

Terminology

The following are definitions for terms used throughout this section:

- **Level of Service.** Roadway capacity is generally limited by the ability to move vehicles through intersections. LOS is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or the delay experienced by motorists. Service levels range from A through F, that is, traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).

- **Streetlight Data.** Streetlight data is a digitally available data source that utilizes anonymous cell phone GPS and connected vehicle data to develop generalized trip characteristics for user-selected roadway segments or areas. This includes information on daily/hourly number of vehicles, average trip length, average speed, and vehicle type. This information was used to refine trip generation rates for various use scenarios and determine average trip length for recreation, entertainment, and hospitality uses.

- **Vehicles Miles Traveled.** VMT measures the number of trips and the lengths of those trips for the total number of miles that vehicles will travel on a roadway system. It is used to better assess traffic impacts on greenhouse gas emissions, air quality, and energy. The number of miles of vehicle travel is an indicator of the travel levels on the roadway system by motor vehicles.

- **Total VMT.** Total VMT represents all VMT generated by a project or in a defined area, such as a traffic analysis zone or city boundary, on a typical day, weekday, or weekend.

- **VMT per Service Population.** Service population (SP) counts residents and employees. VMT/SP measures the transportation "efficiency" of a project or plan and is defined as VMT generated on a typical weekday per person who lives and/or works in the designated area.

- **VMT per Visitor.** An alternative metric provided for the unique land uses for the ORSC that generates a substantial amount of visitor traffic relative to the number of employees. This metric measures the approximate VMT generated per user of the ORSC, including players, coaches, spectators, etc. This metric is not used to determine significant impacts; however, it is provided for additional context and more accurately reflects expected project VMT per capita.

5.17.1 Environmental Setting

5.17.1.1 REGULATORY BACKGROUND

State Regulations

Senate Bill 743

On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. The legislature found that with the 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 emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32).

SB 743 eliminates auto delay, level of service, and similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. As part of the new 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" (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new Guidelines, VMT-related metric(s) were required beginning July 1, 2020, to evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements for evaluation of LOS, but such metrics may no longer constitute the sole basis for determining transportation impacts under CEQA.

AB 1358: California Complete Streets Act of 2008

The California Complete Streets Act of 2008 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 circulation elements to consider the various users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasked the Office of Planning and Research to release guidelines for compliance, which it did in December 2010.

SB 375: Sustainable Communities and Climate Protection Act

On December 11, 2008, the California Air Resources Board (CARB) adopted its proposed Scoping Plan for AB 32, the Global Warming Act. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related greenhouse gas emissions targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, it addresses regional greenhouse gas emission targets. CARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each metropolitan planning organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to create a sustainable communities strategy (SCS) that provides a plan for meeting regional targets. The SCS and the regional transportation plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details another plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments also qualify if they 1) are at least 50 percent residential, 2) meet density requirements, and 3) are within one-half mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emission modeling techniques consistent with guidelines prepared by the California Transportation Commission. Regional transportation planning agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the commission's guidelines.

Senate Bill 99

SB 99 (Section 65302(g)(5) of the California Government Code) requires jurisdictions to review and update the safety element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

Assembly Bill 747

AB 747 added Section 65302.15 to the California Government Code (amended by AB 1409), which went into effect in January 2022. AB 747 requires local governments to identify the capacity, safety, and viability of evacuation routes and locations in their general plan safety element or local hazard mitigation plan.

Regional Regulations

Southern California Association of Governments

The 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 MPO for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency 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.

2020 Regional Transportation Plan/Sustainable Community Strategy: Connect SoCal

Every four years SCAG updates the regional transportation plan/sustainable community strategy (RTP/SCS) for its six-county region. On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS, Connect SoCal, which encompasses four principles that are important to the region's future—mobility, economy, healthy/complete communities, and environment. Connect SoCal explicitly lays out goals related to housing, transportation technologies, equity, and resilience to adequately reflect the increasing importance of these topics in the region. It outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation (excluding good movement). The RTP/SCS is meant to provide growth strategies that would achieve the regional greenhouse gas emissions reduction targets identified by CARB. However, the RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; instead, it provides incentives to governments and developers for consistency.

San Bernadino County Transportation Authority

Countywide Transportation Plan

The SBCTA, formerly known as the San Bernardino Associated Governments, prepared an interim update to the Countywide Transportation Plan that was released in 2021. The plan lays out a strategy for long-term investment in and management of San Bernardino County's regional transportation assets (SBCTA 2021).

Nonmotorized Transportation Plan

SBCTA updated the San Bernardino County Non-motorized Transportation Plan in June 2018. The goal of the plan is to develop an integrated, nonmotorized transportation systems and identify sources of funds to implement increased bicycle and pedestrian access, increased travel by cycling and walking, routine accommodation in transportation and land use planning, and improved bicycle and pedestrian safety. The plan

lays out design guidelines, bikeway and pedestrian system recommendations, implementation strategies and priorities, and funding opportunities. It points out that local jurisdictions are ultimately responsible for implementing projects in the plan. SBCTA serves in an advisory role by identifying projects on the regional network, providing advisory support for project development, supporting local education and safety efforts, encouraging the incorporation of nonmotorized facilities into general and specific plans, working to identify grant opportunities, etc. (SBCTA 2018).

Short-Range Transit Plan

SBCTA developed a short-range transit plan to help guide transit service improvements in the region over the next five years. The plan identifies transit service plans and helps prioritize major capital improvement projects for the region's transit needs. Goals of the short-range transit plan include connectivity between the various transit agencies in the county, facilitation of transit travel between regions in the county and between the county and surrounding counties, and cost-effective accessibility programs for seniors and persons with disabilities. The short-range transit plan was released in December 2016 (SBCTA 2016).

Long-Range Transit Plan

SBCTA developed a long-range transit plan to address the county's current and future travel challenges and create a transportation system that can increase the role of transit in the future. The plan establishes a transit vision for the next 25 years, prioritizes goals and projects for transit growth, and prioritizes connecting land use and transportation strategies. The plan developed four alternatives—"baseline" (with existing transit services), "plan" (existing transit and currently planned improvements), "vision" (existing transit, planned improvements, and rapid bus and rail), and "sustainable land use" (redistributing growth to transit corridors and creating transit-oriented developments at station areas). The long-range transit plan was released in April 2010 (SBCTA 2010).

Points of Interest Pedestrian Plan

SBCTA developed a Countywide Points of Interest Pedestrian Plan to assist member agencies with the development of tools and guidelines for identifying and prioritizing pedestrian improvements. The plan's goals include connecting various SBCTA member agencies and synchronizing project planning and implementation, given that each agency has different pedestrian accommodations, capital improvement programs, and maintenance regimes (SBCTA 2019).

Congestion Management Program for San Bernardino County

The congestion management program for San Bernardino County, published and periodically updated by SBCTA, defines a network of state highways and arterials in the county and provides guidelines regarding LOS standards, impact criteria, and a process for mitigation of impacts on program facilities in the county. The congestion management program was last updated in June 2016 (SBCTA 2016).

Local Regulations

Development Impact Fees

The City of Ontario maintains development impact fees for projects in the Original Model Colony (general city or 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.

Traffic and Transportation Guidelines

The City engineer reviews proposed residential, commercial, and industrial development projects for consistency with the City's Traffic and Transportation Guidelines (Ontario 2013) and provides engineering input as well as conditions of approval for proposed projects.

5.17.1.2 EXISTING CONDITIONS

The City of Ontario circulation system includes three freeways, an international airport, two main lines of the Union Pacific Railroad, one Metrolink rail line, and a system of arterial and local streets.

Existing Roadway Network

Regional access to the study area is provided from State Route 60 (SR-60) and Interstate 15 (I-15). Local access to the site is provided from Vineyard Avenue, Riverside Drive, Ontario Avenue, and Chino Avenue.

- **State Route 60 (SR-60)** is a major east-west highway in Southern California. SR-60 branches off from I-10 in downtown Los Angeles, passes through East Los Angeles and continues east through Ontario, terminating at I-10 in the city of Beaumont. Within the city limits, the corridor has four lanes and one high occupancy vehicles lane in each direction with a posted speed limit of 65 miles per hour.

- **Interstate 15 (I-15)** is a major north-south freeway that traverses the states of Arizona, California, Idaho, Nevada, and Utah. Within the study area, I-15 is a ten-lane freeway with three general purpose lanes and two express lanes in each direction. Auxiliary lanes are also provided between the Cantu-Galleano Ranch Road and SR-60 interchanges. The posted speed limit is 65 miles per hour. The I-15 express lanes currently terminate at Cantu-Galleano Ranch Road/Riverside County line; however, an extension north to Duncan Canyon Road in the city of Fontana is currently under design.

- **Vineyard Avenue** is a five-lane north-south principal arterial in Ontario. Vineyard Avenue begins at Mission Boulevard and continues south to East Riverside Drive with two through lanes in each direction and a center turn lane. Vineyard Avenue has a speed limit of 45 miles per hour throughout the entire arterial. As planned in The Ontario Plan (TOP) and proposed as part of the ORSC, Vineyard Avenue will be extended south to connect with Chino Avenue, with a full right-of-way of 148 feet (including 8-foot-wide multiuse trail on the west side of Vineyard Avenue) and a continuation of the five-lane configuration.

- **Riverside Drive** is an east-west arterial in Ontario that extends from the Chino city limits east to Etiwanda Avenue in the city of Mira Loma. Riverside Drive is classified as a six-lane minor arterial according to TOP.

Currently, half-width improvements have been completed with two westbound through lanes, one eastbound through lane, and a two-way center turn lane along most of the corridor. East of the Cucamonga Channel, the road widens to five lanes (two lanes in each direction with a center turn lane). Riverside Drive has a speed limit of 50 miles per hour. The ORSC includes widening Riverside Drive to full buildout width of 104 feet with five lanes and additional turn lanes at intersections.

- **Ontario Avenue** is currently a two-lane north-south local road that is classified a collector roadway in TOP. Ontario Avenue begins at an intersection with Riverside Drive and extends south, currently ending at Schaefer Avenue. There is no posted speed limit on Ontario Avenue. Primary access to the ORSC site would be provided by Ontario Avenue, with the road bisecting the ORSC site. Roadway improvements and realignment along Ontario Avenue are proposed as part of the ORSC.

- **Chino Avenue** is an east-west collector roadway in Ontario. Chino Avenue begins at an intersection with Chino Hills Parkway in the city of Diamond Bar, traveling through the cities of Chino Hills, Chino, and Ontario before ending at an intersection with Hamner Avenue. The posted speed limit is 40 miles per hour. Through Ontario, the roadway is primarily two lanes, with some segments to the east where full- and half-width improvements have been made. Chino Avenue has a right-of-way buildout of 88 feet with five lanes. The ORSC includes full width improvements between Vineyard Avenue and the Cucamonga Channel.

- **Archibald Avenue** is a six-lane north-south principal arterial in Ontario. Archibald Avenue begins at Lowell Street and continues south past SR-60 as River Road in the city of Corona. South of Riverside Drive, full buildout improvements are lacking in some segments, with the road narrowing to two lanes in each direction for several segments. Archibald Avenue has a speed limit between 40 to 45 miles per hour south of SR-60. Archibald Avenue is classified as a truck route by the City of Ontario.

- **Euclid Avenue/State Route 83** is a north-south principal arterial extending from Mountain Avenue in the city of Upland to Butterfield Ranch Road and SR-71 in Chino Hills. Euclid Avenue is signed as State Highway 83 and is maintained by Caltrans south of I-10. The road currently has four lanes with a 25-foot-wide center median along most of its length. TOP calls for a full buildout of eight lanes south of SR-60. Euclid Avenue has a speed limit of 40 to 55 miles per hour. Euclid Avenue is classified as a truck route by the City of Ontario.

- **Ontario Ranch Road** is an east-west roadway extending from Grand Avenue in the city of Chino, where it is named Edison Avenue, to Hamner Avenue, where it continues as Cantu-Galleano Ranch Road two miles east of I-15 where it terminates in the city of Jurupa Valley. In Ontario, Ontario Ranch Road is currently a two-lane roadway and is classified in TOP as an eight-lane principal arterial at full buildout. Ontario Ranch Road has a speed limit of 50 miles per hour throughout the entire arterial. Ontario Ranch Road is classified as a truck route by the City of Ontario.

- **Grove Avenue** is a north-south principal arterial in Ontario. Grove Avenue begins at 15th Street in Upland and continues south to Merrill Avenue in Chino. The route serves major destinations, including the Ontario International Airport (ONT) and industrial development north of SR-60. Between SR-60 and Riverside Drive, Grove Avenue consists of two travel lanes in each direction with a center turn lane. South of

Riverside Drive, the road narrows to two lanes (one in each direction). Ultimate buildout calls for four lanes (two in each direction) south of Riverside Drive, with an additional lane in each direction north of Riverside Drive. The posted speed limit is 45 to 50 miles per hour.

- **Haven Avenue** is a four- to eight-lane north-south principal arterial in Ontario. The arterial begins in Rancho Cucamonga and ends at Citrus Street in the city of Eastvale. Haven Avenue provides access to the east side of ONT and is primarily four lanes south of SR-60. Haven Avenue has a speed limit of 45 miles per hour south of SR-60.

Truck Routes

The City has designated certain roadways for the purpose of channeling large trucks through and within the city. In addition, the State of California has identified Mission Boulevard and parts of Milliken Avenue and Jurupa Street as extralegal load limit streets, as define by the California Vehicle Code Section 320.5 (i.e., streets that accommodate "wide load" trucks).[1] There are several truck routes, primarily to the north of the ORSC site and SR-60. Existing designated truck routes in the vicinity of the ORSC site include:

- North-south truck routes
  - Euclid Avenue (SR-83)
  - Grove Avenue (north of SR-60)
  - Vineyard Avenue (north of SR-60)
  - Archibald Avenue
  - Haven Avenue (north of SR-60)
  - Hamner Avenue/Milliken Avenue
- East-west truck routes
  - Mission Boulevard
  - Francis Street
  - Philadelphia Street
  - Edison Avenue/Ontario Ranch Road/Cantu-Galleano Ranch Road
  - Merrill Avenue between Euclid Avenue and Archibald Avenue

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signals, and multiuse trails. Most of the roadways are underdeveloped in the Ontario Ranch area and do not include pedestrian facilities. Surrounding the ORSC, the only sidewalks are provided along the north side of Riverside Drive. Key corridors with significant gaps in pedestrian facilities are:

[1] An extralegal load is a single unit or an assembled item which, due to its design, cannot be reasonably reduced or dismantled in size or weight so that it can be legally transported as a load without a permit.

- Chino Avenue
- Walker Avenue
- Grove Avenue
- Edison Avenue
- Euclid Avenue
- Portions of Archibald Avenue

Existing Bicycle Facilities

There are four bicycle facility classifications recognized by the City of Ontario and classified as follows:

- **Class I Bikeways (Bike Paths).** Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

- **Class II Bikeways (Bike Lanes).** Class II bicycle facilities are striped lanes that provide bike travel and can be located next to either a curb or parking lane. If next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings. A painted buffer can also be added to provide additional separation between motorists and cyclists.

- **Class III Bikeways (Bike Routes).** Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage both by the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.

- **Class IV Bikeways (Cycle Tracks).** Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via vertical separations (e.g., grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.

Transit Service

Omnitrans

Omnitrans Transit Agency provides local transit service throughout San Bernardino County, including Ontario. 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 (Ontario 2022b). Connections to other Omnitrans bus routes can be made at the Ontario Civic Center and Chino Transit Centers and to Riverside Transit Agency in Eastvale. The following Omnitrans routes operate near the ORSC site:

- **Route 87** operates Monday to Friday between 5:00 am and 9:45 pm with 60-minute headways and provides service Rancho Cucamonga, Ontario, and Eastvale. On Saturday the route operates between 5:30 am and 8:30 pm with 60-minute headways. No service is provided on Sundays. The route primarily operates on Vineyard Avenue, Riverside Drive, and Archibald Avenue in Ontario. Bus stops that service Route 87 in the vicinity of the ORSC site are at intersections 14, 18, 20, 21, 22, 30, 33, 34, and 35 (see Figure 5, *Existing and Proposed Transit Services*, in Appendix L2).

- **Route 83** operates daily between 6:00 am and 9:00 pm (8:00 pm on Sundays) with 30- to 60-minute headways on weekdays and hourly headways on weekends. Route 83 provides service to Ontario, Upland, and Chino via Euclid Avenue. Stops are provided at intersections 8, 24, and 31.

Metrolink

Commuter train service in Ontario is provided by Metrolink, which operates six commuter rail lines throughout southern California.

- The **Ontario-East Metrolink Station** is near the corner of Mission Boulevard and Haven Avenue, approximately two miles northeast of the ORSC. Ontario-East is served by the Riverside Line, which links downtown Riverside to Union Station in downtown Los Angeles with a total of 11 trains Mondays through Fridays between 4:30 am and 8:00 pm passing through Ontario. There is no Metrolink service on this line on Saturdays or Sundays.

- The **Metrolink San Bernardino Line** also provides train service every 30 minutes to 2 hours on weekdays and every 1 to 2 hours on weekends, connecting Los Angeles Union Station with other San Bernardino County cities and terminating in Redlands.

Amtrak

Sunset Limited Line provides intercity rail service three times per week between Los Angeles and New Orleans, Louisiana, with stops in Pomona and Ontario at the Ontario Train Station at 10:54 pm from Los Angeles. Texas Eagle Line provides intercity rail service three times per week between Los Angeles and Chicago, Illinois, with stops in Pomona and Ontario at the Ontario Train Station at 10:54 pm from Los Angeles.

5.17.2 Thresholds of Significance

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

T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-4 Result in inadequate emergency access.

5.17.2.1 CITY OF ONTARIO SIGNIFICANCE THRESHOLDS

VMT Thresholds

"City of Ontario Resolution Adopting Vehicle Miles Traveled Thresholds" (June 2020) outlines the methodology for VMT assessment for land use projects and defines adopted thresholds of significance for impact assessment. The Ontario thresholds of significance are used as part of the environmental review process under CEQA. The City's VMT impact thresholds for land use projects are:

- **Criterion 1: Project-Level VMT Impacts.** A significant impact would occur if the project VMT per Service Population (VMT/SP) exceeds the citywide average for VMT/SP under TOP 2050 Buildout Conditions.

- **Criterion 2: Cumulative VMT Impacts.**
  - A significant impact would occur if the project causes total daily VMT in the city to be higher than the no-project alternative under cumulative conditions.[2]
  - A significant impact would occur if the project is determined to be inconsistent with the RTP/SCS.

Project VMT

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 and tracks those trips from their estimated origins to their estimated destinations. Origins are all vehicle trips that start in a defined area, and destinations are all vehicle trips that end in that defined area. The OD method accounts for special generator trips (e.g., Ontario Airport) and truck trips and provides a complete estimate of all VMT within the study area. This methodology is used to estimate VMT for the Air Quality, Noise, and Energy sections of this EIR. This EIR compares the ORSC OD VMT/SP to the citywide average OD VMT/SP to assess potential project-level VMT impacts under Criterion 1 in accordance with the City of Ontario's VMT thresholds.

Cumulative VMT

The cumulative analysis for impacts under Criterion 2 utilizes the "boundary method" for calculating VMT. Boundary VMT is the sum of all VMT on a roadway network within designated boundaries. Boundary method VMT estimates VMT by multiplying the number of trips on each roadway segment by the length of that segment. This approach includes all trips, including trips that do not begin or end within the designated boundaries and therefore captures the effect of cut-through and/or displaced traffic. The boundaries utilized are the Ontario city limits. The threshold under Criterion 2 is a "no net increase" threshold above existing city weekday VMT.

[2] This analysis should be performed using the "project effect" or "boundary" method, which considers VMT within the City limits, instead of the origin-destination methodology.

Because the ORSC includes unique uses that are not in the model (recreation, entertainment, hospitality), SBTAM could not be used to analyze the project's effect on VMT within the city limits. Therefore, the approach to evaluating impacts under Criterion 2 is very conservative because it assumes all VMT associated with the ORSC is new VMT.

Multimodal Facility Impacts

A significant impact would occur to transit, bicycle, and/or pedestrian facilities if the project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

5.17.3 Environmental Impacts

5.17.3.1 METHODOLOGY

A detailed discussion of the methodology for estimating the ORSC trips and VMT is included in Appendix L1. As identified in Chapter 3, *Project Description*, the City intends to construct the stadium to attract a new Minor League Baseball team. Attracting a new Minor League Baseball team to the stadium is the most conservative analysis for evaluating physical impacts to the environment because attracting a new team means that all trips and VMT associated with the stadium are new trips and VMT that do not currently occur in the city or San Bernardino region. Rancho Cucamonga identified the potential for the Quakes to relocate from LoanMart to the ORSC site. If the Quakes relocate to Ontario, VMT impacts would be substantially lessened because trips to LoanMart Field are existing trips and VMT. Therefore, this scenario is not evaluated below, and the impact analysis provides a conservative analysis of VMT impacts generated by the ORSC.

Trip Generation

The number of weekday and weekend daily trips for land uses within the ORSC site were estimated by using one of three methods:

- **Institute of Transportation Engineers' Trip Generation Manual.** Rates published in ITE's Trip Generation (11th edition) were used for typical land uses with robust data in the manual (e.g., hospitality uses).

- **Custom Trip Generation Rates Derived from Traffic Counts.** Rates for various sports activity and stadium events were developed from 24-hour traffic counts collected at comparable facilities in San Bernardino, Riverside, and Orange counties. These rates more accurately reflect local travel patterns for events compared to rates published by ITE—as described in more detail below. Traffic counts were also collected at the Chicken N Pickle facility in San Antonio, Texas, to develop a specific trip generation rate for the proposed entertainment use.

- **Custom Trip Generation Rates Derived from Streetlight Zone Activity Data.** Streetlight data were used to collect traffic counts at driveways of comparable facilities in San Bernardino, Riverside, and Orange counties. These data were compared against actual traffic count data to validate the big data counts. Streetlight data allowed for the development of tournament and nontournament trip generation rates from

a wider sample size than one-day counts. Streetlight data were also used to supplement land uses without ITE rates and for rates with outdated or limited data.

VMT Methodology

The local validated and calibrated model for Ontario is the San Bernardino County Transportation Agency's (SBCTA) travel demand model (SBTAM). However, recreation and entertainment uses are unique uses that are not modeled accurately in SBTAM. Thus, a hybrid approach was used to estimate trips and trip lengths for the ORSC:

- **Recreation, Entertainment, and Hospitality Uses.** VMT from these land uses were estimated off-model using more conservative, project-specific traffic count and GPS data (Streetlight data) to estimate trip generation and trip distance.
- **Retail and Office Uses.** These land uses are expected to function similar to existing similar uses in the city; therefore, trip lengths for these uses were estimated using SBTAM.

The SBTAM roadway network and socioeconomic data in Ontario were updated to be consistent with TOP 2050 for year 2050 future conditions. Outside of Ontario, the model assumes datasets consistent with SCAG's 2016 RTP/SCS with a base year of 2012 and future year of 2040.

ORSC VMT

Total Annual VMT

To provide a conservative analysis of transportation impact, the transportation analysis assumes attraction of a new baseball team to the Minor League Baseball stadium as shown in Table 5.17-1, *Ontario Regional Sports Complex Total Annual VMT*.

Table 5.17-1 Ontario Regional Sports Complex Total Annual VMT

Venue/ Land Use	Use Type	Usage Level	Days/Year	Daily Trip Generation Estimates	Average Trip Length (miles)[1, 2]	Annual Total VMT Generated
Stadium	Baseball	Low (Weekday)	30	803	12.16	292,868
		Medium (Sunday)	11	1,115	13.00	159,467
		High (Friday/Holiday)	12	2,038	13.24	404,803
		High (Saturday)	13	2,038	13.24	404,803
	Events	Small (100 Attendees)	4	58	13.00	3,008
		Small (200 Attendees)	2	116	13.00	3,008
		Small (500 Attendees)	7	289	13.00	26,317
		Medium (2,000 Attendees)	9	1,157	24.75	257,677
		Medium (3,000 Attendees)	4	1,735	24.75	171,785

5. Environmental Analysis
TRANSPORTATION

Table 5.17-1 Ontario Regional Sports Complex Total Annual VMT

Venue/ Land Use	Use Type	Usage Level	Days/Year	Daily Trip Generation Estimates	Average Trip Length (miles)[1, 2]	Annual Total VMT Generated
		Medium (4,000 Attendees)	16	2,314	24.75	916,186
		High (5,000 Attendees)	2	2,892	24.75	143,154
		High (6,000 Attendees)	2	3,470	24.75	171,785
	Office	Non-Game Weekdays	209	270	14.91	829,369
					Total Stadium:	**3,784,229**
Soccer Fields	Practice	13 Fields (4 teams/field)	160	1,993	7.47	2,382,380
	Game	13 Fields (10 teams/field)	48	4,549	11.01	2,404,034
	Tournament	13 Fields (14 teams/field)	16	6,755	21.05	2,274,929
					Total Soccer Fields:	**7,061,344**
Baseball/ Softball Fields	Practice	9 Fields (4 teams/field)	165	1,008	16.05	2,669,674
	Game	9 Fields (10 teams/field)	50	3,055	22.95	3,505,463
	Tournament	9 Fields (14 teams/field)	16	3,727	24.00	1,431,130
					Total Baseball/Softball Fields:	**7,606,267**
Indoor Athletic Gym	Basketball	Practice/Open Gym	75	612	10.00	458,700
		Tournament	20	1,112	27.43	610,043
	Volleyball	Practice/Open Gym	195	734	10.00	1,431,144
		Tournament	54	1,334	28.67	2,065,891
					Total Indoor Athletic Gym:	**4,565,779**
Public Park	Aquatics Facility	Weekday	261	289	5.80	438,033
		Weekend	104	370	7.80	299,820
	Community Rec Center	Weekday	261	2,738	6.15	4,394,740
		Weekend	104	865	12.06	1,084,290
	Tennis/ Pickleball	Weekday	261	290	7.30	552,537
		Weekend	104	292	11.00	333,865
	Public Park Uses	Weekday	261	561	6.15	899,687
		Weekend	104	561	12.06	703,002
					Total Public Park:	**8,705,973**
Hotel	Weekday		261	799	12.80	2,135,439
	Weekend		104	807	13.70	574,907
					Total Hotel:	**2,710,346**

Table 5.17-1 Ontario Regional Sports Complex Total Annual VMT

Venue/ Land Use	Use Type	Usage Level	Days/Year	Daily Trip Generation Estimates	Average Trip Length (miles)[1, 2]	Annual Total VMT Generated
Retail	Chicken N Pickle	Weekday	261	1,493	10.38	4,044,264
		Weekend	104	2,856	10.38	3,083,109
	Other Retail	Weekday	261	2,701	10.38	6,585,258
		Weekend	104	3,243	10.38	1,155,220
	Other Restaurant	Weekday	261	3,886	10.38	9,474,111
		Weekend	104	3,886	10.38	1,384,212
					Total Retail:	**25,726,174**
Annual Weekday VMT:						**36,993,008**
Annual Weekend VMT:						**23,167,105**
Total Annual VMT:						**60,160,113**

Source: Fehr & Peers 2024a.
[1] Daily trip generation estimates include internalization for hotel and retail land uses.
[2] Assumes 261 weekdays and 104 weekend days per year for the following land uses: office, Chicken N Pickle, other retail, and other restaurant.

Average Daily VMT

Typically, VMT is considered on a per weekday basis; however, the variability of operations between weekdays and weekend days, tournament and nontournament weekends, and event sizes suggests that VMT generated by the ORSC would vary day-to-day (see Appendix L1). Therefore, to compare the full potential impacts of the ORSC against the City's threshold of significance, total annual VMT for the ORSC was estimated and then divided by 365 days to generate an average daily VMT estimate for the SB 743 VMT analysis. Weekday average and weekend average forecasts were also developed by summing all weekday scenarios and all weekend scenarios and dividing by 261 days and 104 days, respectively. Average daily VMT is shown in Table 5.17-2, *Ontario Regional Sports Complex Average Daily VMT*.

Table 5.17-2 Ontario Regional Sports Complex Average Daily VMT

Scenario	Annual VMT	Number of Days	Average Daily VMT
Weekdays Only	36,993,008	261	141,736
Weekends Only	23,167,105	104	222,761
All Days	60,160,113	365	164,822

Source: Fehr & Peers 2024a.

5.17.3.2 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.17-1: The ORSC would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

The ORSC includes street widening and intersection improvements from half width to potentially full width along Vineyard Avenue, Riverside Drive, and Chino Avenue (see Figure 3-7, *Road Improvements,* and Figure 3-8, *Roadway Improvement Cross-Sections*). The following roadway improvements are proposed and are consistent with the City's Circulation Plan:

- **Riverside Drive: Vineyard Avenue to Cucamonga Channel (half-width improvements).** The ORSC would require dedication and improvements to the south side of Riverside Drive to its ultimate right-of-way (ROW) of 104 feet and additional turn lanes at intersections.
- **Ontario Avenue (full-width improvements).** The ORSC would require construction of Ontario Avenue within the ORSC site to its ultimate ROW of 88 feet and dedication of the frontage along Ontario Avenue.
- **Vineyard Avenue: Riverside Drive to Chino Avenue (full-width improvements).** The ORSC would require construction of the Vineyard Avenue extension south of Riverside Drive to Chino Avenue to its full-width ROW of 148 feet.
- **Chino Avenue: Vineyard Avenue to Cucamonga Channel (full-width improvements).** The ORSC would require construction of Chino Avenue along the southern ORSC site boundary to its full-width ROW of 88 feet.

TOP designates several proposed Class I (off street multipurpose trail) and Class II (bike lane) facilities in the vicinity of the ORSC site, connecting to the city's broader bicycle network.

- Proposed Class I Multipurpose Trails in the vicinity of the ORSC site include:
  - Euclid Avenue between Merril Avenue and Riverside Drive
  - Campus Avenue between Merril Avenue and Riverside Drive
  - Grove Avenue between Merril Avenue and Riverside Drive
  - Vineyard Avenue between Merril Avenue and Riverside Drive
  - Cucamonga Channel Multipurpose Trail
  - Archibald Avenue between Eastvale city limits and Riverside Drive
  - Haven Avenue between Eastvale city limits and Riverside Drive
  - Hamner Avenue between Eastvale city limits and I-15
  - Chino Avenue between Euclid Avenue and Hamner Avenue
  - Schaefer Avenue between Euclid Avenue and Archibald Avenue

- Edison Avenue between Euclid Avenue and Vineyard Avenue
- Eucalyptus Avenue between Euclid Avenue and Vineyard Avenue
- Additional internal Class I trails as part of the Ontario Ranch development

- Proposed Class II On Street Bike Lanes in the vicinity of the ORSC site include:
  - Merril Avenue between Euclid Avenue and Haven Avenue
  - Eucalyptus Avenue between Vineyard Avenue and Hamner Avenue
  - Edison Avenue between Vineyard Avenue and Cucamonga Channel
  - Ontario Ranch Road between Cucamonga Channel and Hamner Avenue
  - Schaefer Avenue between Archibald Avenue and Haven Avenue
  - Riverside Drive between Euclid Avenue and Milliken Avenue/Hamner Avenue
  - Campus Avenue between Riverside Drive and north of SR-60
  - Grove Avenue between Riverside Drive and north of SR-60 (buffered bike lane)
  - Vineyard Avenue between Riverside Drive and SR-60 (buffered bike lane)
  - Archibald Avenue between Riverside Drive and SR-60
  - Haven Avenue between Riverside Drive and SR-60

None of the roadways immediately adjacent to the ORSC site currently have bike lanes (Class II) or designated bike routes (Class III). New roadways would include bicycle and pedestrian facilities in accordance with the City's Circulation Plan. The ORSC would include bicycle infrastructure on roadways immediately adjacent to the ORSC site, including a Class I multiuse trail along the west side of Vineyard Avenue and Class II bike lanes along Riverside Drive between Vineyard Avenue and the Cucamonga Channel. The proposed bicycle facilities on the internal and improved roadway segments would improve overall access throughout the ORSC site.

The ORSC would also enhance pedestrian facilities throughout the ORSC site by providing new sidewalks and enhanced lighting and landscaping in addition to bicycle lanes, which would enhance pedestrian safety. These Project features closely align with TOP's Mobility Elements policies LU-1.3, LU-1.4, PR-1.1, CE-1.12, M-1.4, M-2.1, M-2.2, M-2.3, M-2.4, and SR-1.4.

The ORSC does not include new transit service. However, existing transit service is available Monday through Friday until 8:00 pm at the Ontario-East Metrolink Station, which is near the corner of Mission Boulevard and Haven Avenue, approximately two miles northeast of the ORSC site. The ORSC would continue to be served by Omnitrans Route 87 along Riverside Drive with enhanced bus stops at Whispering Lakes Lane/Riverside Drive and Ontario Avenue/Riverside Drive. The City would build on its working partnership with transit providers to increase transit service in the Ontario Ranch area and as part of the projects Transportation Demand Management measures. These satisfy TOP's Mobility Elements policies LU-1.4, PR-1.1, CE-1.12, M-1.2, M-1.6, and M-3.2.

No significant impact associated with conflicts with the City's multimodal plans would occur.

Level of Significance Before Mitigation: Less than significant.

Impact 5.17-2: The ORSC would generate a substantial increase in VMT. [Threshold T-2].

Project-Level VMT Impacts

VMT forecasts for the ORSC and citywide average are presented in Table 5.17-3, *Ontario Regional Sports Complex Daily VMT per Service Population*. As shown in the table, the ORSC is forecast to generate VMT/SP higher than the citywide average for baseline and cumulative conditions. It should be noted that the citywide average was estimated in accordance with the City's VMT analysis requirements using the most current available version of SBTAM consistent with the City's TOP 2050 buildout, and the ORSC VMT was estimated off-model using more conservative, project-specific information. Furthermore, the ORSC does not include any residential population and a relatively low employment population compared to the number of VMT generated (i.e., high level of visitors), and therefore results in a very high VMT/SP estimate. Nonetheless, because VMT/SP exceeds the city average, the ORSC would result in a potentially significant impact.

Table 5.17-3 Ontario Regional Sports Complex Daily VMT per Service Population

Scenario	Baseline Year with Project (2023)	Cumulative Year (TOP Buildout 2050)	TOP 2050 Citywide Average[1]
Population	—	—	406,438
Weekday Average Employment	597	597	312,523
Weekend Average Employment	828	828	—
Total Average Employment	648	648	—
Weekday Average VMT	162,622	141,736	20,908,966
Weekend Average VMT	236,771	222,761	—
Total Average VMT	183,749	164,822	—
Weekday VMT/SP	**272.40**	**237.41**	29.1
Weekend VMT/SP	**285.96**	**269.03**	—
Total VMT/SP	**277.15**	**248.60**	—

Source: Fehr & Peers 2024a.
Notes: **Bold** indicates that the total VMT/SP is above the citywide average for Criterion 1.
[1] The threshold of significance is based on typical weekday VMT.

VMT per Visitor

To provide an additional perspective on the ORSC's VMT generation, an alternate metric, VMT per visitor, was developed for each major recreation and entertainment land use that had visitor estimates available. While this metric should not be used to determine significant impacts under the City's SB 743 methodology, it provides a more meaningful analysis on the VMT efficiency of the project by providing the expected VMT per user of the ORSC site. Table 5.17-4, *Ontario Regional Sports Complex VMT per Visitor*, shows the VMT/Visitor for weekdays, weekends, and all days. As shown in the table, though average VMT is higher on weekends, the higher number of visitors and higher average vehicle occupancy on weekends results in a lower VMT per visitor.

Table 5.17-4 Ontario Regional Sports Complex Daily VMT per Visitor

Scenario	Baseline Year (2023)	Cumulative Year (2050)
Weekday Average Visitors	3,732	3,732
Weekend Average Visitors	13,718	13,718
Total Average Visitors	6,577	6,577
Weekday Average VMT	162,622	141,736
Weekend Average VMT	236,771	222,761
Total Average VMT	183,749	164,822
Weekday VMT/Visitor	**43.58**	**37.98**
Weekend VMT/Visitor	17.26	16.24
Total VMT/Visitor	27.94	25.06

Source: Fehr & Peers 2024a.
Notes: **Bold** indicates that the total VMT/SP is above the Citywide average VMT/SP of 29.1.
VMT/Visitor for each land use is provided in Appendix B of the VMT Study (see Appendix L1).
Information on how visitor rates were developed is provided in Appendix C of the VMT Study (see Appendix L1).

Cumulative VMT Impacts

The ORSC's effect on VMT in the city (boundary method) is shown in Table 5.17-5, *Ontario Regional Sports Complex Daily VMT Within the City Limits*. This table shows that the ORSC would increase total VMT within the city between 70,128 to 92,086 miles per day and would exceed the "no net increase" thresholds. Therefore, the ORSC would result in a potentially significant cumulative increase in VMT within the city.

Table 5.17-5 Ontario Regional Sports Complex Daily VMT Within the City Limits

Scenario	Total Daily Trips	Total Added Daily VMT Within the City Limits
Weekday with Stadium Event	16,477	**70,128**
Weekend with Tournament	21,286	**92,086**
Weekend with Stadium Event	20,956	**89,991**

Source: Fehr & Peers 2024a.
Notes: **Bold** indicates that the total VMT would exceed the City's "no net increase" criterion.
VMT/Visitor for each land use is provided in Appendix B of the VMT Study (see Appendix L1).
Information on how visitor rates were developed is provided in Appendix C of the VMT Study (see Appendix L1).

Significant cumulative transportation impacts would also occur if the ORSC is inconsistent with SCAG's RTP/SCS. Section 5.11, *Land Use and Planning*, includes a consistency analysis with SCAG's Connect SoCal. As identified in that section, the ORSC would not conflict with SCAG policies adopted for the purpose of reducing or avoiding an environmental impact.

As identified previously, because the ORSC includes unique uses that are not in the model (recreation, entertainment, hospitality), SBTAM could not be used to analyze the project's effect on VMT within the city

limits. Therefore, the approach to evaluating cumulative VMT impacts is very conservative because it assumes all VMT associated with the ORSC is new VMT. Nonetheless, cumulative impacts would be potentially significant.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.17-3: Event traffic could impede emergency access but would not result in potentially hazardous conditions (sharp curves, etc.) or conflicting uses. [Threshold T-3 and T-4]

Temporary Construction Truck Traffic

Development of the ORSC would include construction activities that may temporarily impact traffic flow in the vicinity of the ORSC site. Construction traffic is anticipated to generate up to 1,046 daily employee trips, 251 daily vendor trips, and 241 daily hauling trips. Construction schedules provided by the City indicate shifts for contractors and vendors beginning at 7:00 AM and concluding between 4:00 PM and 6:00 PM. Hauling trips are expected to take place outside of AM and PM peak hours Oversized vehicles may travel at lower speeds, construction trips could travel during peak hours, staging locations could impact routes and safety, and closure of access roads may occur. Therefore, this impact is considered potentially significant.

Emergency Access Design Considerations

To address fire and emergency access needs, the traffic and circulation components of the ORSC would be designed and constructed in accordance with all applicable City of Ontario design standards for emergency access (e.g., minimum lane width and turning radius). For example, new site access driveways and drives aisles would be designed to meet the minimum width requirements of the City's Fire Department to allow the passing of emergency vehicles. Additionally, the ORSC includes netting along Riverside Drive and Vineyard Avenue adjacent to Planning Area 5, City Park, so that soccer balls and baseballs would not go into the surrounding roadways. Future development projects under the ORSC would also be required to incorporate all applicable design and safety requirements in the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City and Ontario Fire Department, such as those outlined in the City's municipal code, which incorporates by reference the California Fire Code. Compliance with these codes and standards is ensured through the City's and Fire Department's development review and building permit process.

Additionally, during the building plan check and development review process, the City would coordinate with Ontario Fire Department and Ontario Police Department to ensure that the necessary fire prevention and emergency response features are incorporated into the ORSC and that adequate circulation and access (e.g., adequate turning radii for fire trucks) is provided in the traffic and circulation components of the ORSC. All site and building improvements proposed under the ORSC would be subject to review and approval by the City, Fire Department, and Police Department prior to building permit and certificate of occupancy issuance. Therefore, impacts on emergency access would be less than significant.

Queuing at Caltrans Facilities

Storage capacities for SR-60 and I-15 off ramps in the study area were evaluated using the Highway Capacity Manual 7th methodologies (see Appendix L2). Storage capacities for each turning movement were compared against 95th percentile queueing estimates using the Synchro 11 software. All off-ramp queues are forecast to be contained within the available storage capacity and are not anticipated to affect the freeway mainline (see Appendix L2, Table 11). Therefore, impacts to Caltrans facilities would be less than significant.

Emergency Access and Response

The City's Emergency Operations Plan provides a means to prepare and maintain systems, supplies, and other logistical items among city departments to support emergency/disaster response and recovery throughout the city. The number of people visiting and working at the ORSC site would fluctuate throughout the year and on a daily basis because the schedule of activities at the proposed baseball stadium and use of the proposed city recreation facilities would vary based on sport seasons. For example, weekday average visitors would be 3,692 but on a weekend there could be 13,650 visitors onsite. On such a day, thousands of people might have to evacuate during a large-scale emergency. Impacts are considered potentially significant.

Other Hazards

Parking is only considered a significant impact on the environment under CEQA if lack of parking generates traffic hazards. Applicants for nonresidential development would be required to provide parking in accordance with the City's Development Code. The ORSC includes a total of 6,263 parking spaces, as shown in Table 5.16-6, *Parking Spaces Within the ORSC Site*. Parking lots would be accessible from Riverside Drive, Vineyard Avenue, Ontario Avenue, and internal Street A and Street B, as shown on Figure 3-6, *Conceptual Land Use Plan.*

Table 5.17-6 Parking Spaces Within the ORSC Site

Location	Parking Spaces
PA 1 Parking Structure A	1,600
PA 2 Surface Parking Lot	1,500
PA 4 Surface Parking Lot	250
PA 5 Surface Parking Lot	1,000
PA 5 Parking Structure B	1,000
PA 6 Surface Parking Lot	388
PA 7 Surface Parking Lot	525
Total	**6,263**

Historical Minor League Baseball attendance in southern California is a peak of 3,524 visitors on holidays and Saturdays. The City of Ontario Development Code (Article 30, Parking and Loading) identifies a parking ratio of 1 space per 3 seats, which is consistent with data provided by Minor League Baseball that identified that there are on average 3 people per car. Assuming peak attendance similar to historical levels for Minor League

Baseball, the ORSC would result in a demand of up to 1,175 parking spaces for the stadium during a peak baseball event. There are up to 66 home games and up to 5 post-season games at the stadium per year in addition 46 other events.

The state of the practice considers a parking supply buffer of 5 to 15 percent appropriate to account for turnover and parking inefficiencies. According to the Parking Memorandum (see Appendix L3), estimated parking demand for the ORSC, including baseball and other events at the stadium, is 5,021 parking spaces at 6 PM, and would not exceed 90 percent of the total supply. Therefore, there is sufficient parking in Planning Areas 1 and 2 to accommodate parking during a peak baseball event at the stadium. Events at the stadium would require preparation of a Parking and Event Traffic Management Plan (TMP) that would identify protocols for the City and stadium to direct/route traffic. Therefore, parking demand created by the Minor League Baseball stadium would not create traffic hazards.

There are no parking ratios identified for sports fields in the City's Development Code. Peak events at the soccer and baseball/softball fields generate higher traffic volumes than peak games at the stadium and could coincide with events at the stadium. As identified in Table 5.17-5, on weekdays, there would be a maximum of 21,286 vehicle trips on a weekend with a tournament, resulting in a maximum of 10,643 vehicles during a day; however, these vehicles would not be onsite at the same time but spread out throughout the day as individual games start and end. As identified above, even during the peak scenario with concurrent events, the ORSC would have sufficient parking spaces left over such that demand would not exceed 90 percent of the parking supply. Therefore, there is sufficient parking onsite to accommodate demand from other activities within the ORSC site in addition to a stadium event. The ORSC includes netting along Riverside Drive and Vineyard Avenue adjacent to Planning Area 5, which would serve a dual purpose by preventing balls from entering the roadways and inhibiting illegal drop-off of youth sports athletes along these roadways. Events at the sports park would require preparation of a Parking and Event TMP that would identify protocols for the City to direct/route traffic. The TMP would require parking control offices or other personnel acceptable to the City to manage pedestrian flows to and from the facilities, directing pedestrians to the primary corridors serving the ORSC site. Therefore, parking demand created by the events at the outdoor and indoor sports park would not create traffic hazards.

Level of Significance Before Mitigation: Potentially significant.

5.17.3.3 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF OFF-SITE GENERAL PLAN AMENDMENT AND REZONE

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, The Ontario Plan and Zone Changes, of the Project Description, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site in TOP.

The transportation modeling conducted by Fehr & Peers found that VMT outside the 199-acre ORSC site—i.e., the GPA and Rezone area—does not differ between the future baseline and future with-project conditions.

Therefore, the GPA and Rezone would not result in an increase in VMT or change in citywide average VMT per service population.

The GPA and Rezone would not conflict with the City's policies addressing the roadway systems (including transit, roadway, bicycle, and pedestrian facilities) or result in any potential traffic hazards in the TOP as this area is already designated for residential uses in TOP. New development in accordance with TOP would be required to undergo review of emergency access as part of the City's Design Review process. Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance.

Therefore, transportation impacts associated with the off-site GPA and Rezone would be less than significant.

5.17.4 Cumulative Impacts

The cumulative area for transportation impacts is the City of Ontario and SBCTA region. Cumulative traffic impacts consider the impacts of future growth and development in the SBCTA region. As identified above, the ORSC would result in a significant cumulative impact for VMT as a result of a substantial increase in regional traffic associated with the stadium and sports park. Therefore, VMT impacts of the ORSC are cumulatively considerable.

The ORSC is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities, and the performance and safety of such facilities, and would not combine with other area projects to result in significant impacts to such facilities. Impacts associated with alternative transportation policies are less than significant.

The City's Emergency Operations Plan provides a means to prepare and maintain systems, supplies, and other logistical items among city departments to support emergency/disaster response and recovery throughout the city. The ORSC would require preparation of a Parking and Event TMP for events at the ORSC site. Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process. Therefore, impacts to emergency response and evacuation are less than significant, and therefore, less than cumulatively considerable.

5.17.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.17-1.

Without mitigation, the following impact would be **potentially significant**:

- **Impact 5.17-2** The ORSC would generate a substantial increase in total VMT.
- **Impact 5.17-3** Construction activities would generate truck traffic that has the potential to generate traffic hazards, and events would generate substantial population at the ORSC site.

5.17.6 Mitigation Measures

Impact 5.17-2

Because the VMT impact is citywide, mitigation measures to reduce VMT would need to focus on changing or improving the citywide travel patterns, transportation network, or infrastructure. Given the uncertainty of the effectiveness of implementing these types of mitigation measures at a citywide level and of their effectiveness at reducing citywide VMT, these citywide measures are not considered feasible for the ORSC.

TRAF-1a **Commercial/Hospitality TDM Measures.** Applicants for commercial and hotel development in Planning Areas 2, 3, and 4 shall prepare Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) *Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (2021) and approved by the City of Ontario. Measures shall include but are not limited to:

- Implement a voluntary commute trip reduction program for employees.
- Implement an employee parking cash-out program for employees.
- Collaborate with the City to support transit service expansion.
- Comply with requirements detailed in the Parking Management Plan, including providing parking validation for retail and hospitality visitors.

TRAF-1b **Stadium TDM Measures.** The Minor League Baseball stadium operator shall prepare Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) *Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (2021) and approved by the City of Ontario. The Baseball Stadium Operator shall implement the following measures at the stadium as part of the TDM plan:

- Implement a voluntary commute trip reduction program for stadium employees.
- Implement an employee parking cash-out program for stadium employees.
- Implement paid public parking for visitors during stadium events. Cost structure, enforcement, and implementation will be detailed in the Parking Management Plan.
- Incentivize carpooling by providing a discounted parking rate for vehicles with five or more occupants.
- Collaborate with the City to support transit service expansion and support efforts to lower transit fares for stadium attendees.

TRAF-1c **City TDM Measures.** The City shall prepare Transportation Demand Management (TDM) analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) *Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (2021). The City shall implement the following measures for city-owned land uses within the Ontario Regional Sports Complex as part of the TDM plan:

- Implement a voluntary commute trip reduction program for recreation employees.
- Implement paid public parking for visitors during soccer, baseball, softball, basketball, and volleyball games and tournaments. Cost structure, enforcement, and implementation will be detailed in the Parking Management Plan.
- Incentivize carpooling by providing a discounted parking rate for vehicles with five or more occupants.
- Incentivize vanpooling to and from sports games and tournaments by implementing a vanpooling program for recreational sports attendees that provides affordable van rentals for visiting sports teams.
- Collaborate with Omnitrans to increase transit service in the project area and reduce transit fares for stadium attendees.

TRAF-2 The City of Ontario shall prepare and implement a Parking and Event Traffic Management Plan (TMP) for events at the stadium and City athletic facilities prior to opening day of the stadium. The TMP shall outline operational strategies to optimize access to and from the stadium and sports fields within the constraints inherent to a large public event.

The TMP shall have the following high-level objectives.

- Minimize single-occupancy auto mode share and reduce vehicle trips and parking demand generated by the project to the maximum extent practicable.
- Facilitate and promote safe use of nonautomobile transportation by people attending and supporting games and other events as well as other uses on-site.
- Facilitate a high-quality walking experience to the stadium from adjacent hospitality land uses in PAs 2, 3, and 4 by identifying key walking routes and major street crossing locations, so that wayfinding, infrastructure improvements, and/or personnel (e.g., traffic control officers, parking control officers, or other personnel acceptable to the City) can be placed at critical points to manage the interaction of pedestrians and vehicles during medium and large events.
- Maximize safety for all transportation users at key locations in and around the ORSC site during event ingress and egress.

- Minimize conflicts between ridesharing (i.e., Lyft, Uber), taxi operations, and walking and biking near the ORSC site.
- Facilitate the safe and efficient flow of vehicle traffic into and out of the site and the adjacent neighborhoods during event conditions.
- Minimize event-related vehicular, bicycle, and pedestrian impacts to surrounding residential and commercial areas.
- Minimize impacts to through traffic on adjacent arterial streets by separating project traffic to the extent possible.

The TMP shall include the following:

- The TMP shall illustrate the recommended event management strategies, including traffic control plans pre- and post-event.
- The TMP shall require parking control officers or other personnel acceptable to the City to manage pedestrian flows to and from the facilities and directing pedestrians to the primary corridors serving the ORSC site.
- Event-day measures shall typically begin two hours prior to the event's start time until the start of the event and then again prior to the event's conclusion until typically one to two hours after the end of the event, depending on how long it takes for all attendees to exit the stadium and sport fields.
- The TMP is intended to be a living document and would be amended periodically by the City and stadium.
- Permanent and/or temporary signs shall be installed on Vineyard Avenue, Riverside Drive, and Chino Avenue to direct event traffic.
- The TMP shall address daily parking management in the ORSC site, with additional details for parking management on event days with multiple events.
- The City shall establish an operational oversight group made up of the transportation agencies and third party operator(s) that could be impacted by events as well as representation from local businesses and neighborhoods.
- The TMP shall identify:
    - Queuing lanes for vehicles waiting to enter the parking garages.
    - Dedicated rideshare/passenger pick-up and drop-off locations.
    - Fixed overhead signage and temporary signage/traffic control devices.
    - A dedicated emergency lane.

- Internal roadways and access driveways that may be closed to facilitate pedestrian movement and consolidate access.
- Dedicated pedestrian routes that do not impede vehicle traffic.
- Strategies to implement depending on the scale of the event (e.g., differences between weekday game operation and weekend tournament).

Impact 5.17-3

Implementation of Mitigation Measure TRAF-2 and the following mitigation measure:

TRAF-3 Prior to issuance of grading permits, the construction contractor shall prepare and submit a construction management plan. The construction management plan shall be approved by the City of Ontario Public Works Department. The construction management plan shall identify construction hours, truck routes, travel patterns for haul routes, staging and parking areas, staggered worker arrival times, and safety procedures for pedestrians and cyclists. The construction management plan shall prohibit the use of heavy construction vehicles during peak hours. The plan shall also require the construction contractor to implement the following measures during construction activities, which shall be discussed at the pre-grading conference/meeting:

- Minimize obstruction of through-traffic lanes and provide temporary traffic controls, such as a flag person, during all roadway improvement activities to maintain adequate access for emergency vehicles and personnel.
- Develop a traffic plan to minimize interference for emergency vehicles and personnel from demolition and construction activities (e.g., advanced public notice of demolition and construction activities).

5.17.7 Level of Significance After Mitigation

Impact 5.17-2

As shown in Table 5.17-3, VMT would increase under the ORSC. Mitigation Measures TRAF-1 and TRAF-2 would reduce potential impacts for future development projects to the extent feasible. Future development in the ORSC would need to consider transportation demand management (TDM) measures consistent with those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. In addition, Mitigation Measure TRAF-2 would reduce VMT during events. Implementation of TDM measures could reduce VMT by up to 6,101,308 miles, or by up to approximately 10 percent (see Appendix L1). However, Table 5.17-7, *Ontario Regional Sports Complex Daily VMT Per Service Population and Per Visitor With Mitigation*, identifies that VMT impacts under the ORSC would remain. Impact 5.17-2 would be ***significant and unavoidable***.

Table 5.17-7 Ontario Regional Sports Complex Daily VMT Per Service Population and Per Visitor With Mitigation

Scenario	Annual Average Daily	Annual Average Weekday	Annual Average Weekend
Pre-Mitigation Daily VMT	164,822	141,736	222,761
Daily Reduction in VMT from Mitigation	-16,716	-3,573	-47,371
Post-Mitigation Daily VMT	148,106	138,163	175,390
Pre-Mitigation Daily VMT/SP	**248.60**	**237.41**	**269.03**
Post-Mitigation Daily VMT/SP	**223.39**	**231.43**	**211.82**
Pre-Mitigation Daily VMT/Visitor	25.06	**37.98**	16.24
Post-Mitigation Daily VMT/Visitor	22.52	**37.02**	12.79
Citywide Threshold of Significance (VMT/SP)	29.10	—	—

Source: Fehr & Peers 2024a.
Notes: **Bold** indicates that the total VMT would exceed the City's "no net increase" criterion.

Impact 5.17-3

Mitigation Measure TRAF-3 would require preparation and implementation of a construction management plan. Temporary traffic diversion, truck haul routes, and impacts to the roadway would be coordinated with the City and applicable emergency response agencies to ensure adequate access during any construction activities. The City's Building and Safety Department, along with the Ontario Fire Department and Police Department, would review building plans during plan check to ensure that adequate site access is maintained and that roadway improvements and ORSC site driveways would not interfere with circulation on adjacent streets. With implementation of Mitigation Measure TRAF-3, potential impacts associated with construction hazards would be reduced to a level that is less than significant.

Mitigation Measure TRAF-2 would require preparation of a Parking and Event TMP to ensure that traffic on weekends with major events—such as a baseball game at the Minor League Baseball Stadium or tournaments and games held at the City park and indoor athletic facility building—would not impede emergency operations or local traffic. The TMP would be prepared to analyze traffic conditions during an event and provide recommendations to direct traffic operations. The TMP would illustrate the recommended event management strategies, including traffic control plans pre- and post-event(s). These strategies are intended to manage routes for private motor vehicle traffic accessing the ORSC site and to provide enough space for, promote, and enhance pedestrian, bicycle, and transit options. The primary goal of the TMP is to ensure safe and efficient access for all people traveling to and from the site, with a focus on promoting pedestrian, bicycle, and transit access, thereby reducing motor vehicle impacts to the site and surrounding neighborhoods. To increase the likelihood that stadium attendees have a positive experience traveling to and from the area, the TMP includes strategies to increase the frequency and attractiveness of transit, walking, bicycling, scooters, and other shared

micromobility.[3] The Parking and Event TMP, as a living document, would be updated as travel patterns change because of development and changes to transportation infrastructure and operations. This approach is consistent with what has occurred at other event venues developed in recent years. The TMP would also involve coordination with the Ontario Fire Department and Police Department to provide sufficient emergency access and traffic control on-site. This would ensure that the ORSC does not conflict with the City's emergency response and evacuation plans. Therefore, no significant unavoidable adverse impacts relating to event traffic would remain.

5.17.8 References

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[3] Micromobility refers to a range of small, lightweight vehicles operating at speeds typically below 25 mph and driven by users personally. Micromobility devices include bicycles, e-bikes, electric scooters, electric skateboards, shared bicycle fleets, and electric pedal assisted bicycles.

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5.18 TRIBAL CULTURAL RESOURCES

This section of the Draft EIR evaluates the potential for implementation of the Ontario Regional Sports Complex (ORSC) and associated off-Site General Plan Amendment and Rezone (GPA and Rezone) to impact tribal cultural resources (TCR). This section is focused on TCRs in ORSC site and Offsite Improvement Area for the sewer alignment along Vineyard Avenue. The impacts on the ORSC site and Offsite Improvement Area are analyzed on a project-level while the impacts of the GPA and Rezone are analyzed on a programmatic level. Cultural resources include prehistoric and historic sites, structures, districts, places, and landscapes, or any other physical evidence associated with human activity considered important to a culture, subculture, or a community for scientific, traditional, religious or any other reason.

The analysis in this section is based on the results of the Native American consultation conducted by the City in compliance with State Bill 18 (SB 18) and Assembly Bill 52 (AB 52); a search of the Native American Heritage Commission's (NAHC) Sacred Lands File (SLF); and a search of the California Historic Resources Information System. Due to their sensitive and confidential nature, the maps and records of the California Historic Resources Information System search are omitted from the Draft EIR appendices. The SB 18 and AB 52 Tribal consultation correspondence is provided in Appendix F3 of this Draft EIR.

5.18.1 Environmental Setting

5.18.1.1 REGULATORY BACKGROUND

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the act requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The NRHP recognizes resources of local, state, and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the National Historic Preservation Act, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The NRHP is administered by the National Park Service, which is part of the U.S. Department of the Interior.

To be eligible for listing in the NRHP, a resource must meet at least one of the following criteria:

A. Be associated with events that have made a significant contribution to the broad patterns of our history

B. Be associated with the lives of persons significant in our past

C. Embody the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction

D. Has yielded, or may be likely to yield, information important in history or prehistory

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

American Indian Religious Freedom Act and Native American Graves Protection and Repatriation Act

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

State Regulations

California Environmental Quality Act

CEQA requires a lead agency to analyze whether historic and/or archaeological resources may be adversely impacted by a proposed project. Under CEQA, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment" (Public Resources Code [PRC] Section 21084.1). Answering this question is a two-part process. First, the determination must be made as to whether the proposed project involves cultural resources. Second, if cultural resources are present, the proposed project must be analyzed for a potential "substantial adverse change in the significance" of the resource.

Historical Resources

According to CEQA Guidelines Section 15064.5, for the purposes of CEQA, historical resources are:

- A resource listed in, or formally determined eligible…for listing in the California Register of Historical Resources (PRC Section 5024.1; California Code of Regulations [CCR], Title 14, 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 significance in a historic resources survey meeting the requirements of Section 5024.1(g) of the PRC.

- Any object, building, structure, site, area, place, record, or manuscript that the lead agency determines to be eligible for national, state, or local landmark listing; generally, a resource shall be considered by the lead agency to be historically significant (and therefore a historic resource under CEQA if the resource meets the criteria for listing on the California Register (defined in PRC Section 5024.1; 14 CCR Section 4852).

Resources nominated to the California Register of Historical Resources (CRHR) must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity (as defined above) does not meet NRHP criteria may still be eligible for listing in the CRHR.

According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR or is not included in a local register or survey shall not preclude the lead agency from determining that the resource may be a historical resource (PRC Section 5024.1). Pursuant to CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (State CEQA Guidelines, Section 15064.5[b]).

Substantial Adverse Change and Indirect Impacts to Historical Resources

The CEQA Guidelines specify that a "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (Section 15064.5). Material impairment occurs when a project alters in an adverse manner or demolishes "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" or eligibility for inclusion in the NRHP, CRHR, or local register. In addition, pursuant to State CEQA Guidelines Section 15126.2, the "direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects."

The following guides and requirements are relevant to this study's analysis of indirect impacts to historic resources. Pursuant to CEQA Guidelines, Section 15378, study of a project under CEQA requires consideration of "the whole of an action, which has the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." Section 15064(d) further define direct and indirect impacts:

> (1) A direct physical change in the environment is a physical change in the environment which is caused by and immediately related to the project.
>
> (2) An indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, by which is caused indirectly by the project. If a direct

physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment.

(3) An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project.

Archaeological Resources

In terms of archaeological resources, PRC Section 21083.2(g) defines a unique archaeological resource as 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 of the best available example of its type.

(3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If it can be demonstrated that a proposed project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (PRC Sections 21083.2[a], [b], and [c]). CEQA notes that, if an archaeological resource is neither a unique archaeological resource nor a historical resource, the effects of the project on the resource shall not be considered a significant effect on the environment (CEQA Guidelines Section 15064.5[c][4]).

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 Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest (CPHI) program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR.

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. It is associated with the lives of persons important in our past;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important to the prehistory or history.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

California State Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3.

Consultation with Native Americans

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report.

Tribal Cultural Resources

Section 4 of AB 52 adds Sections 21074 (a) and (b) to the PRC, which address tribal cultural resources and cultural landscapes. Section 21074 (a) defines tribal cultural resources as one of the following:

1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    A. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

    B. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Section 1(a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California

Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

State Laws Pertaining to Human Remains

Any human remains encountered during ground-disturbing activities are required to be treated in accordance with CEQA Guidelines Section 15064.5(e), PRC Section 5097.98, and California Health and Safety Code Section 7050.5. California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Specifically, Section 7050.5 of the California Health and Safety Code states that 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 remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are determined to be of Native American origin, the county coroner must contact the California NAHC within 24 hours of this identification. An NAHC representative will then identify a Native American Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. In addition, CEQA Guidelines Section 15064.5 specifies the procedures to be followed in case of the discovery of human remains on nonfederal land. The disposition of Native American burials falls within the jurisdiction of the NAHC.

5.18.1.2 EXISTING CONDITIONS

Refer to Section 5.5, *Cultural Resources*, of this Draft EIR for further discussion of the tribal cultural resources environmental setting.

Senate Bill 18 and Assembly Bill 52 Consultation

Pursuant to SB 18, the City of Ontario contacted the NAHC for a consultation list of tribes and a Sacred Lands File search. Government Code Sections 65352.3 and 65352.4 require local governments to consult with California Native American tribes identified by the NAHC for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending general plans, specific plans, and community plans. A tribe may be the only source of information regarding the existence of a tribal cultural resource. An SLF search is another method of identifying the presence of Native American resources near or on the project area.

In accordance with AB 52 in PRC Section 21080.3.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency's list for receiving such notification. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation regarding potential impacts to tribal cultural resources.

On October 19, 2023, the NAHC responded with a negative SLF search, indicating no record for the presence of Native American resources in the vicinity of the ORSC site that could be affected by the ORSC. However,

one cultural resource believed to be associated with Native American history was documented within one mile of the ORSC site and Offsite Improvement Area (P-36-33020) in 2019 (ECORP 2024). This resource was not discovered on the ORSC site or within the boundary of the Off-Site Improvement for the sewer alignment (see Section 5.5, *Cultural Resources*). The NAHC also provided a list of 22 Native American tribes or individuals to contact for further information with traditional lands or cultural places in San Bernardino County (see Appendix F3).

The City of Ontario sent letters to the Native American contacts on September 22, 2023, and a second time on November 17, 2023, when the approach for the EIR was revised and a second NOP was released (see Chapter 2, *Introduction*, for more details). The letters requested any information related to cultural resources or heritage sites within or adjacent to the ORSC site and Offsite Improvement Area (see Appendix F3). The following summarizes all tribal letters received in response to the City's invitations for AB 52/SB 18 consultation:

- The **Gabrieleño Band of Mission Indians–Kizh Nation** responded on September 22, 2023, stating that the ORSC is within the tribe's Ancestral Tribal Territory and requesting consultation with the City. In lieu of in-person consultation, the tribe provided a description of the tribe's ancestral connection with the project area and additional resources on November 21, 2023. The tribe also provided mitigation measures to reduce potential impacts from the ORSC on tribal cultural resources. Consultation was concluded on November 21, 2023.

- The **Gabrielino Tongva Indians of California** responded on September 22, 2023, stating that the tribe would defer comments to its sister tribe (Gabrielino/Tongva Nation). Chairwoman Sandonne Goad from the Gabrielino/Tongva Nation did not provide comments in the correspondence.

- The **Cahuilla Band of Indians** initially submitted a comment letter on September 15, 2023, in response to the first NOP released for the ORSC. This letter expressed the tribe's concern with the ORSC, noting that it is in the tribe's Traditional Land Use Area, and requested consultation with the City. The tribe also requested that the ORSC incorporate Cahuilla Tribal Monitor(s) on-site for all ground disturbances to protect all known and unknown cultural resources. A second correspondence dated October 2, 2023, reiterated the project issues outlined in the September 15th letter and requested consultation for the ORSC. The City met with representatives from the tribe on November 27, 2023. During the meeting, the City agreed to share the ORSC schedule and cultural reports for the ORSC in addition to incorporating tribal monitoring on-site during ground-disturbing activities, concluding consultation proceedings.

- The **Pala Band of Mission Indians** sent a letter on October 13, 2023, and noted that the ORSC is not within the Traditional Use Area of the tribe. The tribe deferred consultation to tribes in closer proximity to the ORSC site.

In addition to the Cahuilla Band of Indians, several other tribes responded to the NOPs that were released for the ORSC. The following summarizes the tribal comments that were received (Cahuilla Band of Indians NOP comment is summarized above):

- The **Gabrieleño Band of Mission Indians–Kizh Nation** submitted a comment in response to the first NOP on September 15, 2023, requesting consultation. The consultation process with the Gabrieleño Band of Mission Indians–Kizh Nation regarding the ORSC has concluded. The tribe provided valuable information on their cultural connection to the ORSC site and suggested mitigation measures on November 21, 2023, marking the successful conclusion of the consultation.

- The **Agua Caliente Band of Cahuilla Indians** submitted a comment in response to the first NOP on September 19, 2023, noting that the ORSC is not within the tribe's Traditional Use Area. The comment noted that this would conclude all consultation efforts with the tribe for the ORSC.

- The **Augustine Band of Cahuilla Indians** submitted a comment in response to the first NOP on September 21, 2023, stating that the tribe is unaware of cultural resources associated with the ORSC and requesting that the tribe be contacted in the event of discovering such resources.

- The **Yuhaaviatam of San Manuel Nation** submitted a comment in response to the first NOP on September 26, 2023, noting the ORSC is outside of Serrano ancestral territory. The tribe requested not to receive consulting party status with the lead agency.

- The **Morongo Band of Mission Indians** submitted a comment in response to the first NOP on September 27, 2023, stating that the ORSC is not within the boundaries of the tribe's ancestral territory and encouraging consultation with more closely affiliated tribes.

- The **Pala Band of Mission Indians** submitted a comment in response to the first NOP on October 13, 2023, which stated the same sentiments as the tribe's AB 52/SB 18 letter, described above.

5.18.2 Thresholds of Significance

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

TCR-1 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:

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 section 5020.1(k), or

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.

5.18.3 Environmental Impacts

5.18.3.1 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.18-1: The ORSC and offsite sewer extension could cause a substantial adverse change in the significance of a tribal cultural resource that is:

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 section 5020.1(k). [Threshold TCR-1.i]

ii) determined by the lead agency to be significant pursuant to criteria in Public Resources Code section 5024.1(c). [Threshold TCR-1.ii]

The SLF search conducted by the NAHC did not indicate the presence of known tribal cultural resources within or immediately adjacent to the ORSC site or Offsite Improvement Area. However, as described in Section 5.5, *Cultural Resources*, one cultural resource believed to be associated with Native American occupation in the area has been documented within one mile of the ORSC site. This resource was not found within the boundary of the ORSC site or the Offsite Improvement Area.

Two tribes responded to the City's invitation for tribal resources consultation, the Gabrieleño Band of Mission Indians–Kizh Nation and the Cahuilla Band of Indians. As described above, all other tribes who have corresponded with the City regarding the ORSC have deferred consultation to other tribes. The Gabrieleño Band of Mission Indians–Kizh Nation provided information regarding the tribe's cultural connection to the ORSC site and mitigation measures that would reduce impacts to tribal cultural resources in lieu of in-person consultation on November 21, 2023. The Cahuilla Band of Indians consulted with the City on November 27, 2023, and agreed to share relevant cultural reports and include tribal monitors on-site during ground-disturbing activities.

The consultations with the Gabrieleño Band of Mission Indians–Kizh Nation and the Cahuilla Band of Indians regarding the ORSC have been successfully concluded. The Gabrieleño Band of Mission Indians–Kizh Nation provided information on November 21, 2023, and the Cahuilla Band of Indians consulted on November 27, 2023. With these interactions completed, the consultation phase for the Proposed Project has come to an end.

Construction of the ORSC would require excavation and grading of the ORSC site in addition to trenching along Vineyard Avenue for the off-site sewer extension. As such, there is potential to uncover tribal cultural resources during construction, which would also include disturbing previously undisturbed soils. Since the ORSC could result in the discovery of subsurface TCRs, the disturbance of which could cause a substantial adverse change in the significance of the resource(s), impacts would be potentially significant.

Level of Significance Before Mitigation: Potentially significant.

5.18.3.2 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF OFF-SITE GENERAL PLAN AMENDMENT AND REZONE

The Proposed Project would require compliance with SB 330 and SB 166 to ensure in no net loss of residential units in the City. As described in Section 3.3.4, *The Ontario Plan and Zone Changes*, of the Project Description, the Proposed ORSC development would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site. The parcels proposed for redesignation and rezoning area are on Vineyard Avenue south of the ORSC site.

The GPA and Rezone area could contain tribal cultural resources which could be impacted by development activities from a proposed development. A project at the GPA and Rezone area would be required to consult with Native American tribes to AB 52 and/or SB 18, as applicable and comply with state and federal regulations that protect TCRs. This development would also be required to implement Mitigation Measures 5-3 for the TOP 2050 SEIR which requires a qualified archaeologist to prepare a cultural resources assessment of the site, if it is determined to be within a culturally sensitive area for a tribe. Future projects would also comply with Mitigation Measure 5-4 to coordinate with tribal representatives about mitigation measures, in addition to TCR-1 to develop an archaeological monitoring plan and TCR-2 which sets forth the procedures for treatment and disposition of TCRs, if discovered during construction activities.

The proposed action of revising the land use designation of the GPA and Rezone area to allow for increased residential density at the Area would create additional impacts on TCRs. Development of the GPA and Rezone area under the proposed designation would occur within the same project footprint as development under the existing designation and would also be required to comply with the applicable regulations and mitigation measures protecting TCRs. The GPA and Rezone would not result in additional impacts TCRs.

5.18.4 Cumulative Impacts

Cumulative impacts to tribal cultural resources occur when the impacts of the ORSC, in conjunction with past, existing, and other foreseeable projects and development in the region, result in multiple and/or cumulative impacts to tribal cultural resources in the area. Each future project in the City, including development at the GPA and Rezone area, would be required to evaluate that project's impacts to site-specific tribal cultural resources as part of the CEQA review, including tribal consultation as required by AB 52 and SB 18, if applicable. Where significant impacts to tribal cultural resources are identified, projects would be required to either avoid impacts or implement feasible mitigation measures to reduce impacts. The ORSC and GPA and Rezone combined with other development projects in the surrounding area would not result in significant and adverse impacts to tribal cultural resources with the incorporation of mitigation. Therefore, impacts of the Proposed Project would not be cumulatively considerable.

5.18.5 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant:**

- **Impact 5.18-1** The ORSC could cause a substantial adverse change to tribal cultural resources.

5.18.6 Mitigation Measures

Impact 5.18-1

TCR-1 **Tribal Cultural Resources Monitoring**. The project archaeologist, in consultation with interested tribes and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the ORSC site and Offsite Improvement Area. Details in the AMP shall include:

1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;

2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists. Tribes shall coordinate as to Tribal Monitoring concurrent with development;

3. The protocols and stipulations that the City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground-disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

Pursuant to the AMP, a tribal monitor from the consulting tribes shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.

TCR-2 **Treatment and Disposition of Cultural Resources.** In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., at the ORSC site or Offsite Improvement Area, the following procedures will be carried out for treatment and disposition of the discoveries:

1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the ORSC site and Offsite Improvement Area will need to be thoroughly inventoried with tribal monitor oversight of the process;

2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The City shall relinquish the artifacts through one or more of the following methods:

    a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality;

    b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation;

    c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default;

    d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.

TRC-3 **Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.** Native American human remains are defined in Public Resources Code Section 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

a) If Native American human remains and/or grave goods are discovered or recognized on the ORSC site or Offsite Improvement Area, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

b) Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

c) Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

d) Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

5.18.7 Level of Significance After Mitigation

Impact 5.18-1

Mitigation Measures TCR-1 through TCR-3 would reduce potential impacts associated with tribal cultural resources to a level that is less than significant. Therefore, no significant unavoidable adverse impacts under Impact 5.18-1 relating to tribal cultural resources remain.

5.18.8 References

ECORP Consulting Inc. 2024, January. California Historical Resources Information System Records Search Results and Architectural Evaluation Update for the Ontario Regional Sports Complex Project, Ontario, California. (Appendix F1)

5. Environmental Analysis
TRIBAL CULTURAL RESOURCES

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5.19 UTILITIES AND SERVICE SYSTEMS

This section of the Draft Environmental Impact Report (EIR) addresses the potential for implementation of the Proposed Project, which includes the Ontario Regional Sports Complex (ORSC), Offsite Improvement Area, and associated off-site General Plan Amendment and Rezone (GPA and Rezone), to impact utilities and service systems in the City of Ontario. The impacts on the ORSC site and Offsite Improvement Area are evaluated on a project level while impacts of the off-site GPA and Rezone are analyzed at a programmatic level.

Utilities and service systems include water supply and distribution systems; wastewater (sewage) conveyance and treatment; storm drainage systems; solid waste collection and disposal services; and other public utilities. Impacts to hydrology (e.g., flooding) and water quality can be found in Section 5.10, *Hydrology and Water Quality*. Impacts to electricity and natural gas systems can be found in Section 5.6, *Energy*. Cumulative impacts are based on the service areas of the Ontario Municipal Utilities Company (OMUC) and the Inland Empire Utilities Agency (IEUA) for water and wastewater, the Chino Basin and Middle Santa Ana River subwatersheds for stormwater impacts, and the service areas of Badlands Sanitary Landfill and El Sobrante Landfill for solid waste impacts.

The analysis in this section is based in part on the following technical study:

- *Water Supply Assessment for the Ontario Regional Sports Complex*, PlaceWorks, November 2023.

A complete copy of this study is in Appendix M.

5.19.1 Wastewater Treatment and Collection

5.19.1.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal Regulations

Clean Water Act and National Pollution Elimination Discharge System

The federal Clean Water Act requires that wastewater be treated before it is discharged to waters of the United States (US Code Title 33, Sections 1251 et seq.). Requirements for waste discharges from publicly owned treatment works to navigable waters are addressed in National Pollution Elimination Discharge Systems (NPDES) regulations under the Clean Water Act. NPDES permits for such discharges in the project region are issued by the Santa Ana Regional Water Quality Control Board (RWQCB).

State Regulations

State Water Resources Control Board

On May 2, 2006, the SWRCB adopted Statewide General Waste Discharge Requirements (Order No. 2006-0003) and a monitoring and reporting program (Order No. WQ-2013-0058-EXEC) for all publicly owned sanitary sewer collection systems in California with more than one mile of sewer pipes. The order provides a

consistent statewide approach to reducing sanitary sewer overflows (SSO). The Waste Discharge Requirements require public agencies that own or operate sanitary sewer systems to develop and implement a sewer system management plan (SSMP) and report all SSOs to the SWRCB's online reporting system. The SWRCB has delegated authority to nine RWQCBs to enforce these requirements within their regions. The Santa Ana RWQCB also implements the statewide Trash Amendments through Water Code Section 13383 orders that contain region specific requirements.

The Santa Ana RWQCB (Region 8) issues and enforces NPDES permits in the portion of San Bernardino County that includes Ontario. NPDES permits allow the RWQCB to regulate where and how waste is disposed, including the discharge volume and effluent limits of waste and the monitoring and reporting responsibilities of the discharger. The RWQCB is also charged with conducting inspections of permitted discharges and monitoring permit compliance.

Local Regulations

Inland Empire Utilities Agency NPDES Permit

The City of Ontario conveys its wastewater via regional trunk sewers to regional wastewater treatment plants (WWTP) operated by IEUA. The IEUA operates under a NPDES permit issued by the Santa Ana RWQCB (Order No. R8-2015-0036) that covers three of its regional water recycling plants (Nos. 1, 4, and 5) and the Carbon Canyon Water Recycling Facility. The permit describes discharge points, effluent limitations, receiving water limitations, and monitoring and reporting requirements. Most of the wastewater generated in the Original Model Colony portion of Ontario is treated at IEUA's Regional Water Reclamation Plant No. 1 (RP-1). Wastewater generated in the Ontario Ranch and the southern part of the Original Model Colony is treated at Regional Water Reclamation Plant No. 5.

Inland Empire Utilities Agency Sewer System Management Plan

The IEUA maintains and regularly updates its SSMP to assess infrastructure capacity and plan for necessary capacity increases with future buildout conditions. The SSMP was most recently updated in April 2019, and the latest biennial audit report is dated 2021.

A key element of the program is the System Evaluation and Capacity Assurance Plan, which establishes the steps necessary to address identified hydraulic deficiencies, including prioritization, alternatives analysis, and schedules. The most recent capacity assessment was completed as part of a technical memo for the 2015 Wastewater Facilities Master Plan (TM3: Regional Trunk Sewer Analysis) and modeled flows through 2035 based on available documents and growth projections.

The majority of the IEUA infrastructure was determined to be sufficient, but there were significant capacity limitations for the 30-inch pipeline that conveys flows from the Montclair diversion structure, which passes through Ontario before terminating at RP-1. It was determined that the pipeline would need to be upsized to a 36-inch-diameter sewer to convey peak buildout flows.

The 2019 SSMP describes seven major capital improvement projects to meet the projected capacity goals through 2035. The two projects outside of the city limits are to upgrade the treatment capacity of RP-5. The

two capital improvement projects that directly benefit and impact RP-5 and Ontario are listed in Table 5.19-1, *IEUA Capital Projects*.

Table 5.19-1 IEUA Capital Projects

Project	Description
RP-5 Solids Handling Facilities Project (RP-2 Relocation)	Relocate RP-2 solids handling operations to RP-5. Increase solids treatment capacity to meet existing and future projected flows. Relocate RP-2 lift station above the flood elevation and demolish RP-2 facilities.
RP-5 Liquid Treatment Expansion Project	Increase liquid treatment capacity to meet projected future flows.

Source: Ontario 2022.

City of Ontario Sewer System Management Plan

Ontario's current SSMP is dated April 2021 and was prepared pursuant to SWRCB's Order No. 2006-003-DWQ and its amendment. The SSMP provides a plan and schedule to properly manage, operate, and maintain all parts of the sanitary sewer system, to reduce and prevent any SSOs, and to mitigate any SSOs that occur. This plan is updated every five years as per the regulatory requirements.

The 2021 SSMP demonstrates the City's ability to comply with the State requirements through collection system use ordinances, service agreements, or other legally binding procedures. It also outlines the measures taken to prevent illicit discharges into the wastewater collection system and steps taken to minimize infiltration and inflow, stormwater, chemical dumping, and unauthorized debris. The SSMP describes the design criteria for proper construction of sewers and connections; the City's operation and maintenance program; description of cleaning methods; sewer rehabilitation and replacement program; training; and an overflow emergency response plan.

City of Ontario Sewer Master Plan Update

The City's most recent Sewer Master Plan update is dated 2020 and is currently in draft form. This plan is an update to a sewer capacity analysis performed in 2012. The draft 2020 Sewer Master Plan analyzes the age and status of the sewer infrastructure and the capacity of the sewer collection system for existing and future peak flows under both dry- and wet-weather conditions. The Ontario Ranch area was reassessed in this document for consistency with planning documents.

Existing flows were modeled based on available billing data and sewer flow monitoring information, and proposed flows were modeled based on a combination of land use information, including the existing TOP and specific plans; previous sewer studies; and a city buildout table completed in 2015. Modeled flows increased from 10.4 million gallons per day (mgd) under existing conditions to 29.4 mgd under proposed conditions (Ontario 2022).

City of Ontario Capital Improvements Program

The OMUC regularly updates its CIP to prepare and budget for upcoming infrastructure improvements across a five-year planning horizon. The Engineering Department also prepares a budget for upcoming infrastructure improvements over a 5-year planning period.

City of Ontario Municipal Code

The City's regulations related to wastewater are in the municipal code, Title 6, Sanitation and Health.

- Chapter 7, Public Sewer System, Article 2, contains prohibited discharges and limitations on industrial waste discharges. Article 3 provides the requirements for industrial wastewater permits. Article 4 has specifications for pretreatment and monitoring facilities, and Article 5 provides monitoring, reporting, and inspection requirements. Article 6 covers enforcement, and Article 7 provides a schedule of fees and charges for sewer connections and for maintaining service with the City's sewer system.

Existing Conditions

Existing land uses on the 199-acre ORSC site are currently served by on-site septic tanks, which will be removed as part of the ORSC. The City operates and maintains the sewer collection system, which would serve the ORSC site, once connected. The City's sewer collection system consists of approximately 425 miles of sewer mains. Currently, there are gravity flow sewer lines north of the ORSC site along Riverside Drive and an effluent bypass pipeline from RP-1 that bisects the ORSC site along Ontario Avenue, then heads east on Chino Avenue before connecting to the Eastern Trunk Sewer along Archibald Avenue (see Figure 3-9, *Sewer Infrastructure*).

The system operates largely by gravity but also includes four primary pump stations and approximately 11,000 feet of associated force mains. The existing wastewater flow is approximately 10.4 mgd. The sewer lines range from 4 inches to 48 inches in diameter (Ontario 2022).

Inland Empire Utilities Agency Sewer Collection System and Treatment Plants

IEUA operates four WWTPs that provide recycled water to the western part of San Bernardino County. IEUA also maintains a series of regional trunk lines that transport wastewater flows from Ontario to one of IEUA's regional treatment plants. Under both Sewer Options 1 and 2, wastewater from the ORSC site would ultimately flow to the south and to Regional Water Recycling Plan #5, described here.

- **Regional Water Recycling Plant #5 (RP-5).** This WWTP is in Chino and serves Chino, Chino Hills, and Ontario. The plant has a current capacity of 16.3 mgd, which will increase to 22.5 mgd with its planned expansion project, which is currently under construction with scheduled completion in 2025 (IEUA 2024). Wastewater treatment by this facility is either discharged to Chino Creek, delivered to industrial users, or pumped to basins for groundwater recharge. RP-5 treats approximately 8.2 mgd (IEUA 2020).

5.19.1.2 THRESHOLDS OF SIGNIFICANCE

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

U-1 Would require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

U-3 Would result in a determination by the wastewater treatment provider which serves or may serve the project that has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.19.1.3 ENVIRONMENTAL IMPACTS

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-1: The ORSC would require relocation and/or construction of new or expanded wastewater infrastructure; however, the construction or relocation of this infrastructure would not cause significant environmental effects. [Threshold U-1]

The ORSC would result in an increase in wastewater generation with the addition of residential and nonresidential land uses to an existing property currently on septic systems. Additionally, the ORSC would require the expansion of the existing sewer infrastructure and two options are under evaluation, as described in Section 3.3.2.2, *Wet Utilities Infrastructure Improvements*, and summarized here.

- **Sewer Option 1.** Installation of sewer lines to the east and connection to IEUA pipe along Cucamonga Creek Flood Control Channel. This option would allow for sewer to be installed within existing right-of-way (ROW).

- **Sewer Option 2.** Installation of the sanitary sewer along Vineyard Avenue south to Eucalyptus Avenue via the existing ROW of Vineyard Avenue. This option would require new sewer lines to extend within the proposed Vineyard Avenue improved ROW to Chino Avenue, transition to trenching within the unimproved dedicated ROW south of Chino Avenue, and connect to the existing sewer line in the improved intersection at Eucalyptus Avenue. This proposed sewer line is anticipated to be between 12 and 20 inches in diameter and 10,578 linear feet of pipe from Chino Avenue to Eucalyptus Avenue. An aerial of the Offsite Improvement Area for Sewer Option 2 is shown on Figures 3-10a to 3-10g, *Sewer Option 2: Aerial of Offsite Improvement Area*.

Sewer Infrastructure

Construction impacts for each sewer option are evaluated throughout the DEIR. For both Sewer Options 1 and 2, wastewater from the ORSC would be collected by new on-site infrastructure to sewer lines south of the site and ultimately conveyed to RP-5. The ORSC would have the potential to increase sewer flows by 0.06 mgd (66.2 acre-feet per year). The wastewater generation for the ORSC was assumed to be 95 percent of the potable water demand determined in the Water Supply Assessment.

Each sewer option would require the expansion of the City's existing wastewater infrastructure. For Sewer Option 1, new on-site wastewater pipelines would connect to the existing IEUA's RP-1 bypass pipeline on-site and to the Eastern Trunk Line to the east along Archibald Avenue. For Sewer Option 2, a new sewer line ranging from 12 to 20 inches in diameter would be installed beneath Vineyard Avenue between Chino Avenue and Eucalyptus Avenue. Under each sewer option, the sewer installations are required to comply with the City's

Municipal Code Chapter 7, Section 6-7.707, Sanitary Sewer Installation Policy and the Setting of Sewer Connection Fees, and construction plans must be reviewed and approved by the City. Additionally, the City regularly updates its Sewer Master Plan and CIP and has a process to assess local sewer impacts on a project-by-project basis. The draft 2020 Sewer Master Plan serves as an infrastructure planning tool to make decisions as to when CIP projects are warranted. The OMUC regularly provides and prioritizes sewer projects for inclusion in the latest CIP, which includes a budget for wastewater infrastructure improvements over a five-year planning horizon.

In summary, the City's wastewater collection system will be upgraded and expanded in both Sewer Options 1 and 2. However, with the planned wastewater collection expansions, the City wastewater collection system would adequately convey the additional 0.06 mgd that would occur with implementation of the ORSC. Therefore, there would be no significant impacts on wastewater infrastructure.

Wastewater Treatment Capacity

With respect to wastewater treatment, IEUA's RP-5 has a planned capacity of 22.5 mgd by 2025 (IEUA 2024). Since RP-5 treats an average wastewater flow of 8.2 mgd (IEUA 2020), the excess treatment capacity for RP-5 is approximately 14.3 mgd.[1] The. The additional wastewater generation for the ORSC of 0.06 mgd is well below the excess capacity of 14.3 mgd for RP-5. Therefore, the ORSC would not exceed the capacity of the wastewater treatment provider.

In addition, IEUA has seen a decrease in the volume of sewage flows of approximately 10 percent since 2013, even as the population has increased (IEUA 2020). This is a result of a decrease in indoor water consumption with the installation of more efficient plumbing fixtures and compliance with California Green Building Standards Code for new developments. IEUA also assesses monthly wastewater sewer fees and one-time sewer connection fees to provide funds for future upgrades and expansion of its infrastructure and WWTPs. In addition, IEUA continually updates its Wastewater Facilities Master Plans RP-5 and includes plans for expansion of this facility to meet the growth within the service area through year 2060.

Level of Significance Before Mitigation: Less than significant.

Impact 5.19-2: The ORSC would not result in a determination by the wastewater treatment provider which serves or may serve the ORSC site that it does not have adequate capacity to serve the ORSC's projected demand in addition to the provider's existing commitments. [Threshold U-3]

As described in Impact 5.19-1, RP-5 is currently permitted to treat up to 16.3 mgd and upon completion of the expansion project, scheduled for completion in 2025, would be able to treat up to 22.5 mgd (IEUA 2024). The existing wastewater flow to RP-5 is approximately 8.2 mgd. Therefore, the excess treatment capacity for RP-5 with completion of the expansion project would be 14.3 mgd. Since the additional wastewater generation for the ORSC of 0.06 mgd is well below the excess capacity of 14.3 mgd, the wastewater treatment provider would have adequate capacity to serve the ORSC's projected wastewater generation.

[1] RP-5 Maximum Capacity minus Average Wastewater Flow equals Excess Capacity; 22.5 mgd – 8.2 mgd = 14.3 mgd.

Additionally, the ORSC would comply with applicable regulations, including the California Green Building Standards Code for more efficient indoor water consumption and plumbing fixtures for new developments. Therefore, implementation of the ORSC would not result in a determination by the wastewater treatment providers that there is insufficient capacity to serve the ORSC's future wastewater demands in addition to the demands of existing and future development within the wastewater provider's service area. Therefore, the impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Programmatic Environmental Impacts of Off-Site General Plan Amendments and Rezone

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan (TOP) and Zone Changes*, of Chapter 3, *Project Description*, the ORSC would require rezoning of land along Vineyard Avenue from Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site The redesignation of these parcels would not result in a significant impact on the wastewater treatment and collection system because these parcels are already designated as residential use in TOP and there is adequate infrastructure and wastewater treatment capacity for the proposed buildout. Furthermore, wastewater generation rates are decreasing over time with the implementation of CALGreen building codes and more efficient, low-flow plumbing fixtures with new construction. Future development along Vineyard Avenue would be required to comply with all applicable regulations and ordinances issued by IEUA. Therefore, impacts on the wastewater treatment and collection system associated with the GPA and Rezone would be less than significant.

5.19.1.4 CUMULATIVE IMPACTS

The area considered for cumulative impacts for wastewater is the IEUA service area. Cumulative projects in the IEUA service area, including development of the GPA and Rezone area, could cause significant impacts if they either exceeded wastewater treatment requirements of RWQCBs or generated wastewater exceeding the combined capacities of wastewater treatment plants. Cumulative development within the IEUA service area, including development of the GPA and Rezone area, could result in the need for new and/or expanded wastewater treatment plants. However, as stated previously, IEUA has experienced a decrease in the volume of sewage flow of approximately 10 percent over the last 20 years, due to a decrease in indoor water consumption with new development compliance with California Green Building Standards Code and water conservation efforts. The IEUA anticipates a significant increase in the growth of its service area in the next 10 years, with 40 percent of the growth resulting from new development in Ontario. The IEUA develops 10-year forecasts and specifies capital improvements that will be implemented to meet the increase in demand. The ultimate capacity for wastewater flows to the IEUA WWTPs is 80 mgd by 2060 (IEUA 2020).

Also, future development within the service area, including at the GPA and Rezone area, would be required to comply with all applicable regulations and ordinances issued by IEUA. Wastewater from cumulative projects is assumed in the SSMPs prepared by IEUA and the cities that send wastewater to the IEUA WWTPs. The IEUA and the cities within its service area plan for increased demand with future development. Therefore, with

continued compliance with local and regional regulations, cumulative impacts would be less than significant and would not be cumulatively considerable.

5.19.1.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.19-1 and 5.19-2.

5.19.1.6 MITIGATION MEASURES

No significant impacts were identified, and no new mitigation measures are warranted.

5.19.1.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts were identified, and no significant and unavoidable impacts related to wastewater would occur.

5.19.2 Water Supply and Distribution

5.19.2.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal Regulations

Federal Safe Drinking Water Act

The Safe Drinking Water Act, 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. Environmental Protection Agency (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 SWRCB conducts most enforcement activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

America's Water Infrastructure Act of 2018

America's Water Infrastructure Act (AWIA), signed into law on October 23, 2018, authorizes federal funding for water infrastructure projects, expands water storage capabilities, assists local communities in complying with the Safe Drinking Water Act and Clean Water Act, reduces flooding risks for rural, western, and coastal communities, and addresses significant water infrastructure needs in tribal communities (USEPA 2023). Additionally, the AWIA requires that drinking water systems that serve more than 3,300 people develop or update risk assessments and emergency response plans. Risk assessments and emergency response plans must be certified by the EPA within the deadline specified by the AWIA.

State Regulations

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act, which was passed in California in 1969 and amended in 2013, is the basic water quality control law for California. Under this Act, 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 an 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 of Ontario is in the jurisdiction of the Santa Ana RWQCB (Region 8).

20 x 2020 Water Conservation Plan

The 20 x 2020 Water Conservation Plan was issued by the Department of Water Resources in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed "SB X7-7." SB X7-7 mandated urban water conservation and authorized the Department of Water Resources to prepare a plan implementing urban water conservation requirements (20 x 2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SB X7-7 required urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use. Demonstration of compliance with the regulation is a required component of each water purveyor's 2020 Urban Water Management Plan.

Urban Water Management Planning Act (Senate Bill 610)

The California Urban Water Management Planning Act and Section 10620 of the Water Code require that all urban water suppliers in California that provide water to more than 3,000 customers or supply more than 3,000 acre-feet per year (afy)[2] to prepare and adopt an urban water management plan (UWMP) and update it every five years. The act is intended to support efficient use of urban water supplies. It requires the UWMP to compare water supply and demand over the next 20 years for normal years, single dry years, and multiple dry years and to determine current and potential recycled water uses.

Senate Bill (SB) 610 was enacted to 1) ensure better coordination between local water supply and land use decisions and 2) confirm that there is an adequate water supply for new development. The following projects that are subject to CEQA are required at a minimum to prepare a water supply assessment (WSA):

- Residential developments consisting of more than 500 dwelling units.
- Shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor space.

[2] One acre-foot is the amount of water required to cover one acre of ground (43,560 square feet) to a depth of one foot.

- Commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- Hotel or motel, or both, having more than 500 rooms.
- Industrial, manufacturing, or processing plant or industrial park planned to employ more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- Mixed-use project that includes one or more of the projects specified above.
- Project that would demand an amount of water equivalent to, or greater than, the amount of water required for 500 dwelling units.

In 2015, a WSA was prepared for the Armstrong Ranch Specific Plan that evaluated a larger number of residential units (994 units) than was included in the approved Specific Plan and Certified EIR. A total water demand of 606 afy was projected in the 2015 WSA, assuming 994 low-density residential units. The 2015 WSA concluded the City's available water supply would meet the projected water demand of the Armstrong Ranch Specific Plan during normal, single dry, and multiple dry years.

A WSA was prepared for the ORSC site to determine how the changes in proposed land uses would affect the projected water demand compared to what was determined in the 2015 WSA. The WSA for the ORSC was approved by the City in November 2023.

2018 Water Conservation Legislation

In 2018, the California Legislature enacted two policy bills (SB 606 and Assembly Bill [AB] 1668) to establish long-term improvements in water conservation and drought planning to adapt to climate change and longer and more intense droughts in California. The Department of Water Resources and the SWRCB will develop new standards for:

- Indoor residential water use
- Outdoor residential water use
- Commercial, industrial, and institutional water use for landscape irrigation with dedicated meters
- Water loss

Urban water suppliers will be required to stay within annual water budgets, based on their standards for their service areas, and to calculate and report their urban water use objectives in an annual water use report. Based on recent legislation (SB 1157), the California Water Code defines a 55-gallon-per-person daily standard for indoor residential use until 2025, at which time it decreases to 47 gallons, and further decreases to 42 gallons by 2030.

The legislation also includes changes to UWMP preparation requirements. These changes include additional requirements for water shortage contingency plans, expansion of dry year supply reliability assessments to a five-year drought period, establishment of annual drought risk assessment procedures and reporting, and new

conservation targets referred to "annual water use objectives," which require retailers to continue to reduce water use beyond the 2020 SB X7-7 targets.

Water Conservation in Landscaping Act of 2006

The Water Conservation in Landscaping Act (AB 1881) required the Department of Water Resources (DWR) to update the State of California's Model Water Efficient Landscape Ordinance (MWELO). Under AB 1881, cities and counties are required to adopt the State's MWELO or to adopt a different ordinance that is at least as effective in conserving water as the State's MWELO.

The MWELO was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and to build resiliency for future droughts. The 2015 revisions to the MWELO increased 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. Each city and county are required to submit annual reports to DWR that document how the agency is achieving compliance with the State MWELO and how many projects were subject to the ordinance during the annual reporting period.

The City of Ontario complies with the State's current MWELO and has implemented landscape development standards. Developers are required to submit landscape plans and complete water efficient landscape worksheets prepared by a certified landscape architect prior to the start of construction.

California Building Code: CALGreen

The California Building Standards Commission adopted the nation's first green building standards in July 2008, the California Green Building Standards Code (California Code of Regulations Title 24, Part 11), also known as CALGreen. CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure in California unless otherwise indicated in the code. CALGreen establishes planning and design standards for sustainable site development, including water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a baseline. CALGreen is updated every three years to allow for consideration and possible incorporation of new efficiency technologies and methods. The mandatory provisions of CALGreen became effective January 1, 2011, and the latest version, the 2022 California Green Building Standards Code, became effective on January 1, 2023 (CALGreen 2023). The building efficiency standards are enforced through the local building permit process. The City has regularly adopted each new CALGreen update under the Ontario Municipal Code, Chapter 12, California Green Building Standards Code.

California Plumbing Code

The latest version of the California Plumbing Code was issued in 2022 and became effective as of January 1, 2023. is updated on a three-year cycle. It specifies technical standards for the design, materials, workmanship, and maintenance of plumbing systems. One of the purposes of the plumbing code is to prevent conflicting plumbing codes within local jurisdictions. Among many topics covered in the code are water fixtures, potable and nonpotable water systems, and recycled water systems. The City adopts the California Plumbing Code under Ontario Municipal Code Chapter 7, Section 8-7.01, Adoption of the Plumbing Code.

Recycled Water Regulations

Two State agencies have primary responsibility for regulating the application and use of recycled water: the California Department of Public Health and the SWRCB. Planning and implementing water recycling projects entail numerous interactions with these regulatory agencies prior to project approval. The California Department of Public Health establishes the statewide effluent bacteriological and treatment reliability standards for recycled water uses in California Code of Regulations Title 22, Division 4, Environmental Health. Title 22 establishes standards for each general type of use based on the potential for human contact with recycled water. The SWRCB is responsible for establishing and enforcing requirements for the application and use of recycled water. Permits are required from the SWRCB for a water recycling operation. As part of the permit application process, applicants are required to demonstrate that the proposed recycled water operation will not exceed the ground- and surface-water quality objectives in the basin management plan and that the operation is compliant with Title 22 requirements.

California Health and Safety Code

A portion of the California Health and Safety Code is dedicated to water issues, including testing and maintenance of backflow prevention devices, coloring of pipes carrying recycled water, and programs addressing cross-connection control by water users.

California Water Code

The California Water Code states that the water resources of the State must be put to beneficial use and that waste or unreasonable use of water should be prevented. The code is divided into several sections that include provisions regarding water quality, formation of irrigation districts and water districts, safe drinking water, and water supply and infrastructure improvements.

Mandatory Water Conservation

Following the declaration of a state of emergency on July 15, 2014, due to drought conditions, the SWRCB adopted Resolution No. 2014-0038 for emergency regulation of statewide water conservation efforts. These regulations, which went into effect on August 1, 2014, were intended to reduce outdoor urban water use and encourage all California households to voluntarily reduce their water consumption by 20 percent. Water companies with 3,000 or more service connections were required to report monthly water consumption to the SWRCB. The SWRCB readopted the regulations several times, most recently requiring local water agencies to implement Level 2 drought contingency plans. In March 2023, Governor Newsom announced the lifting of some of the drought restrictions following a wet winter, including the Level 2 demand reduction actions.

However, portions of the water conservation emergency regulations remain in effect. These include prohibitions of wasteful water use practices, including 1) the application of potable water to outdoor landscapes in a manner that causes excess runoff; 2) the washing of vehicles without an automatic 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 at least 0.25 inch of rainfall. In addition, watering decorative grass in commercial, industrial, and institutional areas is currently prohibited but is set to expire next June. However, a new bill (AB 1572) in the

California legislature would make this ban permanent unless these areas are using recycled water. Urban water suppliers are still required to submit monthly water monitoring reports to the SWRCB.

Local Regulations

City of Ontario Water Master Plan

The draft Ontario Water Master Plan (WMP) was prepared by AKM Consulting Engineers to document a multiyear capital improvement program to maintain the City's water utility infrastructure in a sound operable condition and to meet the level of service expectations of the City over the planning period from 2020 through 2035. The 2020 WMP describes the water distribution system in Ontario, identifies system deficiencies, and recommends improvements.

The capacity of the City's potable water system was assessed through an initial survey of the water infrastructure, including water supply pipes, pumps, and storage facilities in March 2019. A computer model (Innovyze Infowater) was subsequently developed to model existing flows and proposed future flows. Proposed flows were based on a combination of land use information, including the existing 2020 General Plan and specific plans, previous water studies and plans, and a City buildout table completed in 2015. Water demand factors provided in the WMP were used to estimate future demand in areas of new development and redevelopment.

A series of deficient water segments were identified in the City's service area based on the following criteria:

- Nonfire flow pipelines with a diameter of less than 8 inches
- Fire-flow pipelines with a diameter of less than 6 inches
- Any pipelines constructed before the year 1970

A total length of 205 miles of deficient pipelines was identified, ranging in diameter from 2 inches to 42 inches. The draft 2020 WMP recommended implementing a replacement/rehabilitation program for the deficient line segments. In addition, the WMP identified a series of future projects, including the construction of nine new groundwater wells; renovation of two groundwater wells; and construction of five new reservoirs, one new booster pump station, and three new pressure reducing stations (Ontario 2022).

City of Ontario Recycled Water Master Plan Update

The 2020 Recycled Water Master Plan Update is a planning tool to guide future recycled water use and expansion of the existing system for the City of Ontario through the year 2040 (OMUC 2020a). This is an update to the previous 2012 Recycled Water Master Plan. The report assesses the recycled water system for two phases: the near term and future buildout. The near-term phase, which would take place over the next five years, considers the following:

- Recycled water system in the Ontario Ranch service area
- Recycled water to the Creekside conversion project areas
- Conversion of large irrigation meters/users to recycled water
- Conversion of parks and schools to recycled water

- Conversion of current agricultural land to recycled water

The future phase considered full buildout in Ontario Ranch and all potential conversion areas in the Original Model Colony. The Euclid Avenue conversion areas are also considered as future phase improvements (OMUC 2020a). The existing recycled water demands and projected near-term and future recycled water demands are summarized in Table 5.19-2, *Recycled Water Demands*.

Table 5.19-2 Recycled Water Demands

Service Area	Existing Recycled Water Demands (afy)	Near Term Recycled Water Demands (afy)	Future Recycled Water Demands (afy)
Ontario Ranch	4,465	6,740	8,158
Original Model Colony	5,190	5,428	7,901
Total	**9,655**	**12,168**	**16,059**

Source: OMUC 2020a.

The report includes a hydraulic model analysis that was performed to determine 24-hour maximum daily demands. No deficiencies were identified under existing conditions. Near-term and future recommendations include additional pressure-reducing valves and an additional pump station as well as 12.2 miles of new pipelines for the near-term scenario and 51.9 miles of new pipelines for the future scenario. Most of the recommended improvements are in or adjacent to the Ontario Ranch area and the Ontario Ranch Great Park Corridor. Assuming these recommended projects are completed, no design deficiencies were identified for near-term and future recycled water demands. It is not anticipated that recycled water infrastructure will be a constraining factor on future growth.

City of Ontario Capital Improvement Program

The City regularly updates its CIP to prepare and budget for upcoming infrastructure improvements for a five-year planning period. The latest CIP, dated 2020-21 through 2024-25, includes the following new water infrastructure projects that are planned and underway for the Ontario Ranch area include:

- A 24- to 42-inch potable water main transmission main for the 925 pressure zone
- A 9-million-gallon potable water reservoir for the 925 pressure zone
- Two new groundwater wells Nos. 43 and 53
- A wellhead treatment facility for Well No. 50

Additional water projects that involve the expansion, replacement, or update of the water distribution system include:

- Ongoing 8-inch and 12-inch potable water distribution main replacements
- Structural retrofit of 1348 Zone reservoir
- Emergency water interconnections with adjacent water systems

- Rehabilitation of five pressure-reducing stations
- Construction of Haven recycled water and pressure reducing station
- Installation of a 30-inch potable water transmission main for the 1212 pressure zone in San Antonio Avenue
- Euclid Avenue recycled water system
- Automated metering infrastructure antenna towers
- On-site chlorine generator replacements
- Wellhead treatment facility for groundwater wells Nos. 37 and 39.

City of Ontario 2020 Urban Water Management Plan

The City of Ontario has an approved UWMP updated in 2020. The UWMP provides current water usage by residential and nonresidential customers, and it projects future water use for a normal year, single dry year, and multiple dry years over a 25-year planning period. The UWMP was prepared with information from the City's 2020 Water Master Plan and 2018 Hazard Mitigation Plan, the San Bernardino County's 2017 Multi-Jurisdictional Hazard Mitigation Plan, and the UWMPs from the various agencies that supply water to the City, including the IEUA. Table 5.19-3, *UWMP Existing and Projected Supply and Demand: Normal Year,* provides the annual average water supply and demand projections from the City's UWMP under normal conditions through year 2045.

Table 5.19-3 UWMP Existing and Projected Supply and Demand: Normal Year

	(Acre-Feet/Year)					
Supply/Demand	**2020**	**2025**	**2030**	**2035**	**2040**	**2045**
Groundwater Pumped from Chino Basin	18,395	20,249	22,915	24,943	31,476	31,476
Chino Desalter Authority	6,636	11,000	13,000	15,000	17,000	17,000
Water Facilities Authority	6,513	8,533	8,533	8,533	8,533	8,533
San Antonio Water Company	565	600	600	600	600	600
Recycled Water – IEUA	7,812	12,168	13,465	14,762	16,059	16,059
Total Supplies	**39,921**	**52,550**	**58,513**	**63,838**	**73,668**	**73,668**
Average Annual Demand	**39,921**	**52,550**	**58,513**	**63,838**	**73,668**	**73,668**

Source: OMUC 2021.

The 2020 UWMP also reports the City's daily per capita water demand of 161 gallons per capita per day in 2020. This demand is well below the minimum water use reduction target of 196 gallons per capita per day required by the Water Conservation Bill of 2009 (SB X7-7). Therefore, the City is in compliance with SB X7-7.

According to the 2020 UWMP, the City would increase local groundwater production, surface water purchases from Chino Basin Desalter and imported surface water providers, and the use of recycled water from IEUA to meet its future water supply needs. The supply capacity from additional storage upgrades would add between 2,000 and 5,000 afy for groundwater sources. Overall, the City plans on increasing its total water supply from 39,921 afy in 2020 to 73,668 afy in 2045.

City of Ontario Water Shortage Contingency Plan

The City's Water Shortage Contingency Plan, which is provided in Chapter 8 of the 2020 UWMP, provides a detailed approach to how the City would respond in the case of a water shortage. The plan also includes an annual water supply and demand assessment, which reviews the water demands for the current years and for a potential upcoming single dry year prior to any response actions taken by the City. The water shortage contingency plan also contains a summary of the Emergency Response Plan, which provides the actions and responses that would be implemented during a catastrophic water shortage resulting from natural disasters, system failure, or other unforeseen circumstances.

Per Water Code Section 10632(a)(3)(A), the City must include the six standard water shortage levels from the normal reliability, as determined by an annual assessment of water demand and supply. The six standard water shortage levels (see Table 5.19-4, *Water Shortage Contingency Plan Levels*) correspond to progressively increasing estimated shortage conditions and align with the response actions the supplier would implement to meet the severity of the impending shortages.

Table 5.19-4 Water Shortage Contingency Plan Levels

Shortage Level	Percent Shortage Range	Shortage Response Actions
1	Up to 10%	Washing of motor vehicles, trailers, boats, or any other type of mobile equipment shall be done only with a hand-held bucket or a hose equipped with a positive shutoff nozzle for quick rinses, except that washing may be done at the immediate premises of a commercial car wash or with reclaimed wastewater. No person shall sprinkle, water, or irrigate any landscaped or vegetated areas between the hours of 9 am and 4 pm.
2	11% to 20%	In addition to Shortage Level 1, operators of hotels and motels must provide the option of choosing not to have towels and linens laundered daily. Irrigation is prohibited during and within 48 hours of rainfall,
3	21% to 30%	In addition to Shortage Level 2, the use of fire hydrants shall be limited to fire fighting and related activities and other uses of water for municipal purposes shall be limited to activities necessary to maintain the public health, safety, and welfare. Unless written permission is granted by the City Manager or his/her designee, the use of potable water for construction activities and grading shall be prohibited.
4	31% to 40%	In addition to Shortage Level 3, residents and commercial, industrial, and institutional customers would be prohibited from irrigating turf or other landscaping more than two days a week. No person shall irrigate any turf or landscaped area more than 15 minutes on watering days. No vehicles shall be washed unless it is taken to a car wash.
5	41% to 50%	In addition to Shortage Level 4, residents and commercial, industrial, and institutional customers would be prohibited from irrigating turf or landscaping more than one day a week.

Table 5.19-4 Water Shortage Contingency Plan Levels

Shortage Level	Percent Shortage Range	Shortage Response Actions
6	>50%	In addition to Shortage Level 5, unless otherwise permitted by a resolution of the City Council, there shall be no use of potable water for irrigation of outdoor landscape or turf. Commercial nurseries shall be prohibited from the use of potable water for irrigation of outdoor, landscape and turf except by use of a hand-held hose equipped with a positive shutoff nozzle. The following nonessential use of water shall be prohibited: the filling, cycling, filtering, or refilling of swimming pools, spas, Jacuzzis, fountains, or other like devices

Source: OMUC 2021.

City of Ontario Municipal Code

The City of Ontario Municipal Code includes various directives that pertain to water supply and conservation, as in Title 6, Sanitation and Health:

- **Chapter 8A, Water Conservation Plan.** This section of the code provides the steps to be taken to minimize the potential for a water shortage through water conservation and the enactment of policies to be implemented during various stages of water shortages.
- **Chapter 8B, Water Services.** This section of the code provides the rules for payment of water service connection fees and includes regulations regarding cross-connections, backflow prevention devices, and use of fire hydrants.
- **Chapter 8C, Recycled Water Use.** The purpose of this chapter is to establish procedures, specifications, and limitations on the development and operation of recycled water facilities and systems within the City's service area and adopt rules and regulations controlling such use. The section includes rates, fees, charges, and deposits for obtaining recycled water service.
- **Chapter 12, Adoption of the California Green Building Code.** The purpose of this chapter is to adopt the 2022 CALGreen standards, including water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a baseline.

City of Ontario Water Connection and Water Usage Fees

To maintain and expand the water supply infrastructure that supplies potable and recycled water to residential and nonresidential customers, the City imposes water connection fees and water usage fees. The rate structure has two components: a readiness-to-serve charge based on the size of the meter, and a monthly usage charge based on the amount of water used. There are separate tier structures for potable water and recycled water. In addition, the City collects water service connection fees for new service connections.

Existing Conditions

The OMUC provides water service to residents, businesses, and other users in the City of Ontario, including areas surrounding the ORSC. As of 2020, OMUC provided water to a population of approximately 181,107

people. The primary source of water is groundwater from the Chino Groundwater Basin. Other water supplies include treated groundwater from the Chino Basin Desalter Authority, recycled water from IEUA, imported water from the Water Facilities Authority, and purchased water from the San Antonio Water Company.

In 2022, potable water demands were 32,661 afy, and recycled water demands were 10,066 afy (including agricultural demands) for a total of 42,727 afy (OMUC 2023; IEUA 2022). The total 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 (including agricultural demands).

The passage of SB X7-7 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 15-year base period of 1995 to 2004, the City's baseline water usage averaged 245 gallons per capita per day (gpcd). The City's per-capita water use during Fiscal Year 2019-20 was 161 gpcd, which is below the 2020 target of 196 gpcd (OMUC 2021).

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 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 (OMUC 2021).

Chino Basin Groundwater

Approximately 46 percent of Ontario's water supply is groundwater pumped by the City from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The 1978 Chino Basin Judgment initially estimated the "safe yield" of the basin at approximately 140,000 afy. The safe yield is the amount of water that can be pumped from the aquifer annually and for a number of years without depleting the source beyond its ability to be replenished naturally through recharge. However, the safe yield is recalculated every 10 years, and the safe yield was reset to 131,000 afy for the next 10 years (2020 to 2030). There are three stakeholder groups, called "pools," that are governed by the Chino Basin Judgment:

- Overlying Agricultural Pool (dairymen, farmers, and the State of California)
- Overlying Nonagricultural Pool (businesses and industries)
- Appropriative Pool (local cities, public water districts, and private water companies)

The operating safe yield is defined as the annual amount of groundwater that the Watermaster determines can be produced from the Appropriative Pool parties without replenishment obligation. The City of Ontario is a member of both the Overlying Nonagricultural Pool and the Appropriative Pool and is therefore subject to the regulations imposed by the Chino Basin Watermaster. The Judgment allocates a portion of the safe yield to the Overlying Nonagricultural Pool and a portion of the operating safe yield to the Appropriative Pool.

Pursuant to the Judgment, the City has appropriative rights to approximately 21 percent of the operating safe yield allocated to the Appropriative Pool and 53 percent of the safe yield assigned to the Overlying Nonagricultural Pool (OMUC 2021). With an operating safe yield of 40,834 afy, the City's current appropriative right is approximately 8,470 afy as of July 2021. As of July 2021, the safe yield is allocated at 82,800 afy to the

Overlying Agricultural Pool and 7,350 afy to the Overlying Nonagricultural Pool. The City has purchased and has rights to 3,921 af of Overlying Nonagricultural Pool water (OMUC 2021).

In addition, the Judgment provides that as agricultural uses convert to urban uses, water rights in the Overlying Agricultural Pool can be converted at two acre-feet per acre to the water agency that serves the urban area. As of 2022, the City receives 5,575 afy from the Chino Basin due to conversions from agricultural to nonagricultural land uses (Chino Basin Watermaster 2022).

The City is also entitled to water rights due to groundwater recharge with stormwater and recycled water in the Chino Basin. The credited amount is based on the volume recharged and therefore varies annually but is projected to increase over time. In 2019, 2,544 af of recycled water were recharged for the City. In 2021, no recharge credits were purchased by the City due to limitations on groundwater storage capacity. In 2022, 6,400 af were recharged for the City, including 3,000 af from the city of Fontana (Chino Basin Watermaster 2022).

Chino Desalter Authority

The City of Ontario also receives treated groundwater for potable uses from the Chino Desalter Authority (CDA). The CDA is a joint powers authority consisting of the cities of Chino, Chino Hills, Norco, and Ontario; the Jurupa Community Services District; the Santa Ana River Water Company; IEUA; and Western Municipal Water District. The CDA operates and manages Chino Desalters I and II. These desalter facilities remove salts from brackish groundwater extracted from the lower Chino Basin. The City has an agreement to receive 8,533 afy of treated water from the CDA (OMUC 2021). In 2022, the City received 9,083 af from CDA, which is approximately 21 percent of its water supply.

MWD Imported Water

In addition, the City purchases treated, imported surface water from the Water Facilities Authority (WFA). The WFA is a joint powers authority consisting of the cities of Chino, Chino Hills, Ontario, and Upland and the Monte Vista Water District. The WFA purchases untreated imported water from the Metropolitan Water District of Southern California (MWD) through IEUA. The surface water is treated at the WFA-operated Agua de Lejos Treatment Plant in Upland. In 2022, the City purchased 4,235 af of treated water from the WFA, which is approximately 10 percent of its total water supply (OMUC 2023). The imported water supplies from the WFA may be impacted during multiyear drought conditions, which limits MWD from delivering sufficient water supplies to all its member agencies. In anticipation of a reduction in supplies, MWD developed a Water Supply Allocation Plan to equitably provide reduced water supplies during drought conditions.

Other Purchased Water

The City also purchases water from the San Antonio Water Company (SAWCo), which delivers domestic and irrigation water to a variety of shareholders. The City has an entitlement of 600 af based on the active entitlements. SAWCo's water supply sources include surface water from San Antonio Canyon; water from the San Antonio tunnel; and groundwater sources from the Chino Basin, Six Basins, and Cucamonga Basin. Most of SAWCo's water supplies are obtained from groundwater produced in the Cucamonga Basin and surface

water from San Antonio Creek. In 2022, the City purchased 376 af of water from SAWCo, which is approximately 1.0 percent of its total water supply.

Potable Water System

The current land uses (livestock and dairy farming, plant nursery, and horse stables) use private groundwater wells for their water source. Therefore, the proposed development would require connections to the City's new or extended water mains for potable water use. According to the City's 2020 Water Master Plan Update, the City's water system consists of the following (OMUC 2020b):

- 5 primary pressure zones (925, 1010, 1074, 1212, and 1348)
- Over 620 miles of water transmission and distribution pipelines ranging in size from 2 inches to 42 inches in diameter
- 7,277 fire hydrants
- 35,906 water meters
- 17 active wells
- 12 reservoirs with a total volume of 75 million gallons
- 6 active booster pump stations
- 15 pressure reducing stations
- 2 connections to Water Facilities Authority
- 2 connections to Chino Desalter Authority
- 5 interagency connections
- 2 ion exchange treatment facilities
- 4 altitude valves

The ORSC would connect to the existing potable water system along Riverside Drive. New potable water infrastructure is planned along Chino Avenue, Ontario Avenue, and Vineyard Avenue (see Figure 3-11, *Domestic Water Infrastructure*).

Recycled Water System

In addition, the City's recycled water system is an important component of its total water supplies. In 2020, the City obtained 7,812 af from IEUA, which is approximately 20 percent of its total water supply (OMUC 2021). Recycled water is received from IEUA's water recycling plants RP-1 and RP-5 and then distributed through the

City's purple pipe system. The City has received recycled water from IEUA since 1972. It is used for industrial uses, landscape irrigation, agricultural irrigation, and golf course irrigation. The recycled pipelines operated and maintained by the City total approximately 173,000 feet. The City's 2020 Recycled Water Master Plan identified potential future recycled water customers in the City as well as plans to expand the recycled water system to additional parks, schools, nurseries, and commercial landscaping areas. The City also plans to continue retrofitting landscape irrigation systems to use recycled water where available. Economic incentives for customers to convert to recycled water are being explored, since the monthly charge for recycled water is approximately 60 percent of the charge for potable water. The City is also investigating the viability of making conversion to recycled water mandatory for customers with nonpotable uses that are in proximity to an existing or planned recycled water pipeline.

The ORSC would connect to and extend the existing recycled water system west along Riverside Drive and in Chino Avenue, connecting to Vineyard Avenue and Ontario Avenue (see Figure 3-12, *Recycled Water Infrastructure*). Recycled water would be used for irrigating the Minor League Baseball field, the natural turf Little League and multipurpose fields, open space park areas, and landscape areas.

5.19.2.2 THRESHOLDS OF SIGNIFICANCE

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

U-1 Would require or result in the construction of new or expanded water facilities, the construction of which could cause significant environmental effects.

U-2 Would not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

5.19.2.3 ENVIRONMENTAL IMPACTS

Methodology

A WSA was prepared and is included in Appendix M of this Draft EIR. Indoor water demand was determined using potable water demand factors from the City's 2020 Water Master Plan and 2020 Recycled Water Master Plan. In addition, the City provided indoor water demands from metered data for similar athletic facilities (i.e., community centers and indoor athletic facilities) in the city. Outdoor water demand was determined using a combination of metered outdoor water demands provided by the City for existing multipurpose fields and baseball and softball fields, and the Maximum Allowable Water Allowance methodology was used to determine the water demand for open space park areas and landscaping.

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-3: The ORSC would have sufficient water supplies available to serve the ORSC and reasonably foreseeable future development during normal, dry, and multiple-dry years. [Threshold U-2]

The ORSC would result in an increase in water demand with the addition of a Minor League Baseball Stadium, a community center and indoor athletic facility, and other nonresidential land uses to an existing property currently on private groundwater wells. Table 5.19-5, *Water Demand Estimate for the Ontario Regional Sports Complex,* provides the total water demand estimate for the proposed development, and detailed calculations are provided in Appendix M.

As shown on Figure 3-6*, Conceptual Land Use Plan*, the ORSC site would include 13 multipurpose fields providing for soccer or football activities and 8 baseball/softball/Little League fields for youth sports in PA 5. For some of these fields, the City is considering the use of synthetic turf to allow year-round use. For this analysis, it is assumed that six multipurpose fields would be natural grass turf and the remaining seven fields would be synthetic turf. Similarly, it is assumed that four of the baseball/softball/Little League fields would be natural grass turf and the remaining four fields would be synthetic turf. All natural turf fields and landscaping would use recycled water.

Table 5.19-5 Water Demand Estimate for the Ontario Regional Sports Complex

Land Use	Units	Water Demand Rate	Total Domestic Water Usage (gpd)
Potable Water			
Hotel	100 rooms	130 gpd/room[1]	13,000
Retail PA 2	5.06 acres	1,800 gpd/ac[1]	9,108
Retail PA 3	2.17 acres	1,800 gpd/ac[1]	3,906
Retail PA 4	6.54 acres	1,800 gpd/ac[1]	11,772
Baseball Stadium	See WSA Attachment A		18,808
City Park	4,118 visitors (average)	3 gpcd[2]	12,354
Community Center	70,000 sf	11 gal/yr/sf[3]	2,110
Indoor Athletic Facility - building	159,450 sf	11 gal/yr/sf[3]	4,805
Kitchen	1,200 sf	0.0685 gpd/sf[4]	82
Subtotal	**-**	**-**	**75,945 gpd (85.1 afy)**
Recycled Water			
Little League (PA 7)	1 natural turf field	2,154,240 gal/yr/field[5]	5,902
Multi-Use Fields (Baseball/Softball) (PA 5)	4, 390-ft natural turf fields	5,028,056 gal/yr/field[6]	55,102
Multi-Purpose Fields (PA 5)	6 natural turf fields	3,900,072 gal/yr/field[7]	64,111
Open Space Park	236,749 sf[8]	---	8,420
Landscaping (hotel/retail)	704,801 sf[9]	**---**	6,267
Subtotal	**-**	**-**	**139,802 gpd (157 afy)**
TOTAL	**-**	**-**	**215,748 gpd (242 afy)**

Table 5.19-5 Water Demand Estimate for the Ontario Regional Sports Complex

Land Use	Units	Water Demand Rate	Total Domestic Water Usage (gpd)

Source: Appendix M.

Notes: ac = acre; sf = square foot; gpd = gallons per day; gpd/ac = gallons per day per acre; gpcd = gallons per capita per day; gpd/sf = gallons per day per square foot; gal/yr/field = gallons per year per field.

[1] Based on water demand for commercial uses in the City's Water Master Plan (OMUC 2020b).

[2] Conservatively used the same water demand (3 gpcd) as Qualcomm stadium (AECOM 2015).

[3] Based on information provided by the City for existing community centers (Westwind Community Center and Anthony Munoz Park; including restrooms, fountains, pool). See Appendix M for detailed calculation.

[4] Daily water consumption in large commercial buildings - snack bar or concession stand based on rates from the Energy Information Administration (EIA 2017).

[5] Based on information provided by the City for little league field.

[6] Based on information provided by the City for 390 sq. ft. grass turf field, assuming half of all fields are natural turf.

[7] Based on information provided by the City for multipurpose fields for sports complex, assuming six fields are natural turf.

[8] Assumes 50 percent of open space park is natural turf area. Water demand determined using Maximum Allowable Water Allowance from DWR MWELO water budget workbook for nonresidential landscapes.

[9] Assumes 25 percent of hotel/retail acreage landscaped. Water demand determined using Maximum Allowable Water Allowance from DWR MWELO water budget workbook for nonresidential landscapes.

As shown in this table, the total potable water demand is estimated to be 75,945 gallons per day (gpd) or 85.1 afy. The total recycled water demand is estimated to be 139,802 gpd or 157 afy. Therefore, the total water demand for the ORSC would be 215,748 gpd or 242 afy.

Based on the land use maps and future water demand and population projections provided in Appendix B of the 2015 UWMP and Appendix E of the 2020 UWMP, water demand for the Armstrong Ranch Specific Plan, which encompassed the 199-acre ORSC site, was included in both the 2015 and 2020 UWMP. The 2015 WSA for the Armstrong Ranch Specific Plan estimated a total water demand of 606 afy. The 2015 and 2020 UWMPs stated that the City's available water supply would meet the projected water demands during normal, single dry and multiple dry years. The ORSC's total water demand of 242 afy is less than the water demand of 606 afy assumed for the 199-acre ORSC site in the City's UWMP. Therefore, the conclusions reached in the 2015 and 2020 UWMPs that the City can meet its future water demand during normal, single-dry, and multiple dry years over the next 25-year period remains valid, and meet the water demand for the ORSC. Additionally, both the City's 2020 Water Master Plan and 2020 Recycled Water Master Plan accounted for the water demand of the Armstrong Ranch Specific Plan for future planning efforts.

Level of Significance Before Mitigation: Less than significant.

Impact 5.19-4: The ORSC would require relocation and construction of new or expanded water facilities; however, the construction or relocation of this infrastructure would not cause significant environmental effects. [Threshold U-1]

The ORSC would have a significant impact if it would result in the construction of new water treatment facilities or the expansion of existing facilities that would have a significant effect on the environment. As described in Impact 5.19-3, the City has sufficient water supplies available under normal, single-dry, and multidry year conditions to meet the demand for water from the ORSC. In the event that future demand could exceed supplies, the City would implement its water shortage contingency plan which provides water conservation procedures as a result of drought or supply interruption. Therefore, the ORSC would not significantly impact water supplies nor require expansion of water treatment facilities.

The ORSC requires the extension and expansion of the existing potable and recycled water lines along Riverside Drive and Chino Avenue to the ORSC site, and new potable water and recycled water pipelines would be installed beneath future Vineyard Avenue to the west, Chino Avenue to the south, and Ontario Avenue. The outdoor water demand for the ORSC would be provided by recycled water, including all-natural turf fields, open space park areas, and landscape areas. The potable water installations are required to comply with the City's municipal code Chapter 8B, Section 6-8.52, Water service connection, and construction plans must be reviewed and approved by the City. Similar, recycled water installations are required to comply with the City's municipal code Chapter 8C, Section 6-8.714, Recycled water service application, and service applications must be reviewed and approved by the City. Additionally, the City regularly updates its WMP and CIP and has a process to assess local water impacts on a project-by-project basis. The draft 2020 WMP serves as an infrastructure planning tool to make decisions as to when CIP projects are warranted. The OMUC regularly provides and prioritizes infrastructure projects for inclusion in the latest CIP, which includes a budget for water and recycled water infrastructure improvements over a five-year planning horizon.

In summary, the City's potable water and recycled water distribution systems would be improved and expanded with completion of the ORSC. Planned new construction and expansion of the water distribution system due to the ORSC would not significantly impact water treatment nor the City's water distribution system. Additionally, OMUC has capital improvement projects to monitor and upgrade their potable water and recycled water distribution systems, as described in their Water and Recycled Water Master Plans. Therefore, there would be no significant impacts on water infrastructure.

Level of Significance Before Mitigation: Less than significant.

Programmatic Environmental Impacts of Off-Site General Plan Amendment and Rezone

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan (TOP) and Zone Changes*, of Chapter 3, *Project Description*, the Proposed Project would rezone land along Vineyard Avenue from LDR to MDR to offset the loss of land designated in TOP for residential uses on the 199-acre ORSC site. The redesignation of these parcels would not result in a significant impact on the water supply and distribution system because these parcels are already designated as residential use in TOP. Furthermore, an increase in density results in a reduction in water demand per dwelling unit. For example, the potable water duty factor for low density residential is 95 gallons per day per person, whereas the factor for medium density residential is 80 gpd/person (OMUC 2020a). Future development along Vineyard Avenue would be required to comply with all applicable regulations and the City's municipal code Chapter 8B, Section 6-8.52, Water service connection. Therefore, impacts on the water supply and distribution system associated with the GPA and Rezone would be less than significant.

5.19.2.4 CUMULATIVE IMPACTS

The area considered for cumulative impacts for water supply and treatment is the IEUA and City of Ontario service areas. The IEUA and the OMUC obtain groundwater from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster, imported water from MWD, purchased water from San Antonio Water Company, and recycled water from IEUA. The IEUA and City's 2020 UWMPs state that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years,

and multiple dry years. State requirements and City policies and code requirements would result in enhanced water efficiency, and conservation would result in total water demand below the projections in the 2020 UWMP for year 2045. With the implementation of SB X7-7 and State, regional, and local water conservation ordinances, all new development would be required to conserve water use and implement water efficiency measures. In addition, pursuant to SB 610, water supply assessments would be prepared for other large development projects prior to the approval of each project to ensure adequate water supply for new development.

Overall, cumulative water demands would neither exceed planned levels of supply nor require building new water treatment facilities or expanding existing facilities beyond what is currently planned. In addition, future development would be required to pay connection fees, which would offset the costs of system maintenance and capital upgrades to support the new development in the service areas. Therefore, cumulative impacts would be less than significant and would not be cumulatively considerable.

5.19.2.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.19-3 and 5.19-4.

5.19.2.6 MITIGATION MEASURES

No significant impacts were identified, and no new mitigation measures are warranted.

5.19.2.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts were identified and therefore no mitigation measures are needed.

5.19.3 Storm Drainage Systems

5.19.3.1 ENVIRONMENTAL SETTING

Regulatory Background

The regulatory framework for stormwater is described in detail in Chapter 5.10, *Hydrology and Water Quality*, of this Draft EIR. The regulatory requirements that pertain solely to storm drain systems are repeated in this section.

Federal Regulations

Federal Clean Water Act

Under Section 401 of the Clean Water Act, every applicant for a Section 404 permit that may result in a discharge to a water body must first obtain a state water quality certification indicating the proposed activity will comply with State water quality standards. Certifications are issued in conjunction with US Army Corps of Engineers Section 404 permits for dredge and fill discharges. In addition, a water quality certification must be sought for any activity that would result in the placement of structures in waters of the United States that are

not jurisdictional to the US Army Corps of Engineers, such as isolated wetlands, to ensure that the proposed activity complies with State water quality standards. In California, the authority to grant water quality certification or waive the requirement is delegated by the SWRCB to its nine RWQCBs.

National Pollutant Discharge Elimination System

The NPDES permit program was established by the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States from their municipal separate storm water systems (MS4). Under the NPDES program, all facilities that discharge pollutants into waters of the United States are required to obtain an NPDES permit. Requirements for stormwater discharges are also regulated under this program. As previously described, the City of Ontario lies within the jurisdiction of the Santa Ana RWQCB (Region 8). The City is currently subject to the requirements of the San Bernardino County MS4 Permit (Order No. R8-2010-0036, NPDES Permit No. CAS618036). The RWQCB is in the process of revising the MS4 permit to include Orange County, Riverside County, and San Bernardino County under one regional MS4 permit.

Under Provision XI, Section E, of the NPDES Permit, the co-permittees are required to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. The goal is to be accomplished primarily through the implementation of low-impact development techniques and preparation of a water quality management plan (WQMP). In addition, projects must address the potential for causing hydrologic conditions of concern (HCOC) if they disturb more than one acre of land and are not in a HCOC-exempt area, as shown on the San Bernardino HCOC Exemption Map (San Bernardino County 2024a). The HCOC requirements include implementing site design measures to ensure that post-project runoff does not exceed pre-project runoff for the two-year, 24-hour storm event.

State Regulations

State Water Quality Control Board's Trash Amendment

On April 7, 2015, the SWRCB adopted an amendment to "Water Quality Control Plan for Ocean Waters of California" to control trash. In addition, "Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California" added "Part 1, Trash Provisions." Together, they are collectively referred to as the "Trash Amendments." The Trash Amendments provide statewide consistency for the RWQCBs in their regulatory approach to protect aquatic life and public health beneficial uses, reduce environmental issues associated with trash in State waters, and focus limited resources on high-trash-generating areas.

The Trash Amendments apply to all Phase I and II permittees under the NPDES MS4 permits. Compliance with the Trash Amendment requires municipalities to install certified trash treatment control systems on all catch basins no later than December 2, 2030. The Santa Ana RWQCB implements the statewide Trash Amendments through Water Code Section 13383 orders that contain region-specific requirements.

Regional Regulations

San Bernardino County Flood Control District

The San Bernadino County Flood Control District (SBCFCD) is the regional drainage authority for San Bernardino County. The SBCFCD operates and maintains the County's extensive flood control facilities, including dams, conservation basins, channels, and storm drains (San Bernardino County 2024b). The SBCFCD issues encroachment permits for development within its facility or rights-of-way.

San Bernardino County Regional MS4 Permit

The City of Ontario is under the jurisdiction of the MS4 permit issued by the Santa Ana RWQCB to San Bernardino County and the municipalities in San Bernardino County. Waste discharge requirements for stormwater entering municipal storm drainage systems are described in the MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036. On August 1, 2014, the SBCFCD submitted a Report of Waste Discharge on behalf of San Bernardino County and its 16 incorporated cities. The submitted report serves as the permit renewal application for the MS4 permit.

Local Regulations

City of Ontario Master Plan of Drainage

The City of Ontario's Master Plan of Drainage (MPD) was updated in 2012 to analyze existing storm drain infrastructure capacity and to determine future storm drain facility needs for buildout conditions. The MPD contains the following information:

- Update and evaluate the inventory and capacities of the existing City-owned storm drain facilities.
- Prepare hydrology studies to quantify peak flow rates for runoff during major storm events based on built-out conditions of the current general plan.
- Identify and quantify 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.
- Evaluate alternatives to eliminate drainage deficiencies using the existing facilities to the maximum extent.
- Develop a master plan that establishes preliminary alignment and sizes for recommended future backbone drainage facilities that ensure adequate flood protection.
- Develop project costs and prioritization for the implementation of the recommended master plan facilities.

City of Ontario Capital Improvement Program

The City's Engineering Department regularly updates its CIP project list to prepare and budget for infrastructure improvements over a 5-year planning period. According to the latest 5-year CIP map, a new storm drain is planned for a section of Chino Avenue east of the Cucamonga Creek Flood Control Channel (Ontario 2022).

City of Ontario Standard Conditions of Approval for New Development

The City's standard conditions of approval for new development for the Original Model Colony (OMC) and Ontario Ranch projects (Resolution No. 2017-027) include the following regulations:

- **SC 3.65 (OMC); SC 3.66 (Ontario Ranch).** 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 3.67 (OMC); SC 3.68 (Ontario Ranch).** 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 BMPs that would be implemented by development projects during construction in order to reduce the discharge of sediment and other pollutants into the City's storm drain system.

- **SC 3.68 (OMC); SC 3.69 (Ontario Ranch).** 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 development project, in order to minimize any potential adverse impacts to receiving waters.

City of Ontario Municipal Code

The City's regulations related to stormwater are in the municipal code, Title 6, Sanitation and Health.

- Chapter 6, Stormwater Drainage System, ensures the health and safety of the City's residents through prohibiting nonstorm water dischargers into the City's storm drainage system to control runoff, reduce pollutants, and protect water quality. Section 6-6.206 prohibits specified types of discharges into the City's stormwater drainage system, or into any street leading to the drainage system. Section 6-6.208 requires that any persons conducting activities that could potentially contribute to stormwater pollution comply with all applicable BMPs as listed in the California Stormwater Best Management Practice Handbooks or the current San Bernardino County Stormwater Program's "Report of Waste Discharge," to reduce pollutants in stormwater runoff and reduce nonstorm water discharges to the City's stormwater drainage system to the maximum extent practicable or to the extent required by law. Sections 6-6.501 through 6-6.506 govern discharges into stormwater from construction activities. Sections 6-6.801 through 6-6.803 provide the stormwater pollution abatement charges that are collected for developed parcels in the City to fund future storm drain improvements and the fees imposed for business inspections to ensure compliance with the MS4 permit requirements.

City of Ontario Departments

The City has several departments that involve design, construction, and maintenance of the City's storm drain system. The Engineering Department is responsible for the preparation and periodic revision of the MPD; developing storm drain standards and specifications; and reviewing and approving storm drain improvement plans provided by developers and businesses. The CIP/Field Services Division of the Engineering Department provides the planning, design, surveying, bidding, construction inspection, and project management functions for the City's CIP projects. The work includes repairing and constructing storm drain improvements at various locations throughout the city. The Land Development Section of the Engineering Department is responsible for the development of all public infrastructure and improvements associated with new development within the public right-of-way, which includes storm drains. The Parks and Street Maintenance Division under the Public Works Agency services and cleans the city's storm drains of debris and sediment. The City also collects development impact fees from project developers that are used to construct regional and local storm drain facilities and mitigate the impact of future development.

The City's Environmental Services Section under the Engineering Department is responsible for implementation of the MS4 permit and education of residents, business owners, and developers on stormwater pollution issues and regulatory requirements. The Environmental Services Section conducts the following activities:

- Represents the City as co-permittee of the San Bernardino County MS4 permit.
- Regulates stormwater runoff as required by the MS4 permit.
- Inspects commercial and industrial businesses identified as potential stormwater polluters and enforces the NPDES permit requirements.
- Inspects construction sites for compliance with the Ontario Municipal Code, San Bernardino County MS4 permit, and the State's General Construction Permit.
- Requires new development/redevelopment projects to prepare a WQMP and SWPPP in compliance with the regional MS4 permit and State General Construction Permit and reviews and approves these documents prior to the issuance of grading permits.
- Educate developers, contractors, business owners, residents, and municipal employees on stormwater BMPs.
- Control illicit connections to storm drains.
- Control or mitigate illegal discharges to storm drains.
- Control municipal facility operations and practices to prevent discharges of pollutants to storm drains.

Existing Conditions

The City owns and maintains over 136 miles of storm drains. All of the storm drains convey runoff to several regional backbone facilities owned and operated by the SBCFCD. One of SBCFCD's major regional channels is the Cucamonga Creek Flood Control Channel (or Cucamonga Channel), which is immediately east of the ORSC site. The Cucamonga Channel and a number of its tributary systems convey runoff south from the central portion of the City. The Lower Cucamonga Spreading Grounds is located immediately southeast of the ORSC site, across Chino Avenue, and is used for groundwater recharge. The ORSC is in an area exempt from hydromodification requirements because the local drainage area diverts runoff to a water storage area, the Lower Cucamonga Spreading Grounds (San Bernardino County 2024a).

The ORSC requires extension of the existing storm drains within Riverside Drive to the ORSC site and within the proposed internal roadways, including Ontario Avenue. There are also existing storm drains west of the ORSC site along the future Vineyard Avenue roadway extension and south of the ORSC site beneath Chino Avenue.

5.19.3.2 THRESHOLDS OF SIGNIFICANCE

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

U-1 Would require or result in the relocation or construction of new or expanded storm water drainage facilities, the construction or relocation of which could cause significant environmental effects.

5.19.3.3 ENVIRONMENTAL IMPACTS

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-5: The ORSC would require relocation and/or construction of new or expanded stormwater drainage facilities; however, the construction of this infrastructure would not cause significant environmental effects. [Threshold U-1]

Development contemplated by the ORSC would result in an increase in impervious surfaces, which in turn could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause nuisance flooding in areas without adequate drainage facilities.

The ORSC would be required to comply with the City's storm drain policies and the MS4 permit. This would require the preparation of hydrology reports and drainage plans for review and approval by the City to ensure that there are no adverse impacts to the City's storm drain system with the addition of stormwater from the ORSC. Also, the ORSC would need to prepare a WQMP that addresses stormwater runoff and requires the construction of stormwater treatment facilities for temporary on-site retention of stormwater runoff. The WQMP for the ORSC would include required BMPs to reduce runoff, including but not limited to stormwater retention basins, bioswales, and infiltration areas. The hydrology reports, drainage plans, and WQMP must be

approved by the City's Engineering Department prior to issuance of grading permits. These requirements would minimize the amount of stormwater runoff from potential future development in these areas.

Compliance with the City's programs that ensure adequate infrastructure and the regulatory provisions in the MS4 permit that limit runoff from new development would ensure that the ORSC would not result in significant increases in runoff that would contribute to the construction or expansion of new storm drains beyond what is already planned. In addition, the City would continue to repair, rehabilitate, and upgrade the storm drain system through implementation of the CIP program and as described in the MPD, and potential future development would be required to pay storm drainage fees per the City's municipal code. Therefore, impacts with respect to stormwater infrastructure would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Programmatic Environmental Impacts of Off-Site General Plan Amendment and Rezone

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan (TOP) and Zone Changes*, of Chapter 3, *Project Description*, the ORSC would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site. The redesignation of these parcels would not result in a significant impact on the storm drainage system because these parcels are already designated as residential use in TOP. Although an increase in the amount of impervious surfaces could result by rezoning from low density residential to medium density residential, which could lead to an increase in stormwater runoff, future development along Vineyard Avenue would be required to comply with the MS4 permit and temporarily retain the volume of stormwater on-site from the 24-hour, 85th percentile storm event. In addition, project applicants would be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Therefore, impacts on the storm drainage system associated with the GPA and Rezone would be less than significant.

5.19.3.4 CUMULATIVE IMPACTS

The area considered for cumulative impacts is the Chino Creek subwatershed. Other projects in this area would increase impervious areas, including the development of the GPA and Rezone area, thus increasing runoff and flows into the storm drain systems. Within San Bernardino County, other projects would also be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, other projects, including development of the GPA and Rezone area, would be required to comply with the MS4 permit applicable to those watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Most projects would be required by the MS4 permits to implement low-impact development and on-site stormwater bioretention facilities that would reduce the amount of runoff entering public storm drain systems. Cumulative impacts would be less than significant and would not be cumulatively considerable.

5.19.3.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.19-5.

5.19.3.6 MITIGATION MEASURES

No significant impacts were identified, and no new mitigation measures are warranted.

5.19.3.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts were identified, and no significant and unavoidable impacts related to storm drain systems would occur.

5.19.4 Solid Waste

5.19.4.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal Regulations

Resource Conservation and Recovery Act

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 Regulations

Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. The Act required that each city and county prepare a Source Reduction and Recycling Element to be submitted to the Department of Resources Recycling and Recovery (CalRecycle), a department within the California Natural Resources Agency. AB 939 also established a goal for all California counties to provide at least 15 years of ongoing landfill capacity.

In 2007, SB 1016 amended AB 939 to establish a per capita disposal measurement system. The per capita disposal measurement system is calculated as a jurisdiction's reported total disposal of solid waste divided by a jurisdiction's population. CalRecycle sets a target per capita disposal rate for each jurisdiction. Each jurisdiction must submit an annual report to CalRecycle with an update of its progress in implementing diversion programs and its current per capita disposal rate.

California Solid Waste Reuse and Recycling Access Act

The California Solid Waste Reuse and Recycling Access Act (AB 1327) requires development projects to set aside areas for collecting and loading recyclable materials. The Act required CalRecycle to develop a model ordinance for adoption by any local agency relating to 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 governing adequate areas in development projects for collection and loading of recyclable materials.

California Short-Lived Climate Pollutants Act, Senate Bill 1383

SB 1383 focuses on the elimination of methane gas created by organic materials in landfills and set targets to achieve a 50 percent reduction in the statewide disposal of organic waste by 2020 and a 75 percent reduction by 2025. Organic waste makes up half of what Californians send to landfills. SB 1383 requires all businesses and residents to divert organic materials (including food waste, yard waste, and soiled paper products) from the landfill. The regulation took effect on January 1, 2022, and will require that organics collection service be provided to all residents and businesses. Also, an edible food recovery program must be established by 2025 with the goal of recovering edible food for human consumption.

Mandatory Commercial Recycling Act, Assembly Bill 341

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses. Businesses that produce four or more cubic yards of solid waste per week or multifamily residential dwellings of five or more units are covered by this regulation. Under AB 341, businesses and multifamily dwellings must separate recyclables from trash and either subscribe to recycling services, self-haul their recyclables, or contract with a permitted private recycler.

Mandatory Organics Recycling Act (Assembly Bill 1826)

AB 1826, which was enacted in 2014 and took effect in 2016, mandates organic waste recycling for businesses and multifamily dwellings with five or more units. Starting January 1, 2020, all generators of 2 cubic yards or more of garbage, recycling, and compost combined per week must recycle organic waste. Organic waste includes food scraps, food-soiled paper waste, yard trimmings, and landscape materials. Organic waste can be recycled through composting, mulching, and anaerobic digestion which produces renewable energy and fuel. In addition to recycling food scraps, donating surplus food to local food banks can be part of the AB 1826 compliance effort. Multifamily dwellings do not need to have food-waste recycling on-site but must recycle yard and landscape materials.

California Green Building Standards Code

The latest CALGreen Code became effective on January 1, 2023. Section 5.408, Construction Waste Reduction Disposal and Recycling, mandates that, in the absence of a more stringent local ordinance, a minimum of 65 percent of nonhazardous construction and demolition debris must be recycled or salvaged. The Code requires applicants to prepare and submit a Construction and Demolition Recycling and Waste Reduction Plan for on-site sorting of construction debris, which is submitted to the City for approval.

The plan must:

- Identify the materials to be diverted from disposal by recycling, reuse on the project, or salvage for future use or sale.
- Specify if materials will be sorted on-site or mixed for transportation to a diversion facility.
- Identify the diversion facility where the material collected can be taken.
- Specify that the amount of materials diverted shall be calculated by weight or volume, but not by both.

Regional Regulations

San Bernardino Countywide Integrated Waste Management Plan

The California Integrated Waste Management Act of 1989 (AB 939) requires each county to prepare and adopt a Countywide Integrated Waste Management Plan (CIWMP). The plan identifies solid waste facilities in San Bernardino County and describes the countywide plan for reaching the State-mandated 50 percent recycling goal. Waste reduction and disposal facilities in the county that require solid waste facility permits must conform to policies and siting criteria in the CIWMP. The CIWMP includes, by reference, source reduction and recycling elements, household hazardous waste elements, and nondisposal facility elements as well as a plan that describes countywide diversion programs and landfill disposal needs. The elements must be reviewed every five years and revised if necessary. The latest five-year review report for the CIWMP was submitted by San Bernardino County Solid Waste Management Division on April 2018. The latest CIWMP states that the County has five landfills that have the capacity to accept all solid waste from its customers for a period in excess of 15 years (San Bernardino County 2018).

In addition, each city, county, or regional agency must prepare an annual report for submittal to CalRecycle that summarizes its progress in reducing solid waste, as required by Public Resources Code Section 41821. Once every two or four years (depending on the compliance schedule), CalRecycle conducts its own jurisdictional review of the annual reports to determine if the jurisdiction has met the Integrated Waste Management Act goals.

San Bernardino Recycling Market Development Zone

The San Bernardino Recycling Market Development Zone (RMDZ) includes the unincorporated areas of San Bernardino County and various cities within the county, including parts of Ontario. The County Economic Development Agency administers the RMDZ in collaboration with participating cities and solid waste providers. Materials targeted in the RMDZ include mixed waste paper, glass, tires and rubber, plastic, yard waste, and inert solids. The goal of the zone is to attract businesses that can process these materials in the RMDZ.

Local Regulations

City of Ontario Municipal Code

The City's regulations related to solid waste are in the municipal code, Title 6, Sanitation and Health.

- Chapter 3, Integrated Solid Waste Management, describes the requirements and regulations for the users of the City's solid waste collection services, including nonorganic waste, recycling, green waste, and other organic waste. It also requires owners and occupants of residential and commercial buildings to pay monthly integrated waste service charges. The code describes the business recycling requirements and construction and demolition diversion requirements that must be implemented for compliance with State recycling and diversion laws. Business recycling plans must be submitted for new development and certain redevelopment projects that plan to use commercial collection services. Construction and demolition recycling plans must be submitted for the construction, addition, or alteration of residential and nonresidential structures. The code also specifies mandatory business recycling and mandatory commercial business organics recycling services.

Existing Conditions

Solid Waste Collection

The City of Ontario provides its own solid waste collection service. The Integrated Waste Department, which is part of the Ontario Municipal Utilities Company, provides its customers with blue containers for recyclables, green containers for grass clippings, leaves, and brush; and black containers for all nonrecyclable materials. The department has also developed a Refuse and Recycling Planning Manual to assist developers with meeting the City's requirements for refuse and recycling storage and access for service and addressing the City's recycling goals. The manual provides standards for residential, commercial, and industrial container storage and vehicle access, minimum weekly service requirements, and Ontario and San Bernardino County code requirements.

Landfills

Household and business refuse, green waste, and recycling collected in Ontario are sent to the West Valley Materials Recovery Facility in Fontana for processing, recycling, or landfilling; the facility is operated by Burrtec. According to the most recent CalRecycle data, over 98 percent of the solid waste collected from the city was taken to either Badlands Sanitary Landfill or El Sobrante Landfill. El Sobrante Landfill in Corona is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc. The Badlands Sanitary Landfill in Moreno Valley is owned and operated by the Riverside County Department of Waste Resource. The local enforcement agency for both landfills is the County of Riverside Department of Environmental Health. Information regarding these landfills is provided in Table 5.19-6, *Landfills Serving the City of Ontario*.

Table 5.19-6 Landfills Serving the City of Ontario

	Badlands Sanitary Landfill	El Sobrante Landfill
Total waste received in 2022 (tons)	819,168	3,284,874
Maximum permitted throughput (tons/day)	5,000	16,054
Average daily disposal rate in 2022 (tons/day)	2,626	10,528
Residual daily capacity (tons/day)	2,374	5,526
Remaining capacity (cubic yards)	7,800,000	143,977,170
Estimated closing date	2059	2051

Sources: CalRecycle 2022a, 2020, 2019.

Solid Waste Diversion and Recycling

Compliance with AB 939 is measured by comparing the CalRecycle target disposal rates for residents and employees to actual disposal rates. The ORSC does not include housing and therefore, the target rates for employees are evaluated herein. The CalRecycle target disposal rate for Ontario is 16.4 pounds per day (ppd) for employees. The actual disposal rate in 2022 was 15.1 ppd for employees (CalRecycle 2022b). Therefore, solid waste diversion goals for Ontario are in compliance with AB 939 for employees.

5.19.4.2 THRESHOLDS OF SIGNIFICANCE

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

U-4 Would 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.

U-5 Would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.19.4.3 ENVIRONMENTAL IMPACTS

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-6: The ORSC 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. [Threshold U-4]

The ORSC would be developed with a baseball stadium, retail/hospitality, and city park uses. As described in Section 5.14, *Population and Housing*, the total number of employees of the ORSC is 1,026, in which 346 employees are associated with events at the Minor League Baseball Stadium. For these 346 employees, a solid waste generation rate for visitors at a professional Baseball Stadium was used (Oakland 2014). For the nonstadium employees (680 people), the solid waste generation rate of 15.1 ppd from CalRecycle data was used.[3] As shown in Table 5.19-7, *Solid Waste Generated by the Ontario Regional Sports Complex*, the ORSC would result in an increase in solid waste of approximately 18,768 pounds per day, or 3,425 tons per year. These numbers are conservative because, with continued recycling and waste reduction programs implemented by the City, the waste generation rates would be reduced over time.

[3] 1,026 total employees – 346 employees associated with Baseball Stadium Events = 680 employees.

Table 5.19-7 Solid Waste Generated by Ontario Regional Sports Complex

Category	No.	Solid Waste Generation Rate	Increase in Solid Waste (ppd)	Increase in Solid Waste (tpd)
Employees – Nonstadium Events	680	15.1 pounds per day	10,268	5.1
Baseball Stadium	3,400	250 pounds per 100 visitors	8,500	4.3
		Total	**18,768**	**9.4**

Sources: CalRecycle 2022b; Oakland 2014.
Notes: ppd – pounds per day; tpd – tons per day

The increase of 9.4 tons per day for the ORSC, as shown in Table 5.19-7, would be approximately 0.1 percent of the combined residual capacity of the Badlands Sanitary Landfill and the El Sobrante Landfill of 7,900 tons/day.[4] This estimate conservatively assumes that all of the generated waste is landfilled. Although CalRecycle does not provide the recycling rate for Ontario, the state as a whole diverted 42 percent of its total waste in 2020 (CalRecycle 2021).

Furthermore, the ORSC would comply with the 2022 CALGreen building code, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Development would also comply with AB 341, which mandates recycling for commercial land uses. Additionally, future businesses that generate organic waste in amounts over a certain threshold would be mandated to recycle organic matter in accordance with AB 1826. Therefore, solid waste facilities would be able to accommodate project-generated solid waste associated with the ORSC.

With continued compliance with the applicable regulations, leading to increased recycling and waste diversion, anticipated rates of solid waste disposal from the ORSC would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Impact 5.19-7: The ORSC would comply with federal, state, and local statutes and regulations related to solid waste. [Threshold U-5]

As discussed under Impact 5.19-6, the City of Ontario complies with all State requirements to reduce the volume of solid waste through recycling and organic waste diversion. The City's per capita disposal rates of 15.1 ppd per employee is below the CalRecycle targets of 16.4 ppd for employees. In addition, the ORSC would comply with Division 4.4, Material Conservation and Resource Efficiency, of the CALGreen Building Code, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

The ORSC would also comply with AB 341, which mandates recycling for commercial land uses. All jurisdictions in California are required to provide organic waste collection services to all residents and

[4] Combined Residual Capacity = 2,374 tons/day for Badlands Sanitary Landfill + 5,526 tons/day for El Sobrante Landfill = 7,900 tons/day; 9.4 tons/day divided by 7,900 tons/day = 0.1 percent.

businesses, beginning in 2022 and in accordance with SB 1383. The City currently complies with all applicable federal, State, and local solid waste regulations, and solid waste, recycling, and green waste collection services are available to all commercial businesses in the City. Therefore, the ORSC would comply with all current and future regulatory requirements, and impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Programmatic Environmental Impacts of Off-Site General Plan Amendment and Rezone

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan (TOP) and Zone Changes*, of Chapter 3, *Project Description*, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site. The redesignation of these parcels would not result in a significant impact on the solid waste system because these parcels are already designated as residential use in TOP. And while the amount of solid waste generated could increase by rezoning from low density residential to medium density residential, multi-family residences, which would be allowed under the MDR designation, typically generate less solid waste than single-family residences. Using the latest CalRecycle data for single-family and multi-family disposal rates for Ontario (CalRecycle 2024), multi-family residences generate about 25 percent less solid waste than single-family residences. In addition, future development along Vineyard Avenue would be required to comply with all applicable regulations and the City's municipal code, Chapter 3, Integrated Waste Management. Furthermore, the landfills serving the City have a remaining landfill capacity of 7,800,000 cubic yards for Badlands Sanitary Landfill and approximately 144,000,000 cubic yards for El Sobrante Landfill and both landfills have closure dates beyond 2050. Therefore, impacts on the solid waste system associated with the GPA and Rezone would be less than significant.

5.19.4.4 CUMULATIVE IMPACTS

The area considered for cumulative impacts to solid waste disposal includes all the cities and counties that dispose of their solid waste in Badlands Sanitary Landfill or El Sobrante Landfill. These landfills currently have a combined residual daily capacity of 7,900 tons/day and have remaining landfill capacity of 7,800,000 cubic yards for Badlands Sanitary Landfill and approximately 144,000,000 cubic yards for El Sobrante Landfill. Both landfills have closure dates beyond 2050. In addition, State and local regulations and ordinances regarding the recycling of construction debris and organic wastes will further reduce the amount of solid waste transported to these landfills in the future. Therefore, with continued compliance with the applicable regulations, in combination with reasonably foreseeable future development, cumulative impacts of the ORSC and GPA and Rezone would be less than significant, and Proposed Project impacts would not be cumulatively considerable.

5.19.4.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: Impact 5.19-6 and Impact 5.19-7.

5.19.4.6 MITIGATION MEASURES

No significant impacts were identified and no new mitigation measures are warranted.

5.19.4.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts were identified, and no significant and unavoidable impacts related to solid waste would occur.

5.19.5 Other Utilities

5.19.5.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal Regulations

National Energy Policy

Established in 2001 by the National Energy Policy Development Group, the National Energy Policy is designed to help the private sector and state and local governments promote dependable, affordable, and environmentally sound production and distribution of energy for the future. Key issues addressed by the energy policy are energy conservation, repair and expansion of energy infrastructure, and ways of increasing energy supplies while protecting the environment.

Energy Policy Act of 2005

Passed by Congress in July 2005, the Energy Policy Act includes a comprehensive set of provisions to address energy issues. This Act includes tax incentives for energy conservation improvements in commercial and residential buildings, fossil fuel production and clean coal facilities, and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers.

Energy Independence and Security Act of 2007

Signed into law in December 2007, the Energy Independence and Security Act contains provisions designed to increase energy efficiency and the availability of renewable energy. The Act contains provisions for increasing fuel economy standards for cars and light trucks, while establishing new minimum efficiency standards for lighting as well as residential and commercial appliance equipment.

Natural Gas Pipeline Safety Act of 1968

The Natural Gas Pipeline Safety Act of 1968 authorizes the United States Department of Transportation to regulate pipeline transportation of flammable, toxic, or corrosive natural gas and other gases as well as the transportation and storage of liquefied natural gas. The Pipeline and Hazardous Materials Safety Administration within the Department of Transportation develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6-million-mile pipeline transportation system. The regulations enacted under this act have been updated several times. The latest revision is dated May 2023 and

includes additional safety regulations for gas transmission pipelines, including repair criteria, integrity management improvements, cathodic protection, and other inspection and maintenance procedures. The regulations are encoded in 49 Code of Federal Regulations, Part 192.

State Regulations

California Energy Commission

The California Energy Commission (CEC) was created in 1974 under the Warren-Alquist Act as the State's principal energy planning organization to meet the energy challenges facing the state in response to the 1973 oil embargo. The Warren-Alquist Act is updated annually to address current energy needs and issues, and its latest revision is dated January 2023. 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 Public Utilities Commission

Adopted in September 2008 and updated in January 2011, the California Public Utilities Commission (CPUC) Long Term Energy Efficiency Strategic Plan provides a framework for energy efficiency in California through the year 2020 and beyond. It articulates a long-term vision, as well as goals for each economic sector, identifying specific near-, mid-, and long-term strategies to assist in achieving these goals. The plan sets forth the following four goals, known as "Big Bold Energy Efficiency Strategies," to achieve significant reductions in energy demand:

- All new residential construction in California will be zero net energy by 2020.
- All new commercial construction in California will be zero net energy by 2030.
- Heating, ventilation, and air conditioning will be transformed to ensure that its energy performance is optimal for California's climate.
- All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

The CPUC and CEC have adopted the following goals to achieve zero net energy levels by 2030 in the commercial sector:

Goal 1: New construction will increasingly embrace zero net energy performance (including clean, distributed generation), reaching 100 percent penetration of new starts in 2030.

Goal 2: 50 percent of existing buildings will be retrofit to zero net energy by 2030 through achievement of deep levels of energy efficiency and with the addition of clean distributed generation.

Goal 3: Transform the commercial lighting market through technological advancement and innovative utility initiatives.

California Energy Code

The State of California provides a minimum standard for energy conservation through California Code of Regulations, Title 24, Part 6, commonly referred to as the California Energy Code. The California Energy Code was first adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977. The standards are updated on a three-year cycle to allow for consideration and possible incorporation of new energy efficiency technologies and methods. In August 2021, the CEC adopted the 2022 California Energy Code, which went into effect on January 1, 2023. The 2022 standards require mixed-fuel single-family homes to be electric ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic systems and battery requirements for high-rise, multifamily buildings (i.e., more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).

California Green Building Standards

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. CALGreen (24 California Code of Regulations, Part 11) was adopted as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to (1) reduce greenhouse gas emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the governor. The latest 2022 CALGreen code became effective on January 1, 2023.

The CALGreen code includes provisions to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, etc. The code provides for design options, allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum energy efficiency (CBSC 2022).

2016 Appliance Efficiency Regulations

The 2016 Appliance Efficiency Regulations (California Code of Regulations, Title 20, Sections 1601 through 1608) combined with federal standards set minimum efficiency levels for energy and water consumption in products, such as consumer electronics, household appliances, and plumbing equipment (CEC 2024a). Twenty-three categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in

California for final retail sale outside the state, and those designed and sold exclusively for use in recreational vehicles or other mobile equipment. These regulations exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

California Energy Benchmarking and Disclosure (AB 802)

On October 8, 2015, AB 802 directed the CEC to establish a statewide energy benchmarking and disclosure program and enhanced 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 requires 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. AB 802 requires each utility, upon the request and authorization of the owner, owner's agent, or operator of a covered building, 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 CEC to specify additional information to be delivered by utilities for certain purposes.

California Renewable Portfolio Standards

A major component of California's Renewable Energy Program is the renewables portfolio standard established under SB 1078 (Sher) and SB 107 (Simitian). The standard requires that a specified percentage of the electricity that utilities provide comes from renewable resources. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. SB 1020, signed into law on September 16, 2022, requires renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent by 2040. Additionally, SB 1020 requires all State agencies to procure 100 percent of electricity from renewable energy and zero-carbon resources by 2035.

CPUC Natural Gas Regulations

The CPUC regulates natural gas utility rates and services as well as the transportation of natural gas over the extensive transmission and distribution pipeline systems. The CPUC also regulates gas storage facilities. The Gas Safety and Reliability Branch of the CPUC ensures that natural gas pipeline systems are designed, constructed, operated, and maintained according to the safety standards set by the CPUC and the federal government. The regulations are provided in the CPUC General Order No. 112-E and the Natural Gas Pipeline Safety Act of 2011.

Local Regulations

City of Ontario Municipal Code

The City of Ontario Municipal Code includes various directives that pertain to energy and telecommunication infrastructure. The Municipal Code is organized by title, chapter, and section. Most provisions are found in Title 7, Works, and Title 8, Building Regulations.

- **Chapter 5, Underground Public Utility Districts,** describes how the City may designate an underground utility district area, the public hearing process for such designations, and the removal of associated overhead

structures for public necessity, health, safety, and welfare. Exceptions for emergency services, street lighting and other facilities are provided in Sections 7-5.05.

- **Chapter 6, Underground Utility Service Connections,** describes the City requirements that utility lines and related facilities constructed on undeveloped property will be underground.
- **Chapter 10, Section 8-10.01, Energy Code,** adopts the 2022 California Energy Code (California Code of Regulations, Title 24, Part 6).
- **Chapter 12, Section 8-12.01, California Green Building Standards Code,** adopts the 2022 Green Building Code by reference.
- **Chapter 16, Structured Wiring Design and Construction Standards Governing New Construction within the City of Ontario,** ensures adequate and uniform connectivity for residential and commercial buildings to existing phone, cable, and fiber-to-the-premises (FTTP) networks.

Existing Conditions

The ORSC is within the service area of Southern California Edison (SCE). Gas would be provided by Southern California Gas Company (SoCalGas).

Electricity

SCE's service area spans much of southern California—from Orange and Riverside counties in the south to Santa Barbara County in the west to Mono County in the north (CEC 2023a). Total electricity consumption in SCE's service area was 107,876 gigawatt-hours in 2022 (CEC 2024b). Sources of electricity sold by SCE in 2021 were:

- 31.4 percent renewable, consisting mostly of solar and wind
- 2.3 percent large hydroelectric
- 22.3 percent natural gas
- 9.2 percent nuclear
- 0.2 percent other
- 34.6 percent unspecified sources—that is, not traceable to specific sources (SCE 2023)[5]

Natural Gas

SoCalGas provides natural gas to Ontario. Its service area also spans much of southern California—from Imperial County in the southeast to San Luis Obispo County in the northwest, to part of Fresno County in the north, to Riverside County and most of San Bernardino County in the east (CEC 2022). Total natural gas consumption in the SoCalGas service area was 5,026 million therms in 2022 (CEC 2024c).

[5] The electricity sources listed reflect changes after the 2013 closure of the San Onofre Nuclear Generating Station, which is owned by SCE. Numbers are rounded up and may cause the total to not add up to exactly 100 percent.

Telecommunications and Internet Providers

Telecommunications services include wireless internet, cell phone and land line telephone, cable television, and satellite television. There are numerous telecommunication and internet providers that serve the city. Telecommunication providers include AT&T, T-Mobile, Verizon, and others. Internet providers include Spectrum, Frontier, HughesNet, T-Mobile, and others. Multiple choices give Ontario residents and businesses a variety of options when choosing telecommunication providers. The current infrastructure is in place and sufficient to serve existing and future customers in Ontario and the surrounding area.

The City also provides its own fiber optic network to portions of the City. Known as OntarioNet, the fiber optic network has an 864- and 432-strand fiber-optic backbone ring that includes spare conduits for planned future expansion (Ontario 2024). The fiber-optic backbone ring terminates at four key communications facilities in the city, each of which houses a 200+ gigabit per second (Gig) self-healing ring known as the "Core Network." The Core Network allows the City to offer a catalog of services known as the "Access Network," which provides 1 Gig to 10 Gig internet services, local area network extensions, and wireless or Wi-Fi services for the community and City operation.

5.19.5.2 THRESHOLDS OF SIGNIFICANCE

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

U-1 Require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, facilities, the construction or relocation of which could cause significant environmental effects.

5.19.5.3 ENVIRONMENTAL IMPACTS

Impact Analysis

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-8: The ORSC would require relocation and/or construction of new or expanded electric power, natural gas, or telecommunications facilities; however, the construction of this infrastructure would not cause significant environmental effects. [Threshold U-1]

As discussed in Section 3.3.2.3, the ORSC would result in the extension of electricity and potentially natural gas infrastructure within ORSC site.

Electricity

The ORSC includes undergrounding electric transmission lines along Chino Avenue and may include undergrounding of transmission lines along Riverside Drive, as shown on Figure 3-13, *Electrical Improvements*. Expansion of electricity infrastructure may necessitate new transmission lines to meet on-site energy demand.

Electrical service to the ORSC site is provided by SCE through connections to existing off-site and on-site electrical lines and new on-site infrastructure. As described in Section 5.6, *Energy,* the stadium would be designed to be all electric, and Mitigation Measure GHG-1 would require other structures to be designed to provide electric heating and water heating. As shown in Table 5.19-8, *Ontario Regional Sports Complex Electricity Consumption*, at full buildout of the ORSC that is assumed as early as 2027, electricity consumption would total an estimated 18,640,477 kilowatt-hours (kWh) annually after accounting for both building electricity demand and electric vehicle electricity demand. The increase of 18,640,477 kWh/year (18.6 gigawatt-hours per year [GWh/year]) is approximately 0.01 percent of the total electricity consumption for SCE in 2022 of 107,876 GWh/year. Total electricity consumption in SCE's service area is forecast to decrease by approximately 1,068 GWh/year between 2020 and 2035 (CEC 2023b). SCE forecasts that it will have sufficient electricity supplies to meet demands in its service area. Electricity used on-site would be offset through solar panels required under Mitigation Measure GHG-2. Therefore, development of the ORSC would not require SCE to obtain new or expanded electricity supplies, and impacts would be less than significant.

Table 5.19-8 Ontario Regional Sports Complex Electricity Consumption

Parameter	kWh/Year
ORSC Electricity Consumption	
Building Electricity Consumption	17,338,246
Transportation Electricity Consumption	1,302,231
Total Project Electricity Consumption	**18,640,477**

Source: Appendix D3.

Natural Gas

Natural gas service would be extended to the ORSC, provided by SoCalGas through connections to existing off-site gas distribution lines and new on-site infrastructure. Natural gas would be provided to the nonstadium buildings planned as part of the ORSC, primarily for commercial cooking. As shown in Table 5.19-9, *Ontario Regional Sports Complex Natural Gas Consumption*, natural gas consumed by the ORSC would total 12,359,271 therms annually (12.4 million therms). The increase of 12.4 million therms for the ORSC is approximately 0.2 percent of the total natural gas consumed in the SoCalGas service area in 2022 of 5,026 million therms. Additionally, SoCalGas forecasts that it will have sufficient supplies to meet demands in its service area. Therefore, development pursuant to the ORSC would not require SoCalGas to obtain new or expanded natural gas supplies, and impacts would be less than significant.[6]

[6] It should be noted that the natural gas consumption provided in Table 5.19-9 does not incorporate Mitigation Measure GHG-2 to eliminate natural gas consumption for building energy needs not related to commercial cooking activities. The implications of this mitigation and subsequent changes in the electricity and natural gas demands from the ORSC site are discussed in Section 5.6, *Energy*. However, the impact analyses provided for Impact 5.19-8 demonstrates that potential impacts to the electricity and natural gas service providers during operation of the ORSC site would be less than significant, and implementation of Mitigation Measure GHG-2 for fuel switching would not significantly affect the electricity service provider.

Table 5.19-9 Ontario Regional Sports Complex Natural Gas Consumption

Parameter	Therms/Year
ORSC Natural Gas Consumption	
Building Natural Gas Consumption	12,359,271
Total Project Natural Gas Consumption	**12,359,271**

Source: Appendix D3.

Telecommunications

As discussed in Section 3.3.2.4, infrastructure supporting telecommunications services associated with the ORSC would be provided and installed in compliance with all State and local regulations, including Ontario Municipal Code Chapter 16. Furthermore, a number of franchised telecommunications providers are available in the region, and no significant expansion or construction of the telecommunications network is anticipated as a result of implementation of the ORSC. Additionally, the ORSC includes extension of the City's OntarioNet fiber optic network to the ORSC site.

Although the telecommunications infrastructure to the ORSC site would be extended, the construction or relocation of these facilities would not cause significant environmental effects, and impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Programmatic Environmental Impacts of Off-Site General Plan Amendments and Rezone

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan (TOP) and Zone Changes*, of Chapter 3, *Project Description*, the Proposed Project would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site. The redesignation of these parcels would not result in a significant impact on the electricity, natural gas, or telecommunications systems because these parcels are already designated as residential use in TOP. As provided in Impact 5.19-8, the electricity and natural gas service providers forecast that they have sufficient energy supplies to meet the demands of the service area, and the rezoning from low density residential to medium density residential for the land along Vineyard Avenue would not significantly affect these forecasts or require additional infrastructure. Future development along Vineyard Avenue would implement the requirements of the California Energy Code and CALGreen Building Code as required by the City's municipal code, and new buildings would use new energy-efficient appliances and equipment, pursuant to the Appliance Efficiency Regulations. The City would review project design plans against these codes and ensure compliance before issuing construction permits. These measures would reduce the overall consumption of electricity and natural gas. Therefore, impacts on the electricity, natural gas or telecommunications systems associated with the GPA and Rezone would be less than significant.

5.19.5.4 CUMULATIVE IMPACTS

The area considered for cumulative impacts are the service areas of SCE for electricity, SoCalGas for natural gas, and the service boundaries of the various telecommunications providers. Other projects within these service areas, including development of the GPA and Rezone area, would increase electricity, natural gas, and telecommunications demands.

The CPUC has identified the Integrated Energy Policy Report as "the appropriate venue for considering issues of load forecasting, resource assessment, and scenario analyses, to determine the appropriate level and ranges of resource needs for load serving entities in California." The 2019 report shows that California's electricity sector is leading efforts to reduce GHG emissions and there has been an increase in electricity consumption of only 10 percent while California's economy grew by 54 percent between 2000 and 2018 (CEC 2019). Natural gas consumption is expected to level out between 2020 and 2030 with no significant increase due to energy savings from new building standards and the implementation of city and county ordinances that require new construction to have all-electric appliances and heating (CEC 2019).

In addition, future projects developed within the SCE service areas, like development of the GPA and Rezone area, would implement the requirements of the California Energy Code and CALGreen Building Code. New buildings would also use new energy-efficient appliances and equipment, pursuant to the Appliance Efficiency Regulations. Counties and cities review project design plans against these codes and ensure compliance before issuing construction permits. These measures would reduce the overall consumption of electricity and natural gas.

The energy providers and telecommunications providers that serve Ontario indicate that they have the capability to serve future increases in population within their service areas without significant changes to the existing infrastructure. Therefore, the ORSC and GPA and Rezone would not result in a cumulatively considerable impact to electric power, natural gas, or telecommunication facilities and cumulative impacts would be less than significant.

5.19.5.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: Impact 5.19-8.

5.19.5.6 MITIGATION MEASURES

No significant impacts were identified and no new mitigation measures are warranted.

5.19.5.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts were identified, and no significant and unavoidable impacts related to energy infrastructure would occur.

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5. Environmental Analysis
UTILITIES AND SERVICE SYSTEMS

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5.20 WILDFIRE

This section of the Draft EIR discusses the potential impacts to wildfire from the implementation of the Ontario Regional Sports Complex (ORSC) and associated off-site General Plan Amendment and Rezone (GPA and Rezone). The discussion describes the regulatory framework and existing conditions, identifies criteria used to determine impact significance, and provides an analysis of the potential impacts to wildfire. Potential wildfire impacts associated with the ORSC site and Offsite Improvement Area are evaluated on a project-level and the offsite GPA and Rezone are evaluated on a programmatic level.

5.20.1 Environmental Setting

5.20.1.1 REGULATORY BACKGROUND

Federal Regulations

National Cohesive Wildfire Management Strategy

In the Federal Land Assistance, Management, and Enhancement Act of 2009 (FLAME Act), Congress mandated the development of a National Cohesive Wildland Fire Management Strategy for all lands in the United States. Wildfire management is guided by the National Cohesive Wildland Fire Management Strategy, which has three primary goals—resilient landscapes, fire-adapted communities, and safe and effective wildfire response. These three goals enable land managers to manage vegetation and fuels; protect homes, communities, and other values at risk; manage human-caused ignitions; and effectively and efficiently respond to wildfires. California is part of the Western Regional Strategy Committee, chartered to support and facilitate the implementation of the National Cohesive Wildland Fire Strategy.

National Fire Protection Association Standards

National Fire Protection Association (NFPA) codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. NFPA standards are recommended (advisory) guidelines for fire protection that are referenced in the California Fire Code (CFC), which is adopted by the City of Ontario every three years. Specific standards applicable to wildfire hazards include, but are not limited to:

- **NFPA 1141,** Fire Protection Infrastructure for Land Development in Wildlands
- **NFPA 1142,** Water Supplies for Suburban and Rural Fire Fighting
- **NFPA 1143,** Wildland Fire Management
- **NFPA 1144,** Reducing Structure Ignition Hazards from Wildland Fire
- **NFPA 1710,** Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations

State Regulations

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. CAL FIRE provides fire assessment and firefighting services for land in State Responsibility Areas (SRA), conducts educational and training programs, provides fire planning guidance and mapping, and reviews general plan safety elements to ensure compliance with State fire safety requirements. CAL FIRE staff, or a designee, also reviews building permit applications, parcel maps, and use permits for construction or development in SRAs and Local Responsibility Areas.

The Board of Forestry and Fire Protection is a government-appointed approval body within CAL FIRE. It is responsible for developing the general forest policy of the state, determining the guidance policies of CAL FIRE, and representing the state's interest in federal forestland in California. The Board of Forestry and Fire Protection also promulgates regulations and approves general plan safety elements that are adopted by local governments for compliance with State statutes.

The California Office of the State Fire Marshal supports the mission of CAL FIRE by focusing on fire prevention. These responsibilities include regulating buildings in which people live, congregate, or are confined; controlling substances and products that may, in and of themselves or by their misuse, cause injuries, death, and destruction by fire; providing statewide direction for fire prevention in wildland areas; regulating hazardous liquid pipelines; developing and renewing regulations and building standards; and providing training and education in fire protection methods and responsibilities. These are accomplished through major programs, including engineering, education, enforcement, and support from the Board of Forestry and Fire Protection.

Together, the Board of Forestry and Fire Protection, Office of State Fire Marshal, and CAL FIRE protect and enhance the forest resources of all wildland areas of California that are not under federal jurisdiction.

Fire Hazard Severity Zones and Responsibility Areas

CAL FIRE designates fire hazard severity zones (FHSZ) as authorized under California Government Code Sections 51175 et seq. FHSZs may be designated Very High, High, or Moderate. CAL FIRE considers many factors when designating fire severity zones, including fire history, existing and potential vegetation fuel, flame length, blowing embers, terrain, and weather patterns for the area. CAL FIRE designates FHSZ in two types of areas depending on which level of government is financially responsible for fire protection:

- **LRA: Local Responsibility Area.** Incorporated communities are financially responsible for wildfire protection.
- **SRA: State Responsibility Area.** CAL FIRE and contracted counties are financially responsible for wildfire protection.

CAL FIRE Strategic Plans

CAL FIRE produced the *2018 Strategic Fire Plan for California*, which contains goals, objectives, and policies to prepare for and mitigate the effects of fire on California's natural and built environments. The *2018 Strategic*

Fire Plan for California focuses on fire prevention and suppression activities to protect lives, property, and ecosystems (State Board of Forestry and Fire Protection and CAL FIRE 2018). In addition, CAL FIRE provides regulatory oversight to enforce State fire laws and delivers a land use planning and defensible space inspection program to local governments across the state (CAL FIRE 2019).

The California Strategic Plan is implemented through individual "unit plans" that are prepared for different regions of the state. CAL FIRE's fire suppression operations are organized into 21 units that geographically follow county lines. CAL FIRE has adopted a San Bernardino Unit Fire Plan that covers San Bernardino County. The unit plan sets forth the agency's priorities for the prevention, protection, and suppression of wildfires. The overall goal of the San Bernardino County Unit Fire Plan is to reduce total costs and losses from wildland fire in the unit by protecting assets at risk through focused, prefire management prescriptions, increasing initial attack success. The last unit plan was updated in 2021 (CAL FIRE 2021).

2021 California's Wildfire and Forest Resilience Action Plan

The Governor's Forest Management Task Force developed California's Wildfire and Forest Resilience Action Plan, which is a framework for establishing healthy and resilient forests that can withstand and adapt to wildfire, drought, and climate change. The Wildfire and Forest Resilience Action Plan accelerates efforts to restore the health and resilience of California's forests, grasslands, and natural places; improves the fire safety of communities; and sustains the economic vitality of rural forested areas. CAL FIRE, in partnership with the US Forest Service, intends to scale up forest thinning and prescribed fire; integrate climate adaptation into the statewide network of regional forest and community fire resilience plans; improve the electricity grid resilience, and promote sustainable land use.

Public Resources Code Sections 4291 and 4442

Public Resources Code Section 4291 is intended for any person who owns, leases, controls, operates, or maintains a building or structure in a mountainous area, forest-covered lands, shrub-covered lands, grass-covered lands, or land that is covered with flammable material, regardless of whether the property is in an SRA or Very High FHSZ. This section requires the following:

- Develop and maintain defensible space within 100 feet from each side of a structure. Fuels shall be maintained and spaced in a condition so that a wildfire burning under average weather conditions would be unlikely to ignite the structure.
- An ember-resistant zone within 5 feet of a structure.
- A more intense fuel reduction between 5 and 30 feet of a structure.
- Remove portions of trees that extend within 10 feet of a chimney or stovepipe.
- Maintain trees, shrubs, and other plants adjacent or overhanging a building free of dead or dying wood.
- Maintain the roof of structures free of leaves, needles, or other vegetative materials.

Section 4442 regulates the use of internal combustion engines that use hydrocarbon fuels on land covered with forest, brush, and grass. Internal combustion engines, like those used in construction and maintenance, must be equipped with a spark arrester, which is a device used for removing and retaining carbon and other flammable particles from the exhaust flow. These engines must be maintained in effective working order or be constructed, equipped, and maintained for the prevention of fire.

California Building Standards Code

The California Buildings Standards Code (California Code of Regulations Title 24) encompasses 12 different codes for construction and buildings in California. This code is updated every three years, with the most recent version effective January 1, 2023. Ontario regularly adopts the most recent version of the California Building Standards Code, with local amendments, into the Ontario Municipal Code, Chapter 1, Section 8-1.01, Adoption of the Building Code.

The California Building Code (CBC), Part 2 of 24 California Code of Regulations, identifies building design standards, including those for fire safety. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. Residential, commercial, and industrial buildings are plan-checked by local city building officials for compliance with the CBC and any applicable local edits. Typical fire safety requirements of the CBC include the installation of fire sprinklers in buildings and other facilities; requirements for smoke and fire barriers in building materials; requirements for smoke-detection systems; and exiting requirements.

California Fire Code

The CFC incorporates by adoption the International Fire Code of the International Code Council, with California amendments. This is the official Fire Code for the State and all political subdivisions. It is found in California Code of Regulations Title 24, Part 9, and like the CBC is revised and published every three years by the California Building Standards Commission. Also like the CBC, the CFC is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions. The CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Typical fire safety requirements include installation of sprinklers in all 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.

Chapter 33 of the CFC provides requirements for fire safety precautions during construction and demolition of a project. The purpose is to provide reasonable safety to life and property from fire during construction and demolition operations, including those in underground locations. Specific requirements include a prohibition on smoking on-site except in approved areas and management of combustible materials and debris, cutting and welding, electrical wiring, and cooking. Chapter 33 also includes several requirements to ensure access for firefighting personnel and equipment, means of egress for buildings, and water supply for fire protection. Other requirements include requiring landowners or an authorized agent to prepare a site safety plan prior to building permit issuance; provide a fire watch during nonworking hours for new construction exceeding 40 feet in height; and provide a water supply for fire protection as soon as combustible materials arrive on the site.

Governor's Office of Planning and Research Fire Hazard Technical Advisory

The Governor's Office of Planning and Research published the Fire Hazard Technical Advisory in 2015 and revised it in 2022 as a planning guide for addressing fire hazards, reducing risk, and increasing resilience across California's diverse communities and landscapes. The guide provides a range of goals, policies, and programs for fire hazard prevention and mitigation, disaster preparedness, and emergency response and recovery. The 2022 update includes specific land use strategies to reduce fire risk to buildings, infrastructure, and communities.

California Public Utilities Commission

In 2007, wildfires in southern California were ignited by overhead utility power lines and aerial communication facilities near power lines. In response, the California Public Utilities Commission began considering and adopting regulations to protect the public from fire hazards posed by overhead power lines and nearby aerial communication facilities. The commission published a fire threat map—under Rulemaking 15-05-006, following procedures in Decision 17-01-009, revised by Decision 17-06-024—that adopted a work plan for the development of a utility high-fire-threat district where enhanced fire safety regulations in Decision 17-12-024 apply (CPUC 2023). The fire regulations require electrical utilities to:

- Prioritize the correction of safety hazards.
- Correct nonimmediate fire risks in "Tier 2" (elevated fire threat) areas in the high fire-threat district within 12 months, and in "Tier 3" (extreme fire threat) areas within 6 months.
- Maintain increased clearances between vegetation and power lines in the high fire-threat district.
- Maintain stricter wire-to-wire clearances for new and reconstructed facilities in Tier 3 areas.
- Conduct annual inspections of overhead distribution facilities in rural areas of Tier 2 and Tier 3 areas.
- Prepare a fire prevention plan annually if overhead facilities exist in the high fire-threat district. (CPUC 2017)

Regional Regulations

CAL FIRE Strategic Plan for the San Bernardino Unit

CAL FIRE developed the 2022/2023 Strategic Fire Plan for San Bernardino Unit, adopted in 2022, which covers 1,408,000 acres of SRA and an additional 22,756 acres of wildland contracts in San Bernardino, Los Angeles, Inyo, and Mono counties. The goal of this plan is to outline resource needs in the area by creating a list of prefire management strategies and tactics in the unit and identifying high priority areas in each of the battalions that provide fire services to the county. There is also a public outreach section in the plan that encourages teaching the community at formal events and meetings.

Local Regulations

The Ontario Plan 2050

The Safety Element of The Ontario Plan 2050 includes nine sections: 1) Seismic and Geologic Hazards, 2) Flood Hazards, 3) Fire and Rescue Hazards, 4) Noise Hazards, 5) Wind-Related Hazards, 6) Hazardous Materials and Waste, 7) Law Enforcement, 8) Emergency Management, and 9) Energy Resiliency. Chapter 3, Fire and Rescue Hazards, analyzes the city's risk from wildfires and structural fires as well as its firefighting capabilities, water supply, roadway standards, and emergency evacuation routes. This chapter contains specific requirements for complying with the CBC and CFC, maintaining sufficient fire services, maintaining an effective emergency notifications system, water supply redundancy, and fire prevention through environmental design.

City of Ontario Local Hazard Mitigation Plan

In 2018, the City of Ontario prepared a Local Hazard Mitigation Plan (LHMP) to identify the city's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to reduce or eliminate long-term risk to people and property from natural and man-made hazards. Wildfire hazard is rated the highest risk of the 23 hazards evaluated, followed by flooding. The LHMP contains a series of goals and mitigation programs to address each of the hazards, including Section 6.4.1.2, which provides a goal to continue to reduce fire hazards in the City Ontario, with an objective of enforcing the weed abatement program to reduce fuels available to burn through Code Enforcement. The LHMP must be updated and adopted by FEMA and the City every five years and is currently undergoing an update, with adoption likely in 2024.

City of Ontario Emergency Operations Plan

The City of Ontario has prepared an Emergency Operations Plan to address the City's planned response to natural disasters, technological incidents, and national security emergencies. The plan does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Its operational concepts focus on potential large-scale disasters that can generate unique situations requiring unusual, large, and/or coordinated emergency responses.

City of Ontario Municipal Code

The Ontario Municipal Code includes various directives to minimize adverse impacts associated with wildfires in and surrounding the ORSC site. Most provisions related to wildfire and evacuation are in the following chapters:

- **Title 4, Chapter 4, Fire Code.** This chapter adopts the CFC by references and establishes local amendments to the CFC.
- **Title 8, Chapter 13, Flood Damage Prevention Program.** This chapter applies to any lands within areas of special flood hazards or areas of flood-related erosion hazards. This chapter provides specific development standards for development in flood hazard areas to promote public health, safety, and general welfare, and minimize losses due to flooding.

5.20.1.2 EXISTING CONDITIONS

Wildfire Background

The term "wildfire" refers to fires that usually result from the ignition of dry grass, brush, or timber. Historically, wildfires commonly occurred in steep or heavily vegetated areas, which makes suppression of the fire difficult. More recently, wildfires have been encroaching into more urban areas, that is, the Wildland Urban Interface (WUI), threatening homes, businesses, and essential infrastructure. Though wildfires play an important role in the ecology of many natural habitats, risks to human safety and property increase as urban development moves into areas susceptible to wildfire hazards. The following paragraphs summarize wildfire, the causes of wildfire, and the secondary effects of wildfires.

Wildfire Causes

Although the term "wildfire" suggests natural origins, a 2017 study that evaluated 1.5 million wildfires in the United States between 1992 and 2012 found that humans were responsible for igniting 84 percent of wildfires, accounting for 44 percent of acreage burned (Balch et al. 2017). The three most common initiators of human-caused wildfires are debris burning (logging slash, farm fields, trash, etc.), arson, and equipment use (Pacific Biodiversity Institute 2007). Power lines can also ignite wildfires through downed lines, vegetation contact, conductors that collide, and equipment failures (Texas Wildfire Mitigation Project 2018).

An analysis of US Forest Service wildfire data from 1986 to 1996 determined that 95 percent of human-caused wildfires and 90 percent of all wildfires were within 0.5 mile of a road, and that about 61 percent of all wildfires and 55 percent of human-caused wildfires were within approximately 650 feet (200 meters) of a road. The study concluded that the increase in human-caused ignition greatly outweighs the benefits of increased access for firefighters (Pacific Biodiversity Institute 2007).

There are three primary methods of wildfire spread:

- **Embers.** Embers are the most prolific cause of home ignition, at a rate of two out of every three homes destroyed. Embers are glowing or burning pieces of vegetation or construction debris that are lofted during a wildfire and can move up to a mile ahead of a wildfire, especially during high winds. These small embers or sparks may fall on the vegetation near a home (on dry leaves, needles, or twigs on the roof) and subsequently ignite the home. Embers can travel several miles during high wind events, such as the Santa Ana Winds, posing a potential risk to all structures without fire-resistant landscaping and construction within a mile of the fire.

- **Direct Flame Contact.** Direct flame contact refers to the transfer of heat by direct flame exposure. Direct contact will heat the building materials of the home, and if the time and intensity of exposure is severe enough, windows will break and materials will ignite.

- **Radiant Heat.** A house can catch fire from the heat that is transferred to it from nearby burning objects, even in the absence of direct flames or embers. By creating defensible space around homes, the risk from radiant heat is significantly reduced.

Secondary Effects

Secondary effects of wildfire include additional hazards such as poor air quality, landslides, and power outages.

- **Air Pollution.** Smoke is made up of a complex mixture of gases and fine particles produced when wood and other organic materials burn. The biggest health threat from smoke is from fine particles that can penetrate the lungs and cause a range of health problems, from burning eyes and a runny nose to aggravated chronic heart and lung diseases. Exposure to particulate pollution is even linked to premature death. Some populations are more sensitive than others to smoke, including people with heart or lung diseases, seniors, children, people with chronic illnesses, and pregnant women (USEPA 2021).

- **Landslides and Debris Flows.** After a high intensity wildfire is suppressed, the burn scar is typically bare of its vegetative cover, which had supported the hillsides and steeper slopes. When supporting vegetation is burned away, hillsides become prone to destabilization and erosion, increasing the risk of landslides. Post-fire landslide hazards include fast-moving, highly destructive debris flows that can occur in the period immediately following wildfires in response to high intensity rainfall events, and flows that are generated over longer time periods that are accompanied by root decay and loss of soil strength. Fires increase the potential for debris flows by increasing the imperviousness of soil so that it repels water, and by destroying vegetation that would slow and absorb rainfall and whose roots would help stabilize soil (USGS 2018). The burning of vegetation and soil on slopes more than doubles the rate that water will run off into watercourses (CGS 2019). Post-fire debris flows are particularly hazardous because they can happen with little warning, exert great impulsive loads on objects in their paths, strip vegetation, block drainage ways, damage structures, and endanger human life. Post-fire debris flows are most common in the two years after a fire and are usually triggered by heavy rainfall. It takes much less rainfall to trigger debris flows from burned basins than from unburned areas.

Wildfire in the ORSC Site and Offsite Improvement Area

Wildfire Classifications

Ontario and adjoining lands are in the LRA, where CAL FIRE only designates lands as being in a Very High FHSZ or not. As identified in TOP 2050, there are no areas of the city mapped within the Very High FHSZ. The nearest Very High FHSZs are in Upland and Rancho Cucamonga to the north, Fontana and Jurupa Valley to the east, and Norco and Chino Hills the south.

WUI areas occur when urban development is intermixed with wildland vegetation, or when pockets of wildland vegetation occur inside developed areas. The WUI is subdivided into the intermix zone (where houses and wildland vegetation directly mingle), the interface zone (housing adjacent to wildland vegetation, but not mingled with it), and the influence zone (areas of wildfire-susceptible vegetation surrounding the other zones). The interface and intermix zones carry the highest risk for wildfires affecting developed areas. Unlike wildfire in wildland areas, fires in WUI areas are more likely to damage or destroy buildings and infrastructure. Due to the existing agriculture lands and surrounding developed areas to the north of the ORSC site, the ORSC site is not within a WUI area.

The City of Ontario LHMP maps areas at risk of a wildfire event in the city and identifies scattered areas, primarily within Ontario Ranch, as high risk. Portions of the city, primarily within the center and northeast of the city, are mapped as moderate risk (Ontario 2018).

Wildfire History

CAL FIRE maintains a list of historic fires throughout the state. According to CAL FIRE, several wildfires outside the boundaries of the City of Ontario have occurred; however, there have been no historic fires in the city dating back to 1970. The County of San Bernardino MJHMP lists wildfire events in the county from 2017 to 2022 (San Bernardino County 2022); none of which were in Ontario. The City of Ontario LHMP identifies two historical wildfires in the city—the 1958 Pole Line fire that burned 3,960 acres, and the 2007 Walker fire that burned 166 acres of pastureland (Ontario 2018).

Table 5.20-1, *Historic Wildfires in and Surrounding Ontario,* lists historic wildfire incidents surrounding Ontario from 1970 to 2020.

Table 5.20-1 Historic Wildfires in and Surrounding Ontario

Year	Fire Name	Size (acres)
1970	FPD #92	499
1974	Sunnyslope Fire	1,819
1979	Millie Fire	1,996
1979	Los Sarranos Fire	171
1980	Owl Fire	18,332
1988	Texas Fire	12,095
1990	Webb Fire II	339
1990	Yorba Fire	7,883
1996	Union Fire	269
1996	Philadelphia Fire	1,834
1998	Leroy Fire	171
1998	Country Fire	1,111
2003	Padua Fire	10,457
2003	Grand Prix Fire	50,617
2014	Etiwanda Fire	2,141
2020	Blue Ridge Fire	13,694

Source: CAL FIRE 2023.

Factors Influencing Wildfire

Several factors influence wildfire conditions and facilitate the spread of wildfires, including topography, fuels, weather conditions, and climate change. Human actions are the leading cause of wildfires in California,

increasing the risk of wildfire devastating natural lands and communities. This section describes five factors in and surrounding the ORSC site and Offsite Improvement Area.

Fuel

Native habitats and vegetation communities are mostly absent throughout Ontario. The ORSC site, known as the Ontario Ranch, was historically dominated by Riversidean sage scrub, a form of coastal sage scrub found on alluvial fans and drainages along the base of the Transverse and Peninsular ranges. Due to the long-standing agricultural use, Ontario Ranch supports little native vegetation. Cucamonga and Deer Creeks once supported riparian vegetation; however, these drainages are now completely channelized where they traverse the City (Ontario 2010). Ontario is part of four CNDDB quadrangles: Ontario, Guasti, Corona North, and Prado Dam. The CNDDB lists six sensitive natural communities for these four quadrangles—California walnut woodland, Riversidian alluvial fan sage scrub, Southern California arroyo chub/Santa Ana sucker stream, southern cottonwood willow riparian forest, southern sycamore alder riparian forest, and southern willow scrub (Ontario 2010). Each type of vegetation contributes to fire hazard severity to varying degrees. The qualities of vegetation that directly influence fire risk include fuel type and size, loading, arrangement, chemical composition, and dead and live fuel moisture, which contribute to the flammability characteristics of the vegetation. Grass and brush fuel types react quickly to changes in weather such as low humidity or high wind speeds. Fires in areas covered by this vegetation type can spread quickly in gusty wind conditions. Low humidity, high wind, and fuel buildup conditions can also lead to crown fires in woodland fuel types, which can be fast moving and difficult to suppress.

Topography

Steep terrain or slope plays a key role in the rate and direction that wildfires spread, since fires will normally burn much faster uphill. When the gradient of a slope doubles, the rate of spread of a fire will also likely double. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles on the landscape, can result in especially intense fire behavior. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind. As described in Chapter 3, *Project Description*, the ORSC site consists of mostly flat topography. The city's topography is characterized by a mix of flat and gently rolling terrain. Ontario is part of the Inland Empire Valley, a large valley region surrounded by mountain ranges, contributing to a mix of plains and hills.

Weather and Wind

The climate in Ontario is influenced by the Pacific Ocean and a seasonal, migratory subtropical high-pressure cell. The area experiences wet winters and dry summers, with mild seasonal changes, and an average of approximately 13 inches of precipitation annually with the wettest months being January and February (Cal-Adapt 2023a; Bestplaces 2023). July and August are typically considered the hottest months of the year, with average high temperatures of 93.4 degrees Fahrenheit (°F) (Bestplaces 2023). Because the summer months are generally hot and dry, the risk of wildfires has historically been greatest in summer and fall. Relative humidity is also an important fire-related weather factor. As humidity levels drop, the dry air causes vegetation moisture levels to decrease, increasing the likelihood that plant material will readily ignite and burn; the risk of wildfire increases when lightning strikes occur during dry periods.

Wind is a primary weather factor of wildfire behavior. Santa Ana winds are warm easterly winds that flow from the Great Basin through the desert and through the passes of the San Bernardino Mountains. These winds have reported speeds of up to 80 miles per hour with sustained wind speeds of 40 miles per hour. As wind speeds increase, the rates of fire spread, intensity, and ember spread potential also increase. Gusty and erratic wind conditions, like those of the Santa Ana winds, can cause a wildfire to spread irregularly, making it difficult to predict its path and effectively deploy fire suppression forces. Winds from the southeast in the fall compound the severity of fire conditions, as does lower relative humidity, creating red-flag conditions. Santa Ana winds are especially dangerous because they are accompanied by low humidity that can dry out fuel. This can increase wildfire conditions in the area. Wind can also shift suddenly due to temperature changes, causing fires to spread unpredictably. Fall has historically been one of the most dangerous times for wildfire risk because it has periods of very high temperatures, low humidity, and strong wind increases that cause red flag warnings and extreme fire danger.

Human Actions

Most wildfires are ignited by human action, the result of direct acts of arson, carelessness, or accidents. Many fires originate in populated areas along roads and around homes and are often the result of the careless disposal of cigarettes, mowing of dead grass, electrical equipment malfunction, use of equipment, or burning of debris. Recreation areas with increased human activity that are in high or very high fire hazard areas also increase the potential for wildfires. However, the city is outside of an SRA and has no areas subject to very high wildfire risk. Fuel loading is light in Ontario, and fire risk comes primarily from urban fires, so there is minimal risk related to wildfires.

Climate Change

Climate change is likely to increase annual average maximum temperatures in Ontario from a historical 78.5°F, to 84.2°F by 2050 and 87.3°F by 2100 (Cal-Adapt 2023). This will likely create warmer temperatures earlier and later in the year. Precipitation levels are projected to increase slightly over the course of the century, changing from a historical annual average of 13.2 inches to an annual average of 14.8 inches by 2099 (Cal-Adapt 2023). Variations in precipitation patterns will also lead to an increase in frequency and intensity of heavy precipitation events as well as prolonged periods of drought. The combination of extreme heat and droughts can cause soils and vegetation to dry out, creating more fuel for wildfires. These factors are expected to increase wildfire conditions, creating the risk of more frequent and intense wildfires. Because wildfires burn the trees and other vegetation that help stabilize a hillside and absorb water, more areas burned by fire may also lead to an increase in landslides and floods. Historically, an average of 115.6 acres burned annually in the city of Ontario (Cal-Adapt 2023). Wildfires are projected to decrease to an annual average in the city of 51.7 acres burned by 2050 and an annual average of 39.8 acres burned by 2100 (Cal-Adapt 2023).

Fire Protection Services that Serve the ORSC Site and Offsite Improvement Area

Fire protection services in the plan area are provided by the Ontario Fire Department (OFD). OFD operates 10 fire stations throughout the city, including the Ontario International Airport fire station. The OFD has 248 personnel—204 sworn firefighters and 44 professional staff members that make up five bureaus: Operations, Fire Prevention, Support Services/Airport Operations, Emergency Medical Services (EMS), and

Administrative Services—and operates with a daily staffing level of 66 sworn firefighters (OFD 2023a). Throughout the ten fire stations are nine 4-person paramedic engine companies, three 4-person truck companies, an 8-person aircraft rescue and firefighting (ARFF) station, a fire investigation supervisor, and two battalion chiefs (OFD 2023b). The OFD operates under a memorandum of understanding that mandates four-person engine companies, two of them paramedics, and four-person truck companies operating at all times (Ontario 2022).

The closest fire station to the ORSC site is OFD Fire Station 9, which serves Ontario Ranch and began operation in April 2022 (OFD 2023c). The OFD's response time goal is to be on scene in less than 10 minutes at least 90 percent of the time for both fire and EMS calls. In 2023, the OFD met this goal 93 percent of the time (OFD 2023). In 2021, the OFD responded to incidents 28,825 times, with the majority of the incidents in northwestern Ontario in more densely developed areas (Ontario 2022). Chapter 5.15, *Public Services,* of this DEIR provides additional details about fire protection resources and services for the ORSC site and Offsite Improvement Area.

Evacuation and Access

Evacuation routes are designated roadways that allow many people to quickly leave an area due to a potential or imminent disaster. These routes should have sufficient capacity to accommodate the needs of the community, be safely and easily accessible, and allow people to travel far enough away to be safe from emergency conditions. In the project vicinity, the primary highways evacuation routes are I-10 and SR-60. Local routes include East Riverside Drive, Chino Avenue, and South Archibald Avenue. Evacuation from the southern portion of the ORSC site would occur via Chino Avenue. Evacuation from the north portion of the ORSC site would occur via East Riverside Drive and SR-60.

5.20.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if located in or near state responsibility areas or lands classified as very high fire hazard severity zones the project would:

W-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.

W-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

W-3 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.

W-4 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.

5.20.3 Environmental Impacts

5.20.3.1 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.20-1: The ORSC could substantially impair an adopted emergency response plan or emergency evacuation plan. [Threshold W-1]

The City's Emergency Operations Plan provides a means to prepare and maintain systems, supplies, and other logistical items among city departments to support emergency/disaster response and recovery throughout the city.

The number of people visiting and working at the ORSC would fluctuate throughout the year and on a daily basis because the schedule of activities at the proposed baseball stadium and use of the proposed city recreation facilities would vary based on sport seasons. For example, weekday average visitors would be 3,692 but on a weekend there could be 13,650 visitors onsite. On such a day, thousands of people might have to evacuate during a large-scale fire or other emergency. Impacts are considered potentially significant. Development of the ORSC would also include construction activities that may also temporarily impact traffic on the ORSC site.

Therefore, construction, and operation of the ORSC could impair an emergency response plan or evacuation plan, and impacts would be potentially significant.

Level of Significance Before Mitigation: Potentially significant.

Impact 5.20-2: The ORSC would not exacerbate wildfire risks or expose people or structures to significant risks that may occur following a wildfire (e.g., landslides, mudflows, and flooding). [Threshold W-2, W-3, and W-4]

The city is outside of the SRA and does not contain areas subject to very high wildfire risk. However, the City recognizes that even though fuel loading is light in Ontario and fire risk comes primarily from urban fires, there is some risk related to wildfires.

Implementation of the ORSC would not add wildland vegetation to the ORSC site or Offsite Improvement Area or change site topography (such as adding large slopes) so as to exacerbate the spread of wildfire. The ORSC site is in an urbanized area with residential uses to the east; residential, commercial, and recreational uses to the north; and agricultural and industrial uses to the south and west. Additionally, the ORSC would not change prevailing or Santa Ana wind patterns. Therefore, it is unlikely that a wildfire would travel into the project area from adjacent areas and be exacerbated by the ORSC.

The ORSC would require the extension of utilities to the ORSC site, including storm drains, sewer lines, and recycled water lines; installation of domestic water lines; undergrounding of existing power lines; and expansion of the City's fiber optic network to service the ORSC site. The construction of these improvements would be required to comply with of the CFC Chapter 33's fire safety precautions for construction and demolition of a project, therefore minimizing fire-related impacts associated with the installation of this infrastructure.

Additionally, all project buildings would be constructed in accordance with the applicable provisions of the adopted CFC, the City's municipal code, and standard conditions regarding fire prevention and suppression measures. Additionally, prior to the approval of the ORSC, the City's Building Department and OFD would review building plans to ensure that all applicable fire safety features are incorporated as part of the ORSC. Furthermore, the ORSC would install on-site fire hydrants that are designed to OFD standards. As discussed in Section 5.15, *Public Services*, of this DEIR, the internal water lines are anticipated to supply sufficient fire flows and pressure to meet the demands required for on-site fire hydrants. Therefore, the proposed connections to existing infrastructure would not exacerbate fire risk on- or off-site or result in temporary or ongoing impacts to the environment.

The ORSC site and the area surrounding the site are relatively flat and there are no slopes within or adjacent to the site. Regardless of the landslide susceptibility, the ORSC would be required to comply with the CBC; City municipal code; and all state, regional, and local requirements pertaining to geotechnical hazards and constraints, including soil conditions. The implementation of the ORSC would not increase the risk of landslides after a wildfire compared to existing conditions.

The ORSC site is in FEMA Flood Zone X, which is correlated with areas of minimal flood hazard, determined to be less than the 0.2 percent annual chance flood (FEMA 2021). The existing drainage patterns generally flow from north to south. The ORSC would maintain the existing drainage pattern and would not require the alteration of any stream or river. As such, the ORSC would not increase the rate or amount of surface runoff in a manner which would result in flooding or result in substantial erosion or siltation on- or off-site. If a wildfire occurs in the vicinity, the ORSC would not increase risk of downslope or downstream flooding because it is in an area of minimal flooding, and runoff from the ORSC site would be adequately conveyed by the existing and proposed storm drain infrastructure. Therefore, implementation of the ORSC would not increase the risk of downslope or downstream flooding.

There are many resources and regulations available to address wildland fires should they arise—CAL FIRE's *2018 Strategic Fire Plan for California*, the CFC and CBC, City of Ontario LHMP, and fire services from the OFD. With adherence to these building practices, development and infrastructure associated with the ORSC would not exacerbate risk or result in post-wildfire hazards (e.g., landslides, mudflows, and flooding). Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

5.20.3.2 PROGRAMMATIC ENVIRONMENTAL IMPACTS OF OFF-SITE GENERAL PLAN AMENDMENT AND REZONE

The ORSC would require compliance with SB 330 and SB 166, resulting in no net loss of residential units in the city. As described in Section 3.3.4, *The Ontario Plan and Zone Changes,* of the Project Description, the ORSC would require concurrent rezoning of land currently designated as Low Density Residential (LDR) to Medium Density Residential (MDR) to offset the loss of land designated for residential uses on the 199-acre ORSC site in TOP. The parcels proposed for the GPA and Rezone are located south of ORSC site on Vineyard Avenue which remains outside of the SRA and does not contain areas subject to very high wildfire risk. These parcels

are also in an urbanized area and therefore it is unlikely that a wildfire would travel into the parcels from adjacent areas.

Development of these parcels would require the review of building plans during plan check to ensure that adequate site access is maintained and that roadway improvements and project driveways would not interfere with circulation on adjacent streets. Additionally, development of these parcels would comply with the CFC and CBC, as well as the City municipal code; and all state, regional, and local requirements. Compliance with these standards would ensure that development would not exacerbate risk or result in post-wildfire hazards. As such, the upzoning of these parcels from LDR to MDR would not result in new or greater impacts to wildfire. Therefore, wildfire impacts associated with the off-site GPA and Rezone would be less than significant.

5.20.4 Cumulative Impacts

The areas considered for cumulative impacts related to wildfires are FHSZs in the city. Future projects proposed within a very high FHSZ could subject people and structures to wildfire hazards; however, the city does not have lands in the very high FHSZ. As discussed previously, the ORSC would not result in new impacts or a substantial increase in magnitude of impacts related to interfering with implementation of emergency response or evacuation plans; exacerbating wildfire risks and exposing project occupants to pollutant concentrations or the uncontrolled spread of wildfire; exacerbating fire risks or resulting in temporary or ongoing impacts to the environment due to the installation or maintenance of infrastructure; or exposing people or structures to significant risks as a results of runoff, post-fire slope instability, or drainage changes. Similarly, the GPA and Rezone area is not located within a very high FHSZ and therefore would not result in an increase in risks associated with wildfire.

Projects within wildfire-prone areas or fire hazard severity zones are required to comply with regulations governing development in such zones, including CBC Chapter 7A, CFC Chapter 49, and California Public Resources Code Sections 4291 et seq. Future development would be required to undergo separate CEQA review and identify wildfire impacts and appropriate mitigation measures. Additionally, the OFD reviews development applications as part of the City's Design Review process to ensure that adequate emergency accessibility is provided according to local and state guidance. Therefore, cumulative wildfire impacts of the Proposed Project would be less than significant.

5.20.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.20-2 would be less than significant.

Without mitigation, Impact 5.20-1 would be **potentially significant**:

- **Impact 5.20-1** The ORSC could substantially impair an adopted emergency response plan or emergency evacuation plan.

5.20.6 Mitigation Measures

Impact 5.20-1

Implementation of Mitigation Measure TRAF-2 and TRAF-3.

5.20.7 Level of Significance After Mitigation

Impact 5.20-1

As discussed in Section 5.17, *Transportation*, Mitigation Measure TRAF-2 would require that the City prepare and implement a Parking and Event Traffic Management Plan (TMP) to ensure that traffic on weekends with major events, such as baseball game at the Minor League Baseball Stadium or tournaments and games held at the TMP would be prepared to analyze traffic conditions during an event and provide recommendations to direct traffic operations. The TMP would illustrate the recommended event management strategies, including traffic control plans pre- and post-event(s). These strategies are intended to manage routes for private motor vehicle traffic accessing the ORSC site and to provide enough space for, promote, and enhance pedestrian, bicycle, and transit options. The primary goal of the TMP is to ensure safe and efficient access for all people traveling to and from the site, with a focus on promoting pedestrian, bicycle, and transit access, thereby reducing motor vehicle impacts to the site and surrounding neighborhoods. To increase the likelihood that stadium attendees have a positive experience traveling to and from the area, the TMP includes strategies to increase the frequency and attractiveness of transit, walking, bicycling, scooters, and other shared micromobility. The Parking and Event TMP, as a living document, would be updated as travel patterns change because of development and changes to transportation infrastructure and operations. This approach is consistent with what has occurred at other event venues developed in recent years. The TMP would also involve coordination with the Ontario Fire Department and Police Department to provide sufficient emergency access and traffic control on-site. This would ensure that the ORSC does not conflict with the City's emergency response and evacuation plans.

Additionally, Mitigation Measure TRAF-3 requires preparation and implementation of a construction management plan to ensure that construction activities do not interfere with emergency access. Through the construction management plan, temporary traffic diversion, truck haul routes, and impacts to the roadway would be coordinated with the City and applicable emergency response agencies to ensure adequate access during any construction activities. The City's Building and Safety Department, along with the Ontario Fire Department and Police Department, would review building plans during plan check to ensure that adequate site access is maintained and that roadway improvements and project driveways would not interfere with circulation on adjacent streets. Therefore, the ORSC would not conflict with implementation of emergency response or evacuation plans during construction or operation, and Impact 5.20-1 would be less than significant.

5.20.8 References

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6. Significant Unavoidable Adverse Impacts

At the end of Chapter 1, *Executive Summary*, is a table that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

Agricultural Resources

- Conversion of agricultural-designated land to urban land uses is a significant and unavoidable impact. There are no feasible mitigation measures that would reduce the ORSC's significant impacts to agricultural resources to levels that would be less than significant. The ORSC would result in the direct loss of 53 acres of Prime Farmland. None of the mitigation measures considered by the City would feasibly be able to reduce the significant impacts to levels less than significant, and impacts would be ***significant and unavoidable***.

Air Quality

- The ORSC would generate emissions that exceed the South Coast AQMD operational regional significance thresholds; and thus, would contribute to existing or projected AAQS violations. Therefore, overall, the ORSC would be considered potentially inconsistent with the AQMP. No mitigation measures are applicable for inconsistency with the South Coast AQMD AQMP. Mitigation Measure AQ-2 would reduce operational emissions to the extent feasible; however, operational emissions would continue to exceed the South Coast AQMD significance thresholds due to vehicle emissions associated with operation of the ORSC site operations. Because the fuel efficiency and fuel type of vehicles used by future employees and visitors are not under the control of the ORSC, no feasible mitigation was identified to further reduce mobile-source emissions. Therefore, Impact 5.3-1 would remain ***significant and unavoidable***.

- Long-term operation of the ORSC would exceed the South Coast AQMD regional significance thresholds. Mitigation Measure TRAF-1 would be required to reduce VMT and include transportation demand management measures such as pedestrian and active transportation improvements. Nonetheless, the vehicle fuel source, vehicle fuel efficiency, and travel mode for visitors are largely outside of the control of the ORSC. As such, no additional mitigation would be feasible to reduce vehicle-related emissions. To address VOC and CO emissions from area sources, Mitigation Measure AQ-2 would be required to ensure that all landscaping and property maintenance tools and equipment are electric powered and do not use fossil fuels. Additionally, Mitigation Measures GHG-1 through GHG-4 would reduce building energy use and would expand the use of electric vehicle charging on-site. Mitigation measures would reduce operational emissions to the extent feasible. However, long-term emissions would continue to exceed the South Coast AQMD's regional significance thresholds cumulatively contributing to air quality impacts in the SoCAB. Therefore, Impact 5.3-3 would remain ***significant and unavoidable***.

6. Significant Unavoidable Adverse Impacts

GHG Emissions

- The ORSC would generate a substantial increase in GHG emissions on-site. Mitigation Measure TRAF-1 requires implementation of transportation demand management (TDM) measures, such as pedestrian and active transportation improvements, to reduce VMT. Nonetheless, the vehicle fuel source, vehicle fuel efficiency, and travel mode for visitors are largely outside of the control of the ORSC. As such, no additional mitigation would be feasible to reduce vehicle-related emissions. The second-largest emission source, energy consumption, results from electricity use and the consumption of natural gas on-site. Therefore, Mitigation Measure GHG-1 is required to reduce all on-site natural gas consumption by requiring all uses that do not include commercial cooking appliances to be all electric, precluding the installation and use of gas-fired appliances. In addition, Mitigation Measure GHG-2 would be required to ensure that electricity is generated on-site from renewable sources to the extent feasible. The mitigation measures would reduce emissions to the extent feasible. However, the ORSC emissions would still exceed the no net increase GHG emissions threshold. Therefore, Impact 5.8-1 would be ***significant and unavoidable***.

- The ORSC would be potentially inconsistent with plans adopted for the purpose of reducing GHG emissions, including the California Air Resources Board's 2022 Scoping Plan, the Southern California Association of Governments' sustainable communities strategy, and the City's community climate action plan (CCAP). Implementation of Mitigation Measure GHG-4 would ensure that development projects on the ORSC site are consistent with the City's CCAP. Implementation of Mitigation Measures GHG-1 through GHG-3 and TRAF-1 would reduce impacts to the extent feasible. However, as discussed in Section 5.17, *Transportation*, the ORSC would continue to result in a substantial increase in total VMT in the City, would exceed the City's VMT threshold, and would potentially be inconsistent with the VMT reduction goals in the Scoping Plan and sustainable communities strategy. Therefore, Impact 5.8-2 would be ***significant and unavoidable***.

Noise

- The ORSC would result in potentially significant long-term increase in noise levels associated with traffic noise and commercial noise. Mitigation Measures N-2 and N-3 would reduce commercial noise to less than significant noise levels. However, there are no feasible mitigation measures to reduce traffic noise impacts of the ORSC. Therefore, Impact 5.13-2 would remain ***significant and unavoidable***.

Transportation

- VMT would increase under the ORSC. Mitigation Measures TRAF-1 and TRAF-2 would reduce potential impacts for future development projects to the extent feasible. Future development in the Ontario Regional Sports Complex would need to consider TDM measures consistent with those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. In addition, Mitigation Measure TRAF-2 would reduce VMT during events. However, VMT impacts under the ORSC site would remain. Impact 5.17-2 would be ***significant and unavoidable***.

7. Alternatives to the Proposed Project

7.1 INTRODUCTION

7.1.1 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" (CEQA Guidelines Section 15126.6[a]). As required by CEQA, this chapter identifies and evaluates potential alternatives to the Proposed Project.

Section 15126.6 of the CEQA Guidelines explains the foundation and legal requirements for the alternatives 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." (15126.6[b])

- "The specific alternative of 'no project' shall also be evaluated along with its impact." (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." (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." (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)" (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." (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." (15126.6[f][3])

For each development alternative, this analysis:

- Describes the alternative.
- Analyzes the impact of the alternative as compared to the Proposed 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 CEQA Guidelines, "[i]f an alternative would cause…significant effects in addition 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."

7.1.2 Project Objectives

As described in Section 3.2, the following objectives have been established for the Proposed Project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts.

1. Support the community's vision for a "premier" city by providing the opportunity to incorporate comprehensive public facilities programing, including the development of a sports complex with associated mixture of uses.
2. Consolidate City sports park operation.
3. Expand recreational opportunities in support of youth and adult soccer, baseball, softball, basketball, and volleyball.
4. Broaden sports programs to include aquatics, tennis and pickleball programs for youth and adults.
5. Provide a high-quality stadium for a minor league sports team.
6. Allow for safe, convenient transit access from the Stadium to OmniTrans bus stops on Riverside Drive.
7. Prioritize development away from sensitive receptors.

7.1.3 Significant Environmental Impacts

Agricultural Resources

- Conversion of agricultural-designated land to urban land uses is a significant and unavoidable impact. There are no feasible mitigation measures that would reduce the ORSC's significant impacts to agricultural resources to levels that would be less than significant. The ORSC would result in the direct loss of 53 acres

of Prime Farmland. None of the mitigation measures considered by the City would feasibly be able to reduce the significant impacts to levels less than significant, and impacts would be significant and unavoidable.

Air Quality

- The ORSC would generate emissions that exceed the South Coast AQMD operational regional significance thresholds; and thus, would contribute to existing or projected AAQS violations. Therefore, overall, the ORSC would be considered potentially inconsistent with the AQMP. No mitigation measures are applicable for inconsistency with the South Coast AQMD AQMP. Mitigation Measure AQ-2 would reduce operational emissions to the extent feasible; however, operational emissions would continue to exceed the South Coast AQMD significance thresholds due to vehicle emissions associated with operation of the ORSC. Because the fuel efficiency and fuel type of vehicles used by future employees and visitors are not under the control of the ORSC, no feasible mitigation was identified to further reduce mobile-source emissions. Therefore, Impact 5.3-1 would remain significant and unavoidable.

- Long-term operation of the ORSC would exceed the South Coast AQMD regional significance thresholds. Mitigation Measure TRAF-1 would be required to reduce VMT and include transportation demand management measures such as pedestrian and active transportation improvements. Nonetheless, the vehicle fuel source, vehicle fuel efficiency, and travel mode for visitors are largely outside of the control of the ORSC. As such, no additional mitigation would be feasible to reduce vehicle-related emissions. To address VOC and CO emissions from area sources, Mitigation Measure AQ-2 would be required to ensure that all landscaping and property maintenance tools and equipment are electric powered and do not use fossil fuels. Additionally, Mitigation Measures GHG-1 through GHG-4 would reduce building energy use and would expand the use of electric vehicle charging on-site. Mitigation measures would reduce operational emissions to the extent feasible. However, long-term emissions would continue to exceed the South Coast AQMD's regional significance thresholds cumulatively contributing to air quality impacts in the SoCAB. Therefore, Impact 5.3-3 would remain significant and unavoidable.

GHG Emissions

- The ORSC would generate a substantial increase in GHG emissions on-site. Mitigation Measure TRAF-1 requires implementation of transportation demand management (TDM) measures, such as pedestrian and active transportation improvements, to reduce VMT. Nonetheless, the vehicle fuel source, vehicle fuel efficiency, and travel mode for visitors are largely outside of the control of the ORSC. As such, no additional mitigation would be feasible to reduce vehicle-related emissions. The second-largest emission source, energy consumption, results from electricity use and the consumption of natural gas on-site. Therefore, Mitigation Measure GHG-1 is required to reduce all on-site natural gas consumption by requiring all uses that do not include commercial cooking appliances to be all electric, precluding the installation and use of gas-fired appliances. In addition, Mitigation Measure GHG-2 would be required to ensure that electricity is generated on-site from renewable sources to the extent feasible. The mitigation measures would reduce emissions to the extent feasible. However, the ORSC emissions would still exceed

the no net increase GHG emissions threshold. Therefore, Impact 5.8-1 would be significant and unavoidable.

- The ORSC would be potentially inconsistent with plans adopted for the purpose of reducing GHG emissions, including the California Air Resources Board's 2022 Scoping Plan, the Southern California Association of Governments' sustainable communities strategy, and the City's community climate action plan (CCAP). Implementation of Mitigation Measure GHG-4 would ensure that development projects on the ORSC site are consistent with the City's CCAP. Implementation of Mitigation Measures GHG-1 through GHG-3 and TRAF-1 would reduce impacts to the extent feasible. However, as discussed in Section 5.17, Transportation, the ORSC would continue to result in a substantial increase in total VMT in the City, would exceed the City's VMT threshold, and would potentially be inconsistent with the VMT reduction goals in the Scoping Plan and sustainable communities strategy. Therefore, Impact 5.8-2 would be significant and unavoidable.

Noise

- The ORSC would result in potentially significant long-term increase in noise levels associated with traffic noise and commercial noise. Mitigation Measures N-2 and N-3 would reduce commercial noise to less than significant noise levels. However, there are no feasible mitigation measures to reduce traffic noise impacts of the ORSC. Therefore, Impact 5.13-2 would remain significant and unavoidable.

Transportation

- VMT would increase under the ORSC. Mitigation Measures TRAF-1 and TRAF-2 would reduce potential impacts for future development projects to the extent feasible. Future development in the Ontario Regional Sports Complex would need to consider TDM measures consistent with those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. In addition, Mitigation Measure TRAF-2 would reduce VMT during events. However, VMT impacts under the ORSC would remain. Impact 5.17-2 would be significant and unavoidable.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

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 EIR.

7.2.1 Alternate Stadium Location Off-Site

CEQA requires that the discussion of alternatives focus on alternatives to the Proposed Project or its location that are capable of avoiding or substantially lessening any significant effects of the Proposed 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 Proposed 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 (CEQA Guidelines Section 15126[5][B][1]).

The City's existing soccer fields are north of the ORSC site at 2200 Philadelphia Street. However, this site has space constraints and would not accommodate a Minor League Baseball stadium in a northeast configuration[1] as required by Major League Baseball. Additionally, it could not accommodate both the number and type of sports fields in addition to hospitality uses given that this site is only 20 acres compared to the ORSC site, which is 199 acres. For these reasons, this alternate site was considered and rejected.

In general, any development of the size and type of the ORSC would have substantially the same impacts on aesthetics, air quality, cultural and paleontological resources, energy, greenhouse gas emissions, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. It was determined, therefore, that it is unlikely that there is an alternate ORSC site that could potentially meet the objectives of the ORSC and reduce significant impacts of the Proposed Project as proposed.

7.2.2 No Stadium

A no-stadium alternative would eliminate the proposed Minor League Baseball Stadium from the sports complex development and replace it with additional City sports park facilities. However, this alternative would not satisfy the primary objectives of the Proposed Project. Therefore, this alternative was considered and rejected.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following four 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 Proposed Project, but which may avoid or substantially lessen any of the significant effects of the Proposed Project. These alternatives are analyzed in detail in the following sections.

- No Project–No Development Alternative
- No Project–Armstrong Ranch Alternative
- Vineyard Avenue Residential Corridor Alternative
- Alternate Stadium Location On-Site 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. Section 7.7 identifies the Environmentally Superior Alternative. The preferred land use alternative (Proposed Project) is analyzed in detail in Chapter 5 of this DEIR.

[1] Major League Baseball requires fields to be oriented to the northeast to prevent the setting sun from being in the batter's eyes.

7.3.1 Alternatives Comparison

The following statistical analysis provides a summary of buildout projections determined by the four land use alternatives in addition to the Proposed Project. The following statistics were developed as a tool to understand better the difference between the alternatives analyzed in the DEIR. Table 7-1, *Buildout Statistical Summary of the Alternatives to the Proposed Project*, identifies information regarding dwelling unit, commercial nonresidential square footage, population and employment projections, and information on athletic uses.

Table 7-1 Buildout Statistical Summary of the Alternatives to the Proposed Project

	Proposed Project	No Project–No Development Alternative[1]	No Project–Armstrong Ranch Alternative[2]	Vineyard Avenue Residential Corridor Alternative[3]	Alternate Stadium Location On-Site Alternative
ORSC					
Dwelling Units	0	7	891	1,267	0
Population	0	26	3,256	3,246	0
Commercial Square Footage	540,750	0	0	540,750	540,750
Stadium Capacity	6,000	0	0	6,000	6,000
Athletic Fields	13 soccer 9 baseball/softball	0	0	7 soccer 5 baseball/softball	13 soccer 9 baseball/softball
Employment	1,026	0	0	985	1,026
General Plan Amendment and Rezone					
SB 330/SB 166 Triggered?	Yes	No	No	Onsite	Yes

[1] Based on occupied dwelling units. Assumes 3.65 people per unit based on TOP Table LU-3 rural residential. Employment for the dairy farm and nursey on-site is not available.

[2] Based on the Armstrong Ranch Specific Plan. Assumes 96 percent occupancy, and 3.806 people per household based on TOP 2050 buildout assumptions for low density residential land uses.

[3] Assumes 96 percent occupancy and 2.669 people per household based on TOP 2050 buildout assumptions for high density residential land uses. Assumes half as many employees needed (41 fewer) for the reduced sports fields in PA 5.

7.4 NO PROJECT–NO DEVELOPMENT ALTERNATIVE

In accordance with CEQA Guidelines Section 15126.6(e), this EIR evaluates a No Project–No Development Alternative to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The No Project–No Development Alternative is an alternative that looks at what would happen if no development occurs on-site. The existing site is primarily utilized for dairy and a nursery but there are several rural residential units within the 199-acre site. This alternative would allow for these land uses to remain. However, no improvements would occur under this alternative. There would be no residential or nonresidential development on-site. This alternative would not require removal of manure or expansion of infrastructure, including roadways and wet and dry utilities. The sewer line extension would not be needed.

This alternative would not trigger SB 330/SB 166; therefore, the TOP amendments and zone change for the parcels south of the project on Vineyard Avenue would not be needed, and those parcels would not be rezoned to Medium Density Residential (MDR) and would remain Low Density Residential (LDR).

7.4.1 Aesthetics

Since no development would occur and the site would remain undeveloped under this alternative, there would be no impacts to the visual character or quality of the project area. Existing scenic vistas would be preserved, and no sources of light or glare would be produced. Therefore, aesthetic impacts under this alternative would be reduced compared to the ORSC.

7.4.2 Agriculture and Forestry Resources

Under this alternative ORSC site would continue to be used for dairy farming and nursery land uses. No adverse impact related to the loss of important farmland or conversion of land zoned as agriculture to nonagriculture would occur. Thus, this alternative would eliminate the ORSC's significant and unavoidable impact to agricultural resources.

7.4.3 Air Quality

Air quality impacts would be reduced under this alternative because no development would occur on-site. Without development, the site would not generate any additional vehicle trips or emissions associated with any construction or operational activities and equipment use beyond what currently exists on-site. Thus, this alternative would reduce overall air quality impacts and eliminate significant and unavoidable impacts related to operational emissions.

7.4.4 Biological Impacts

Under this alternative, the ORSC site would remain vacant and undeveloped, eliminating adverse impacts on the site's existing biological resources. The sensitive plant and animal species, jurisdictional waters, and riparian habitats throughout the site and off-site would not be disturbed. Thus, impacts would be reduced compared to the ORSC.

7.4.5 Cultural Resources

The ORSC site would remain in its existing conditions under this alternative. Thus, no grading or construction activities would potentially unearth previously undiscovered cultural resources. Additionally, any areas within the ORSC site considered sensitive to local tribal groups would also not be impacted. Overall, impacts would be reduced in comparison to the ORSC.

7.4.6 Energy

Energy impacts would be reduced under this alternative because no new development would occur on-site. While this alternative would result in less overall energy resource consumption than the ORSC, newer buildings are generally more energy-efficient than older existing buildings Overall, this alternative would reduce overall energy impacts in comparison to the ORSC.

7.4.7 Geology and Soils

The site would remain undeveloped. Therefore, no people or structures would be exposed to potential adverse effects of seismic activity, landslides, or ground failure. In addition, no grading or construction activities would occur. Thus, geology and soils impacts would be reduced.

7.4.8 Greenhouse Gas Emissions

Under this alternative, no construction or operational activities would occur beyond what currently exists on-site, and no new mobile or stationary sources of GHG emissions would be introduced. The undeveloped site also would not generate any new vehicle trips that produce GHG emissions that contribute to global climate change. Overall, no new GHG emissions would be emitted under this alternative. As there would be no net increase in GHG emissions, this alternative would result in no impact with respect to GHG emissions and significant and unavoidable impacts would be eliminated.

7.4.9 Hazards and Hazardous Materials

Under this alternative, no construction or operational activities would occur. Therefore, no hazards or hazardous materials would be introduced to the ORSC site. The site would remain open for use as a dairy and nursery. As a result, the manure from dairy operations would remain on-site. Impacts would be slightly greater under this alternative compared to the Proposed Project because the ORSC eliminates the dairy farm and nursery operations. Overall, impacts would remain less than significant.

7.4.10 Hydrology and Water Quality

Under this alternative, no development would occur and the entire site would stay vacant. Without any development, the existing drainage patterns would be retained and would not be altered by the proposed development. The site would also maintain its permeability and would not adversely impact groundwater recharge or increase stormwater flows. However, this alternative would not install infrastructure for water quality and stormwater retention. Overall, impacts to hydrology and water quality on-site would be reduced under this alternative.

7.4.11 Land Use and Planning

Land use and planning impacts would be reduced under this alternative. No zone change or general plan amendment would be required, and SB 330 and SB 166 requirements would not be triggered. Thus, impacts would be reduced and less than significant.

7.4.12 Mineral Resources

The ORSC site is not within a regionally or locally significant mineral resource zone. Therefore, no impacts to mineral resources would occur under this alternative. Impacts would be similar in comparison to the ORSC.

7.4.13 Noise

Under this alternative, no noise impacts would occur because no development would take place on-site. There would be no construction or operational noises and no vehicular trips to and from the ORSC site since it would remain rural agricultural use. Thus, impacts would be reduced, and significant and unavoidable impacts would be eliminated.

7.4.14 Population and Housing

Population and housing impacts would be reduced under this alternative because no development would occur on-site, and no additional employment would be introduced into the city. Therefore, this alternative would not increase the city's employment, and the city's jobs-housing ratio would remain the same. Impacts would be reduced and would be less than significant.

7.4.15 Public Services

Impacts on public services would be reduced under this alternative because no development would occur on-site, and no additional demand for fire, police, school, or library services would occur.

7.4.16 Recreation

This alternative would have no impact on recreation. Although this alternative would increase demand for new recreational land in the city, it would not provide the environmental benefits of the ORSC. Because the ORSC would provide additional parkland in the city, this alternative would result in greater impacts, but no significant impact would occur.

7.4.17 Transportation

This alternative would not generate any vehicle trips and associated VMT because no development would occur on-site. Therefore, this alternative would eliminate the ORSC's significant and unavoidable impact under SB 743.

7.4.18 Tribal Cultural Resources

The ORSC site would remain in its existing conditions under this alternative. Thus, no grading or construction activities would occur that may potentially unearth previously undiscovered cultural resources. Additionally, any areas within the ORSC site considered sensitive to local tribal groups would also not be impacted. Overall, impacts would be reduced in comparison to the ORSC.

7.4.19 Utilities and Service Systems

No development would occur on the ORSC site under this alternative. Therefore, there would be no demand for water supply or dry utilities (i.e., natural gas and electricity) services. In addition, no wastewater or solid waste would be generated on-site. Thus, impacts would be reduced in comparison to the ORSC.

7.4.20 Wildfire

The ORSC site is not within the wildland-urban interface or in a high fire hazard area. Therefore, no impacts to wildfire would occur under this alternative. This alternative would reduce impacts associated with emergency access during events at the Minor League Baseball Stadium and City park. Overall, impacts would be similar in comparison to the ORSC.

7.4.21 Conclusion

Ability to Reduce Environmental Impacts

Under the No Project–No Development Alternative, impacts on biological resources, cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, and utilities and service systems would be reduced in comparison to the ORSC. The alternative would also eliminate significant and unavoidable impacts to agricultural resources, air quality, GHG, noise, and transportation impacts. Only recreation impacts would be greater under this alternative.

Ability to Achieve Project Objectives

While this alternative would reduce impacts in nearly all topical areas and also eliminate significant and unavoidable impacts, the No Project–No Development Alternative would not meet any of the project objectives. Since the ORSC site would remain rural agricultural land use, this alternative would not provide a sports complex, consolidate and/or expand the City's athletic programs, provide a stadium to attract a Minor League Baseball team, allow for connection to OmniTrans bus stops to a stadium, or provide for a way to prioritize development away from sensitive receptors.

7.5 NO PROJECT–ARMSTRONG RANCH ALTERNATIVE

The No Project–Armstrong Ranch Alternative would develop the site based on the approved land use plan, which is the 2017 Armstrong Ranch Specific Plan (see Figure 7-1, *No Project–Armstrong Ranch Alternative*). The Armstrong Ranch Specific Plan allows for the development of up to 891 residential dwelling units comprising a variety of single-family detached and attached dwellings, and an elementary school site, as shown in Table 7-2, *Armstrong Ranch Specific Plan Buildout Summary*. Residential land use areas are contained within six individual neighborhood planning areas linked by a network of street-separated sidewalks and trails connecting the neighborhoods to a variety of park spaces, a proposed elementary school, and local and City master planned trail systems.

Table 7-2 Armstrong Ranch Specific Plan Buildout Summary

Planning Area	Land Use	Gross Acres (Net Acres)	Net Acres	Dwelling Units
Planning Area 1	Single-Family Residential	36.8	33.0	192
Planning Area 2	Single-Family Residential	36.4	32.5	173
Planning Area 3	Single-Family Residential	26.3	24.6	132
Planning Area 4	Single-Family Residential	26.3	26.9	132
Planning Area 5	Single-Family Residential	30.2	32.6	151
Planning Area 6	Single-Family Residential	22.2	21.0	111
Planning Area 7	Elementary School Overlay	11.6	10.0	0
Roadways	—	—	1.6	—
Enhanced Neighborhood Edges	—	—	7.6	—
Total	**—**	**189.8**	**189.8**	**891**

This alternative would not trigger SB 330/SB 166; there would be no TOP amendments and zone change for the parcels south of the ORSC site on Vineyard Avenue, which would not be rezoned to MDR and would remain designated LDR.

7.5.1 Aesthetics

This alternative would result in new sources of light and glare on the ORSC site and would alter the agricultural landscape on the ORSC site to accommodate the suburban residential neighborhood. This alternative would not require sports field and stadium lighting. As a result, this alternative would reduce aesthetics impacts and impacts would be less than significant.

7.5.2 Agriculture and Forestry Resources

This alternative would also result in the loss of important farmland on the 199-acre site. No forestry resource impacts would occur. This alternative would have similar impacts as the ORSC to agricultural resources. Therefore, this alternative is similar to the ORSC's significant and unavoidable impact.

7.5.3 Air Quality

The ORSC has an accelerated schedule that results in several concurrent Planning Areas being developed at the same time so that the stadium and associated amenities can open by March 2026. Under this alternative, an accelerated schedule would not be warranted. Because the South Coast AQMD recommends utilizing maximum daily emissions thresholds for determining whether a project may generate a cumulatively considerable net increase in criteria air pollutants and this alternative would not require an accelerated schedule that may result in concurrent construction activities, maximum daily construction emissions under this alternative would be less than those generated by the ORSC. With mitigation, such as Mitigation Measure AQ-

1 which would require the use of Tier 4 construction equipment, this alternative would reduce the ORSC's short-term regional and localized significant impact during construction.

This alternative would be expected to also generate long-term operational criteria air pollutant emissions that exceed the South Coast AQMD significance thresholds. This alternative is expected to generate higher VOC emissions from consumer product use (e.g., cleaning products, aerosol paints, detergents, personal care products) as residential land uses tend to use consumer products at a higher rate than nonresidential land uses. However, this alternative would generate substantially fewer vehicle trips and VMT compared to the ORSC. Because vehicle trips and VMT would constitute the greatest operational emission source for both this alternative and the ORSC, this alternative would reduce long-term criteria air pollutant emissions compared to the ORSC. Nonetheless, long-term impacts would remain significant due to the magnitude of residential development envisioned under this alternative.

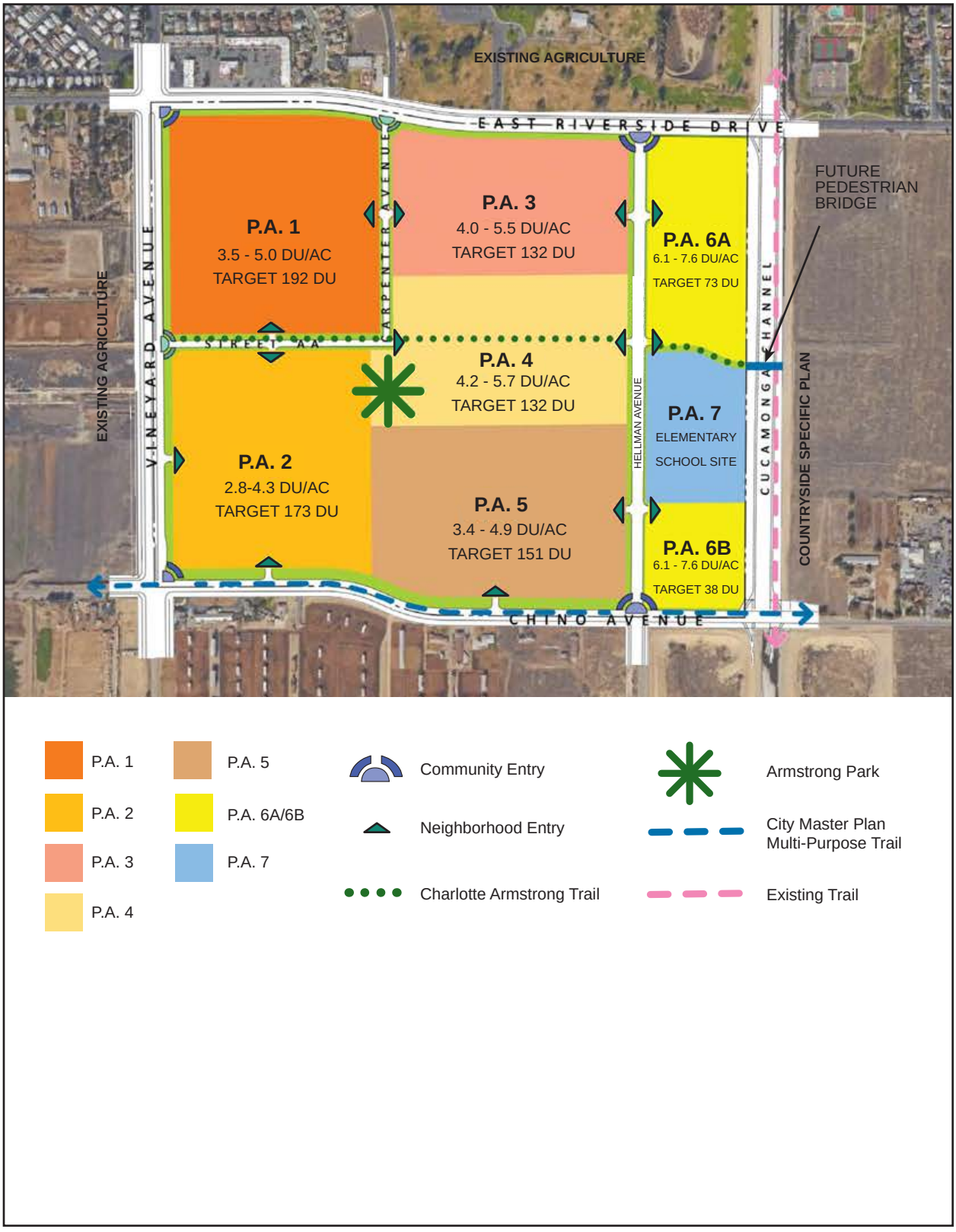
7.5.4 Biological Impacts

This alternative would result in similar impacts to biological resources as the ORSC. Like the Proposed Project, ground-disturbing activities that have the potential to impact sensitive habitat and species would be required for the entire 199-acre site and for off-site infrastructure. Mitigation would ensure that this alternative would have less than significant impacts. Therefore, this alternative would have similar biological resources impacts, and impacts would be less than significant.

7.5.5 Cultural Resources

This alternative would result in similar impacts to cultural resources as the ORSC. Like the Proposed Project, ground-disturbing activities that have the potential to unearth cultural resources would be required for the entire 199-acre site and Offsite Improvement Area associated with the sewer line in the Vineyard Avenue right-of-way. Mitigation would ensure that this alternative would have less than significant impacts. Therefore, this alternative would have similar cultural resources impacts, and impacts would be less than significant.

Figure 7-1 - No Project–Armstrong Ranch Alternative



Source: Ontario 2017.

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7.5.6 Energy

New development under both this alternative and the ORSC would be designed and constructed compliant with the latest Energy Efficiency Standards of the California Building Standards Code. This alternative is expected to result in less overall energy resource consumption than the ORSC. This alternative would result in fewer vehicle trips and VMT than the ORSC; however, the fuel efficiency of vehicles used by future occupants under this alternative and visitors and employees of the ORSC are the result of increasing fuel efficiency standards established by the EPA and CARB. It is expected that fuel efficiency for vehicles used for both this alternative and the ORSC would improve with time as new more fuel-efficient vehicles incrementally replace less-efficient ones in future years. As a result, this alternative would reduce fuel use compared to the ORSC and long-term impacts would be less than significant.

7.5.7 Geology and Soils

This alternative would result in similar impacts to geology and soils, including paleontological resources, as the ORSC. Like the Proposed Project, ground-disturbing activities that have the potential to unearth paleontological resources would be required for the entire 199-acre site and the Offsite Improvement Area associated with the sewer line in the Vineyard Avenue right-of-way. Adherence to the recommendations in the soils and geohazards studies and mitigation for paleontological resources would ensure that this alternative would have less than significant impacts. Therefore, this alternative would have similar geology and soils impacts, and impacts would be less than significant.

7.5.8 Greenhouse Gas Emissions

This alternative would also generate a substantial increase in GHG emissions but would generate substantially fewer vehicle trips and VMT compared to the ORSC. Because vehicle trips and VMT tend to be the greatest GHG emissions source for land use development projects, this alternative would reduce long-term GHG emissions compared to the ORSC. As a result, development associated with this alternative would be consistent with the City's Climate Action Plan. Therefore, this alternative would be consistent with the GHG reduction goals of Senate Bill (SB) 32. This alternative would eliminate the ORSC's significant GHG emissions impact.

7.5.9 Hazards and Hazardous Materials

This alternative would result in similar impacts to hazards and hazardous materials as the ORSC. Like the Proposed Project, ground-disturbing activities would be required for the entire 199-acre site that would require removal of manure from past dairy operations. Adherence to the recommendations in the Phase I and Phase II Environmental Site Assessments would result in less than significant impacts. Additionally, residential and the school land uses would have similar operational phase hazards as the ORSC. This alternative would reduce impacts associated with emergency access during events at the Minor League Baseball Stadium and City park. Overall, this alternative would have similar hazards and hazardous material impacts as the ORSC, and impacts would be less than significant.

7.5.10 Hydrology and Water Quality

This alternative would result in similar impacts to hydrology and water quality as the ORSC. Like the Proposed Project, hydrology studies and preliminary water quality management plans (WQMP) would be required to address operational best management practices (BMP) to prevent erosion, retain stormwater on-site, and reduce water pollution. During construction, construction contractors would adhere to the Stormwater Pollution Prevention Plan (SWPPP). Adherence to the BMPs in the SWPPP and WQMP would ensure less than significant impacts during construction and operation, respectively. Therefore, this alternative would have similar hydrology and water quality impacts as the ORSC and impacts would be less than significant.

7.5.11 Land Use and Planning

This alternative is consistent with the land use designations of TOP and zoning. Therefore, this alternative does not trigger SB 330 and SB 166 and the need to rezone the parcels south of the ORSC site on Vineyard Avenue. This alternative would have similar impacts as the ORSC regarding consistency with policies in regional and local plans. Overall, this alternative would slightly reduce land use planning impacts compared to the ORSC, and impacts would be less than significant.

7.5.12 Mineral Resources

The ORSC site is not within a regionally or locally significant mineral resource zone. Therefore, no impacts to mineral resources would occur under this alternative. Impacts would be similar in comparison to the ORSC.

7.5.13 Noise

This alternative would result in an increase in transportation and other stationary sources of noise that are common with residential and school land uses. This alternative would generate substantially fewer vehicle trips and VMT compared to the ORSC. As a result, this alternative would eliminate the ORSC's significant traffic noise impact. Additionally, this alternative would substantially reduce noise from youth sports games and tournaments and Minor League Baseball games. Thus, impacts would be reduced, and significant and unavoidable impacts would be eliminated.

7.5.14 Population and Housing

This alternative would result in an increase in both housing and population on-site. The ORSC does not include housing on-site but does trigger SB 330 and SB 166, which requires concurrent land use changes to ensure no net loss of housing in the city. Overall, population and housing impacts would be similar compared to the ORSC and would be less than significant.

7.5.15 Public Services

This alternative would result in an increase in population on-site and a commensurate increase in public service calls. However, the ORSC could generate substantial public service demand during peak events during games, tournaments, and events at the stadium. On a day without an event, this alternative would result in an increase

in impacts compared to the ORSC. However, during events, this alternative would have less impact compared to the ORSC. Overall, impacts of this alternative to public services and facilities would be less than for the ORSC and would be less than significant.

7.5.16 Recreation

This alternative would result in an increase in population in the city, thereby increasing demand for recreation service. Recreation demand from this alternative would be offset through creation of on-site recreational amenities and, if necessary, through payment of in-lieu fees that would offset any increase in demand to less than significant levels. Compared to the ORSC, which provides for 134.42 acres of open space-parkland use, this alternative would increase recreational impacts; however, impacts would be less than significant.

7.5.17 Transportation

This alternative would also generate an increase in vehicle trips and VMT in the city. However, this alternative would generate substantially fewer vehicle trips and VMT compared to the ORSC. Additionally, because this alternative does not trigger any TOP amendments or zone changes, this alternative is not likely to generate VMT that would exceed the citywide average VMT or VMT per service population. Additionally, this alternative does not require a parking and event management plan to reduce transportation hazards. This alternative would eliminate the ORSC's significant transportation impact.

7.5.18 Tribal Cultural Resources

This alternative would result in similar impacts to tribal cultural resources as the ORSC. Like the Proposed Project, ground-disturbing activities that have the potential to unearth tribal cultural resources would be required for the entire 199-acre site and the Offsite Improvement Area associated with the sewer line expansion in the Vineyard Avenue right-of-way. Mitigation would ensure that this alternative would have less than significant impacts. Therefore, this alternative would have similar tribal cultural resources impacts, and impacts would be less than significant.

7.5.19 Utilities and Service Systems

This alternative would also require extension of wet and dry utilities to serve the residences and school within the 199-acre site and the Offsite Improvement Area associated with needed sewer line expansion in the Vineyard Avenue right-of-way. As identified in the water supply assessment (Appendix N), water demand would be higher under this alternative than under the ORSC. Therefore, this alternative is assumed to result in slightly higher impacts to utilities and service systems compared to the ORSC, but impacts would be less than significant.

7.5.20 Wildfire

The ORSC site is not within the wildland-urban interface or in a high fire hazard area. Therefore, no impacts to wildfire would occur under this alternative. This alternative would reduce impacts associated with emergency

access during events at the Minor League Baseball Stadium and City park. Overall, impacts would be similar in comparison to the ORSC.

7.5.21 Conclusion

Ability to Reduce Environmental Impacts

Under the No Project–Armstrong Ranch Alternative, impacts on air quality, energy, land use and planning, and public services would be reduced in comparison to the ORSC. The alternative would also eliminate significant and unavoidable impacts to GHG, noise, and transportation. Impacts to agricultural resources, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, tribal cultural resources, and wildfire would be similar to the ORSC. Recreation and utilities and service system impacts would be greater under this alternative.

Ability to Achieve Project Objectives

While this alternative would reduce impacts in most topical areas and also eliminate significant and unavoidable impacts, the No Project–Armstrong Ranch Alternative would not meet any of the project objectives. Since the ORSC site would be developed as a suburban residential neighborhood, this alternative would not provide a sports complex, consolidate and/or expand the City's athletic programs, or provide a stadium on-site to attract a Minor League Baseball team proximate to OmniTrans bus stops on Riverside. This alternative would also not prioritize development away from existing and future sensitive receptors surrounding the site.

7.6 VINEYARD AVENUE RESIDENTIAL CORRIDOR ALTERNATIVE

The ORSC triggers concurrent rezoning of residential land use off-site to comply with SB 330 and SB 166. The Vineyard Avenue Residential Corridor Alternative would eliminate the need to rezone the residential parcels off-site because this alternative would provide for 36.2 acres of high-density residential (HDR) development along Vineyard Avenue in lieu of some of the multipurpose soccer fields and multiuse baseball/softball/Little League fields in Planning Area 5. Rezoning required under SB 330 and SB 166 would occur onsite along Vineyard Avenue. A site plan for this alternative is shown on Figure 7-2, *Vineyard Avenue Residential Corridor Alternative*. A buildout statistical summary of this alternative is shown in Table 7-3, *Vineyard Avenue Residential Corridor Alternative Statistical Summary*.

Table 7-3 Vineyard Avenue Residential Corridor Alternative Statistical Summary

Land Use	Proposed Project	Vineyard Avenue Residential Corridor Alternative[1]
Acreages		
Hospitality (HOS)	51.57	51.57
Open Space Parkland (OS-R)	134.42	98.22
High Density Residential	0	36.20
Right-of-Way	13.01	13.01
Total Acres	*199*	*199*
Statistical Summary		
Dwelling Units	0	1,267
Population	0	3,246
Commercial Square Footage	540,750	540,750
Stadium Capacity	6,000	6,000
Athletic Fields	13 soccer fields	7 soccer fields
	9 baseball/softball fields	5 baseball/softball fields
Employment	1,026	985
Offsite General Plan Amendment and Rezone		
Triggers SB 330 and SB 166 Offsite?	Yes	No – SB 330 and SB 166 Accommodated Onsite

[1] Assumes 96 percent occupancy and 2.669 people per household based on TOP 2050 buildout assumptions for high density residential land uses. Assumes half as many employees needed (41 fewer) for the reduced sports fields in PA 5.

The Proposed Project would convert 134.42 acres of Low Density Residential (LDR) and Medium Density Residential (MDR) to Open Space-Parkland (OS-R) (see Figure 3-15, *Proposed General Plan Amendment of the Project Area*). This alternative would:

- Convert 98.22 acres of Low Density Residential (LDR) to Open Space-Parkland (OS-R).
- Convert 51.57 acres of Low Density Residential (LDR) to Hospitality (HOS) for a baseball stadium, ancillary/supportive retail, and lodging uses.

This alternative would retain the residential along Vineyard Avenue and would redesignate these parcels from MDR to HDR to comply with SB 330 and SB 166 for the 149.79 acres of residential land being converted from residential to HOS and OS-R land uses.

To accommodate the on-site residential, this alternative would reduce the size of PA 5 by 36.2 acres and would eliminate Parking Structure B. Because of the loss of 36 acres, this alternative would only accommodate 7 soccer/football fields and 5 baseball/softball/Little League fields,[2] as shown on Figure 7-2. All other planning

[2] PA 7 includes one additional baseball/softball/Little League field for a total of 5 baseball/softball/Little League fields under this alternative, 4 of them in PA 5.

areas would remain the same as the ORSC (i.e., PA 1, PA 2, PA 3, PA 4, PA 6, and PA 7). Surface parking in PA 5 (1,000 spaces) and Parking Structure A (1,600 spaces) would be able to accommodate parking for the remaining athletic fields in PA 5.

As a result of the loss of 6 soccer/football fields and 4 baseball/softball/Little League fields, this alternative would decrease the number of sports fields, resulting in a 44 percent decrease in VMT associated with the soccer fields and a 44 percent decrease in VMT associated with the baseball/softball fields. Total trips and VMT would increase with this alternative as a result of the additional trips from the residential component (31 percent increase in VMT on weekdays and 5 percent increase in VMT on weekends). However, average daily VMT per service population (VMT/SP) would fall from 248.6 to 51.79 (79 percent reduction). This is due to the significantly higher service population for this alternative compared to the ORSC.

7.6.1 Aesthetics

This alternative would result in new sources of light and glare on the ORSC site and would alter the agricultural landscape on the ORSC site to accommodate the residential uses along Vineyard Avenue and sports complex, as shown on Figure 7-2. This alternative would result in 5- to 6-story-tall (maximum of 75 feet tall) residential buildings to accommodate the HDR uses along Vineyard Avenue. This alternative would still require sport field and stadium lighting, but to a lesser extent than the ORSC because approximately half the fields would be eliminated. Additionally, receptors to the west and northwest would be buffered from sports field lighting on the ORSC site as a result of the multifamily residential buildings on Vineyard Avenue. As a result, this alternative would reduce aesthetics impacts and impacts would be less than significant.

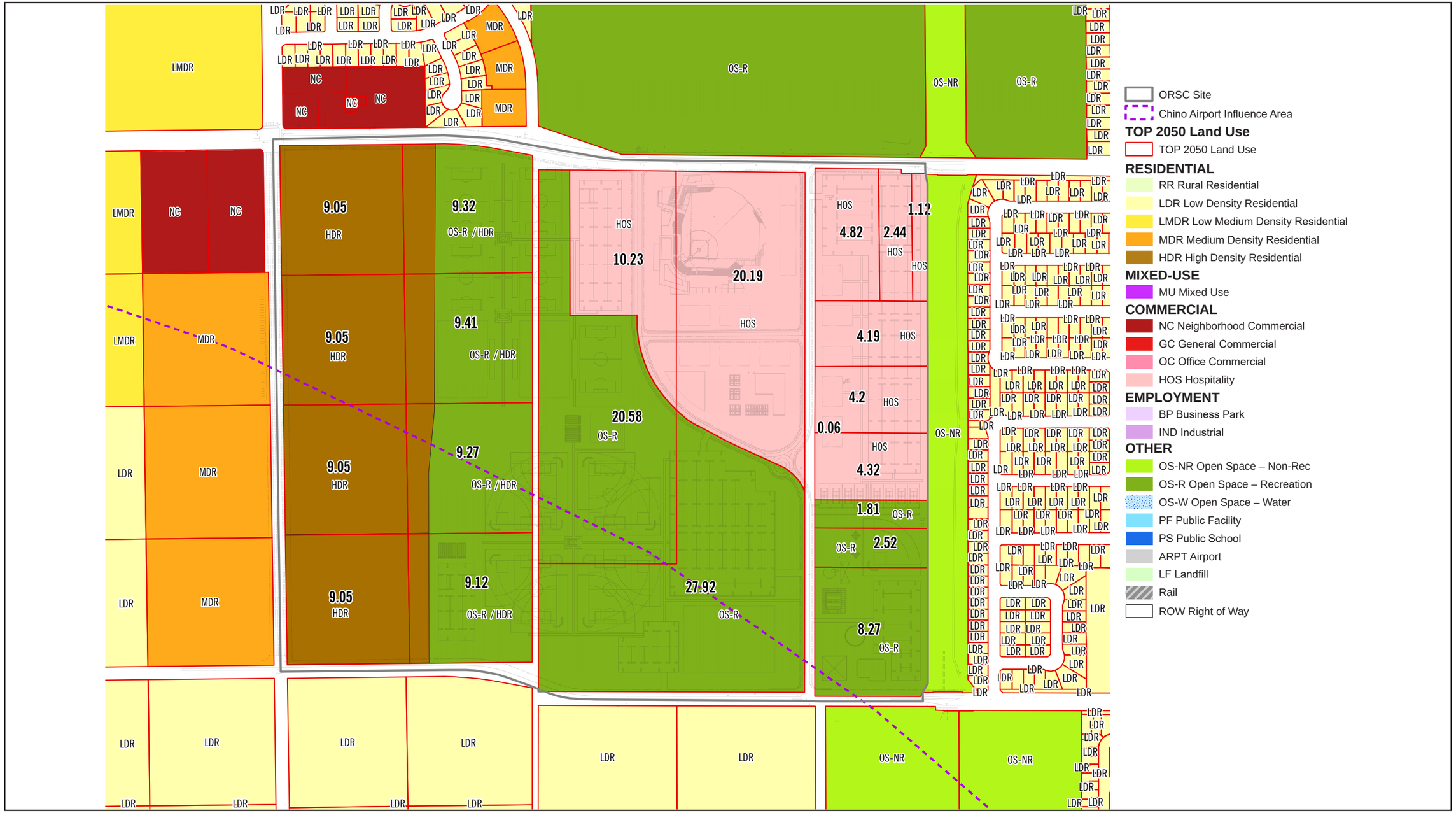
7.6.2 Agriculture and Forestry Resources

This alternative would also result in the loss of important farmland on the 199-acre site. No forestry resource impacts would occur. This alternative would have similar impact as the ORSC to agricultural resources, and impacts would be significant.

7.6.3 Air Quality

This alternative would have similar construction impacts as the ORSC. This alternative eliminates some of the sports fields and would require additional vertical construction for the HDR land uses along Vineyard Avenue. Because this alternative would keep the stadium as part of the land use buildout, several Planning Areas would be developed at the same time so that the stadium and associated amenities can open by March 2026, same as the ORSC. With mitigation, such as Mitigation Measure AQ-1 which would require the use of Tier 4 construction equipment, this alternative would reduce short-term regional and localized significant impacts during construction; and impacts would be less than significant with mitigation.

Figure 7-2 - Vineyard Avenue Residential Corridor Alternative



Source: City of Ontario 2023.

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This alternative would also generate long-term criteria air pollutant emissions that exceed the South Coast AQMD significance thresholds. It would generate higher VOC emissions from consumer product use (e.g., cleaning products, aerosols paints, detergents, personal care products) associated with the additional residential development. The decrease in the number of sports fields would result in a 44 percent decrease in VMT associated with the soccer fields and a 44 percent decrease in VMT associated with the baseball/softball fields. Nonetheless, total trips and VMT would increase with this alternative as a result of the additional trips from the residential component (31 percent increase in VMT on weekdays and 5 percent increase in VMT on weekends). Because vehicle trips and VMT would constitute the greatest operational emission source for both this alternative and the ORSC, this alternative would increase long-term criteria air pollutant emissions compared to the ORSC, and impacts would be significant.

7.6.4 Biological Impacts

This alternative would result in similar impacts to biological resources as the ORSC. Like the Proposed Project, ground-disturbing activities that have the potential to impact sensitive habitat and species would be required for the entire 199-acre site and for off-site infrastructure in the Vineyard Avenue right-of-way. Mitigation would ensure that this alternative would have less than significant impacts. Therefore, this alternative would have similar biological resources impacts, and impacts would be less than significant.

7.6.5 Cultural Resources

This alternative would result in similar impacts to cultural resources as the ORSC. Like the ORSC, ground-disturbing activities that have the potential to unearth cultural resources would be required for the entire 199-acre site and for off-site infrastructure in the Vineyard Avenue right-of-way. Mitigation would ensure that this alternative would have less than significant impacts. Therefore, this alternative would have similar cultural resources impacts, and impacts would be less than significant.

7.6.6 Energy

This alternative would generate an increase in demand for electricity, natural gas, and transportation fuel associated with the operation of 1,267 residential units and the sports complex. New development under both this alternative and the ORSC would be designed and constructed compliant with the latest Energy Efficiency Standards of the California Building Standards Code. This alternative would result in greater vehicle trips and VMT than the ORSC; however, the fuel efficiency of vehicles used by future residents, employees, and visitors under this alternative and the ORSC are the result of increasing fuel efficiency standards established by the EPA and CARB. It is expected that fuel efficiency for vehicles used for both this alternative and the ORSC would improve with time as new more fuel-efficient vehicles incrementally replace less-efficient ones in future years. Nonetheless, energy consumption associated with this alternative would be greater than that of the ORSC. Therefore, this alternative would slightly increase long-term energy impacts compared to the ORSC, and impacts would be less than significant.

7.6.7 Geology and Soils

This alternative would result in similar impacts to geology and soils, including paleontological resources, as the ORSC. Like the Proposed Project, ground-disturbing activities that have the potential to unearth paleontological resources would be required for the entire 199-acre site and Offsite Improvement Area associated with the sewer extension in the Vineyard Avenue right-of-way. Adherence to the recommendations in the soils and geohazards studies and mitigation for paleontological resources would ensure that this alternative would have less than significant impacts. Therefore, this alternative would have similar geology and soils impacts, and impacts would be less than significant.

7.6.8 Greenhouse Gas Emissions

This alternative would also generate a substantial increase in GHG emissions. The decrease in the number of sports fields would result in a 44 percent decrease in VMT associated with the soccer fields and a 44 percent decrease in VMT associated with the baseball/softball fields. Total trips and VMT would increase with this alternative as a result of the additional trips from the residential component (31 percent increase in VMT on weekdays and 5 percent increase in VMT on weekends). However, average daily VMT per service population (VMT/SP) would fall from 248.6 to 51.79 (79 percent reduction). This is due to the significantly higher service population for this alternative compared to the ORSC. Because vehicle trips and VMT would constitute the greatest operational GHG emission source for both this alternative and the ORSC, this alternative would also exceed the City's no net increase threshold for GHG emissions. Therefore, this alternative would reduce impacts associated with consistency with the plans adopted for the purpose of reducing GHG emissions but would not eliminate the ORSC's significant GHG impact.

7.6.9 Hazards and Hazardous Materials

This alternative would result in similar impacts to hazards and hazardous materials as the ORSC. Like the Proposed Project, ground-disturbing activities would be required for the entire 199-acre site to remove the manure from past dairy operations. Adherence to the recommendations in the Phase I and Phase II Environmental Site Assessments would have less than significant impacts. Additionally, residential uses on Vineyard Avenue would have similar operational phase hazards as the ORSC. This alternative would reduce impacts associated with emergency access during events at the Minor League Baseball Stadium and City park. Overall, this alternative would have similar hazards and hazardous material impacts as the ORSC, and impacts would be less than significant.

7.6.10 Hydrology and Water Quality

This alternative would result in similar impacts to hydrology and water quality as the ORSC. Like the Proposed Project, hydrology studies and preliminary WQMPs would be required to address operational BMPs to prevent erosion, retain stormwater on-site, and reduce water pollution. During construction, construction contractors would adhere to the SWPPP. Adherence to the BMPs in the SWPPP and WQMP would ensure less than significant impacts during construction and operation, respectively. Therefore, this alternative would have similar hydrology material impacts as the ORSC and impacts would be less than significant.

7.6.11 Land Use and Planning

While this alternative triggers SB 330 and SB 166, the concurrent land use change would be confined to the ORSC site, and there would be no need to rezone the parcels south of the ORSC site on Vineyard Avenue. This alternative would have similar impacts associated with consistency with policies in regional and local plans. Overall, this alternative would slightly reduce land use planning impacts compared to the ORSC, and impacts would be less than significant.

7.6.12 Mineral Resources

The ORSC site is not within a regionally or locally significant mineral resource zone. Therefore, no impacts to mineral resources would occur under this alternative. Impacts would be similar in comparison to the ORSC.

7.6.13 Noise

This alternative would decrease the number of sports fields, resulting in a 44 percent decrease in VMT associated with the soccer fields and a 44 percent decrease in VMT associated with the baseball/softball fields. Total trips and VMT would increase with this alternative as a result of the additional trips from the residential component (31 percent increase in VMT on weekdays and 5 percent increase in VMT on weekends). As a result, this alternative would result in a slight increase in traffic noise impacts. This alternative would reduce sports field noise from games and tournaments because there would be fewer fields within the ORSC site. The high density residential component of this project on Vineyard Avenue would buffer receptors to the west and northwest from sports field noise. Overall, this alternative would result in slightly greater noise impacts compared to the ORSC.

7.6.14 Population and Housing

This alternative would result in an increase in housing and population on-site. The ORSC does not include housing but does trigger SB 330 and SB 166, which requires concurrent land use changes to ensure no net loss of housing in the city. SB 330 and SB 166 requires no net loss of residential capacity citywide. While this alternative would increase housing onsite, overall housing capacity citywide would be the same. Therefore, population and housing impacts would be similar compared to the ORSC and would be less than significant.

7.6.15 Public Services

This alternative would result in an increase in population on-site and a commensurate increase in public service calls. On a day with an event, this alternative would slightly reduce impacts compared to the ORSC because there would be fewer fields for games and tournaments. Overall, impacts of this alternative to public services and facilities would be less than that of the ORSC and would be less than significant.

7.6.16 Recreation

This alternative would result in an increase in population in the city, thereby increasing demand for recreation service. Recreation demand from this alternative would be offset through creation of on-site recreational

amenities and, if necessary, through payment of in-lieu fees that would offset any increase in demand to less than significant levels. Compared to the ORSC, which provides for 134.42 acres of open space-parkland use, this alternative would slightly increase recreational impacts; however, impacts would be less than significant.

7.6.17 Transportation

This alternative would generate an increase in vehicle trips and VMT in the city. The decrease in the number of sports fields would result in a 44 percent decrease in VMT associated with the soccer fields and a 44 percent decrease in VMT associated with the baseball/softball fields. However, total trips and VMT would increase with this alternative because of the additional trips from the residential component (31 percent increase in VMT on weekdays and 5 percent increase in VMT on weekends). However, average daily VMT per service population (VMT/SP) would fall from 248.6 to 51.79 (79 percent reduction). This is due to the significantly higher service population for this alternative compared to the ORSC. Therefore, this alternative would substantially reduce but would not eliminate the ORSC's significant transportation impact.

7.6.18 Tribal Cultural Resources

This alternative would result in similar impacts to tribal cultural resources as the ORSC. Like the Proposed Project, ground-disturbing activities that have the potential to unearth tribal cultural resources would be required for the entire 199-acre site and the Offsite Improvement Area associated with the sewer line in the Vineyard Avenue right-of-way. Mitigation would ensure that this alternative would have less than significant impacts. Therefore, this alternative would have similar tribal cultural resources impacts, and impacts would be less than significant.

7.6.19 Utilities and Service Systems

This alternative would require extension of wet and dry utilities to serve the residential, commercial/hospitality, and recreational facilities within the 199-acre site and also may warrant extension of the sewer in the Vineyard Avenue right-of-way. Water demand would be higher under this alternative compared to the ORSC as a result of the residential units in addition to the City park land uses. Therefore, this alternative would result in slightly higher impacts to utilities and service systems compared to the ORSC, but impacts would be less than significant.

7.6.20 Wildfire

The ORSC site is not within the wildland-urban interface or in a high fire hazard area. Therefore, no impacts to wildfire would occur under this alternative. This alternative would reduce impacts associated with emergency access during events at the Minor League Baseball Stadium and City park. Overall, impacts would be similar in comparison to the ORSC.

7.6.21 Conclusion

Ability to Reduce Environmental Impacts

Under the Vineyard Avenue Residential Corridor Alternative, impacts on aesthetics, GHG emissions, land use and planning, public services, and transportation would be reduced in comparison to the ORSC. This alternative would have similar impacts for agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, tribal cultural resources, and wildfire. Air quality, energy, and recreation impacts would be greater under this alternative.

Ability to Achieve Project Objectives

This alternative would reduce impacts to many of the environmental resources areas and substantially reduce the ORSC's transportation impact. The Vineyard Avenue Residential Corridor Alternative would also meet the project objectives, but to a lesser extent than the ORSC since fewer sports fields would be constructed. This alternative would also not prioritize development away from sensitive receptors as the residential corridor would place high density land uses proximate to existing future sensitive receptors on Vineyard Avenue.

7.7 ALTERNATE STADIUM LOCATION ON-SITE ALTERNATIVE

The Alternate Stadium Location On-Site Alternative would shift the Minor League Baseball stadium to farther away from sensitive receptors on Riverside Drive and Plymouth Avenue. As a result, commercial and hospitality uses in PA 1, 2, 3, and 4 would be shifted to the southwest corner of the site, and some of the baseball/softball fields and surface parking would be shifted to the northeast, as shown on Figure 7-3, *Alternate Stadium Location On-Site Alternative*. Buildout of this alternative would have the same number of fields, stadium capacity, and nonresidential square footage as the ORSC.

7.7.1 Aesthetics

This alternative would result in new sources of light and glare on the ORSC site and would alter the agricultural landscape on the ORSC site to accommodate the commercial, hospitality, and city park land uses, as shown on Figure 7-3. This alternative would relocate the stadium to the southwest corner of the site near Vineyard Avenue and Chino Avenue. The lighting associated with the stadium is the most intense lighting on the ORSC site. Relocating the fields to the southwest portion of the ORSC site would substantially reduce light and glare from the stadium component at existing residential uses. As a result, this alternative would reduce aesthetics impacts, and impacts would be less than significant.

7.7.2 Agriculture and Forestry Resources

This alternative would also result in the loss of important farmland on the 199-acre site. No forestry resource impacts would occur. This alternative would have similar impact as the ORSC to agricultural resources, and impacts would be significant.

7.7.3 Air Quality

This alternative would have the same construction impacts as the ORSC. This alternative would also generate the same long-term criteria air pollutant emissions as the ORSC. Because this alternative would keep the stadium as part of the land use buildout, several Planning Areas would be developed at the same time so that the stadium and associated amenities can open by March 2026, same as the ORSC. With mitigation, such as Mitigation Measure AQ-1 which would require the use of Tier 4 construction equipment, this alternative would reduce short-term regional and localized significant impact during construction; and impacts would be less than significant.

Overall, this alternative would result in the same short-term and long-term air pollutant emissions impact compared to the ORSC, and impacts would be significant.

7.7.4 Biological Impacts

This alternative would result in similar impacts to biological resources as the ORSC. Like the Proposed Project, ground-disturbing activities that have the potential to impact sensitive habitat and species would be required for the entire 199-acre site and for off-site infrastructure. Mitigation would ensure that this alternative would have less than significant impacts. Therefore, this alternative would have similar biological resources impacts, and impacts would be less than significant.

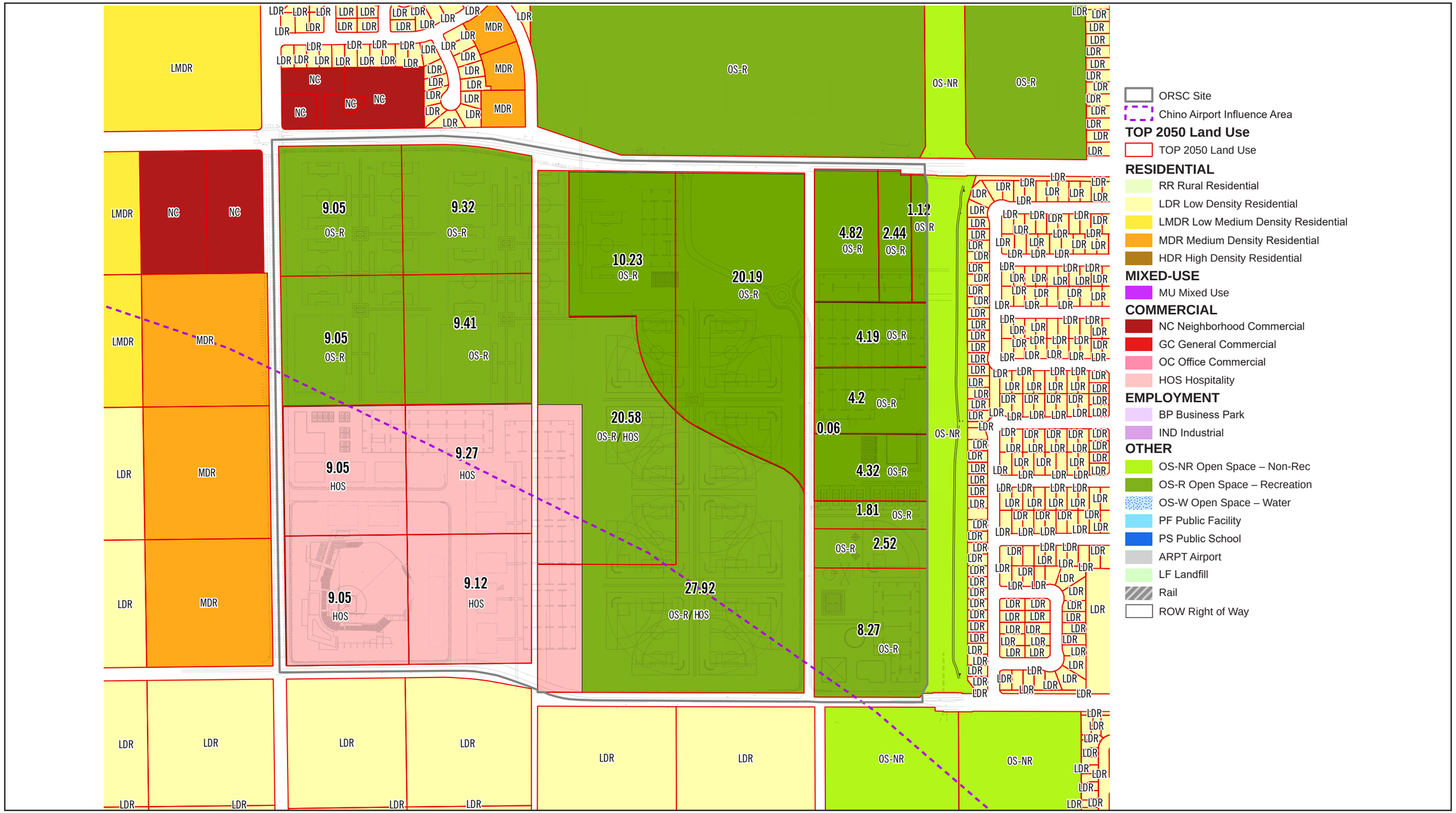
7.7.5 Cultural Resources

This alternative would result in similar impacts to cultural resources as the ORSC. Like the Proposed Project, ground-disturbing activities that have the potential to unearth cultural resources would be required for the entire 199-acre site and for off-site infrastructure. Mitigation would ensure that this alternative would have less than significant impacts. Therefore, this alternative would have similar cultural resources impacts, and impacts would be less than significant.

7.7.6 Energy

This alternative would have the same energy demand as the ORSC. New development under both this alternative and the ORSC would be designed and constructed compliant with the latest Energy Efficiency Standards of the California Building Standards Code. Moreover, the fuel efficiency of vehicles used by future residents, employees, and visitors under this alternative and the ORSC are the result of increasing fuel efficiency standards established by the EPA and CARB, and vehicle trips and VMT generated by the ORSC and this alternative would be the same. Therefore, this alternative would have similar impacts to energy, and impacts would be less than significant.

Figure 7-3 - Alternate Stadium Location On-Site Alternative



Source: City of Ontario 2023.

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7.7.7 Geology and Soils

This alternative would result in similar impacts to geology and soils, including paleontological resources, as the ORSC. Like the Proposed Project, ground-disturbing activities that have the potential to unearth paleontological resources would be required for the entire 199-acre site and for off-site infrastructure. Adherence to the recommendations in the soils and geohazards studies and mitigation for paleontological resources would ensure that this alternative would have less than significant impacts. Therefore, this alternative would have similar geology and soils impacts, and impacts would be less than significant.

7.7.8 Greenhouse Gas Emissions

Operationally, this alternative would constitute the same land use types and sizes and vehicle trip and VMT generation as the ORSC. Therefore, this alternative would also generate a substantial increase in GHG emissions beyond existing conditions, and GHG emissions would be significant, the same as for the ORSC.

7.7.9 Hazards and Hazardous Materials

This alternative would result in similar impacts to hazards and hazardous materials as the ORSC. Like the Proposed Project, ground-disturbing activities would be required for the entire 199-acre site to remove manure from past dairy operations. Adherence to the recommendations in the Phase I and Phase II Environmental Site Assessments would have less than significant impacts. Therefore, this alternative would have similar hazards and hazardous material impacts as the ORSC, and impacts would be less than significant.

7.7.10 Hydrology and Water Quality

This alternative would result in similar impacts to hydrology and water quality as the ORSC. Like the Proposed Project, hydrology studies and preliminary WQMPs would be required to address operational BMPs to prevent erosion, retain stormwater onsite, and reduce water pollution. During construction, construction contractors would adhere to the SWPPP. Adherence to the BMPs in the SWPPP and WQMP would ensure less than significant impacts during construction and operation, respectively. Therefore, this alternative would have similar hydrology and water quality impacts as the ORSC and impacts would be less than significant.

7.7.11 Land Use and Planning

This alternative would trigger the need for concurrent rezoning of the residential land uses on Vineyard Avenue south of the ORSC site to meet SB 330 and SB 166. This alternative have similar impacts regarding consistency with policies in regional and local plans. Overall, this alternative would have the same land use planning impacts as the ORSC, and impacts would be less than significant.

7.7.12 Mineral Resources

The ORSC site is not within a regionally or locally significant mineral resource zone. Therefore, no impacts to mineral resources would occur under this alternative. Impacts would be similar in comparison to the ORSC.

7.7.13 Noise

This alternative would relocate the stadium to the southwest corner of the site near Vineyard Avenue and Chino Avenue. As a result, noise associated with baseball and other events (e.g., concerts) at the Minor League Baseball stadium would be substantially lessened at off-site sensitive receptors because the stadium would be adjacent to agricultural land uses on Chino Avenue. This alternative would shift some of the sports fields toward Ontario Avenue and Riverside Drive, but noise from these fields is anticipated to be much lower than from the Minor League Baseball stadium. Traffic noise would be the same as the ORSC. Overall, this alternative would substantially reduce noise impacts compared to the ORSC.

7.7.14 Population and Housing

This alternative, like the Proposed Project, would not result in an increase in population and housing on-site. This alternative would trigger SB 330 and SB 166, which requires concurrent land use changes to ensure no net loss of housing in the city. Overall, population and housing impacts would be similar to the ORSC and less than significant.

7.7.15 Public Services

Impacts of this alternative to public services and facilities would be the same as the ORSC and less than significant.

7.7.16 Recreation

Compared to the ORSC, this alternative would result in the same acreage of open space-parkland use on-site. Therefore, this alternative would have the same impacts as the ORSC, and impacts would be less than significant.

7.7.17 Transportation

This alternative would also generate an increase in vehicle trips and VMT in the city. VMT per service population (VMT/SP) would be the same for this alternative as for the ORSC. Moving the stadium and associated parking structure to the southwest would make Chino Avenue the primary entry point for event traffic (assuming parking is shifted as well), which may improve access because Chino Avenue is expected to carry lower through-traffic volumes. Pedestrian access is expected to be the same because sidewalks are proposed for all streets. Transit access would be less direct, with service only along Riverside Drive. Moving the stadium could improve the separation between the city park sports fields and the stadium, improving traffic operations during weekends with multiple major events (e.g., simultaneous concert and tournament). Therefore, this alternative would reduce but would not eliminate the ORSC's significant transportation impact.

7.7.18 Tribal Cultural Resources

This alternative would result in similar impacts to tribal cultural resources as the ORSC. Like the Proposed Project, ground-disturbing activities that have the potential to unearth tribal cultural resources would be

required for the entire 199-acre site and Offsite Improvement Area associated with the sewer line in the Vineyard Avenue right-of-way. Mitigation would ensure that this alternative would have less than significant impacts. Therefore, this alternative would have similar tribal cultural resources impacts, and impacts would be less than significant.

7.7.19 Utilities and Service Systems

This alternative would also require extension of wet and dry utilities to serve the residential, commercial/hospitality, and recreational facilities on the 199-acre site and would also require extension of the sewer line in the Vineyard Avenue right-of-way. This alternative would have the same impacts to utilities and service systems, and impacts would be less than significant.

7.7.20 Wildfire

The ORSC site is not within the wildland-urban interface or in a high fire hazard area. Therefore, no impacts to wildfire would occur under this alternative. Impacts would be similar in comparison to the ORSC.

7.7.21 Conclusion

Ability to Reduce Environmental Impacts

Under the Alternate Stadium Location On-Site Alternative, impacts on aesthetics, noise, and transportation would be substantially reduced in comparison to the ORSC. This alternative would have similar impacts to the ORSC for all other environmental resources.

Ability to Achieve Project Objectives

The Alternate Stadium Location On-Site Alternative would not meet fundamental Objective 6 and Objective 7. Under this Alternative the bus stops would be over a quarter of a mile from the stadium entrance. This alternative would also shift the stadium away from the center location within the 199-acre ORSC, across from the Whispering Winds golf to the southwest corner of the site, which would be proximate to future sensitive receptors along the Vineyard Avenue corridor.

7.8 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. One alternative has been identified as "environmentally superior" to the Proposed Project:

- Alternate Stadium Location On-Site Alternative

The Alternate Stadium Location On-Site has been identified as the environmentally superior alternative. As shown in Table 7-4, *Summary of Impacts of Alternatives Compared to the Proposed Project*, and Table 7-5, *Ability of Each Alternative to Meet the Project Objectives*, this alternative would substantially lessen impacts associated with

7. Alternatives to the Proposed Project

aesthetics, noise, and transportation while still meeting several the project objectives but would not meet fundamental Project Objective 6 and Objective 7. The remaining impacts are generally the same as the ORSC.

"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" (CEQA Guidelines Section 15126.6[c]).

Table 7-4 Summary of Impacts of Alternatives Compared to the Proposed Project

Topic	Proposed Project	No Project–No Development Alternative	No Project–Armstrong Ranch Alternative	Vineyard Avenue Residential Corridor Alternative	Alternate Stadium Location On-Site Alternative
Aesthetics	LTS	–	–	–	–
Agricultural & Forestry Resources	S/U	–*	=	=	=
Air Quality	S/U	–*	–	+	=
Biological Resources	LTS/M	–	=	=	=
Cultural Resources	LTS/M	–	=	=	=
Energy	LTS	–	–	+	=
Geology and Soils	LTS/M	–	=	=	=
GHG Emissions	S/U	–*	–*	–	=
Hazards and Hazardous Materials	LTS/M	+	=	=	=
Hydrology and Water Quality	LTS	–	=	=	=
Land Use and Planning	LTS	–	–	–	=
Mineral Resources	LTS	=	=	=	=
Noise	S/U	–*	–*	+	–
Population and Housing	LTS	–	=	=	=
Public Services	LTS	–	–	–	=
Recreation	LTS	+	+	+	=
Transportation	S/U	–*	–*	–	–
Tribal Cultural Resources	LTS/M	–	=	=	=
Utilities and Service Systems	LTS	–	+	+	=
Wildfire	LTS/M	=	=	=	=

Notes: LTS = Less than Significant; LTS/M = Less than Significant with Mitigation Incorporated; S/U = Significant and Unavoidable
(*) The alternative would eliminate an impact of the Proposed Project and impacts would be substantially reduced.
(–) The alternative would result in less of an impact than the Proposed Project.
(+) The alternative would result in greater impacts than the Proposed Project.
(++) The alternative would result in substantially greater impacts than the Proposed Project, triggering a significant unavoidable impact.
(=) The alternative would result in the same/similar impacts as the Proposed Project.

Table 7-5 Ability of Each Alternative to Meet the Project Objectives

Objective	Proposed Project	No Project–No Development Alternative	No Project–Armstrong Ranch Alternative	Vineyard Avenue Residential Corridor Alternative	Alternate Stadium Location On-Site Alternative
1. Support the community's vision for a "premier" city by providing the opportunity to incorporate comprehensive public facilities programing, including the development of a sports complex with associated mixture of uses.	Yes	No	No	Yes, to a Lesser Extent	Yes
2. Consolidate City sports park operation.	Yes	No	No	Yes, to a Lesser Extent	Yes
3. Expand recreational opportunities in support of youth and adult soccer, baseball, softball, basketball, and volleyball.	Yes	No	No	Yes, to a Lesser Extent	Yes
4. Broaden sports programs to include aquatics, tennis and pickleball programs for youth and adults.	Yes	No	No	Yes	Yes
5. Provide a high-quality stadium for a minor league sports team.	Yes	No	No	Yes	Yes
6. Allow for safe, convenient transit access from the Stadium to OmniTrans bus stops on Riverside Drive.	Yes	No	No	No	No
7. Prioritize development away from sensitive receptors."	Yes	No	No	No	No

7. Alternatives to the Proposed Project

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8. Impacts Found Not to Be Significant

California Public Resources Code 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 State California Environmental Quality Act (CEQA) Guidelines (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 proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment." The Guidelines allow use of an Initial Study to document project effects that are less than significant (Guidelines Section 15063[a]). 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.

As described in the Notice of Preparation prepared for the Proposed Project, the City of Ontario determined a full-scope Draft EIR would be required to evaluate all impacts in the 20 environmental categories; therefore, all categories are evaluated in Chapter 5, *Environmental Analysis,* of this Draft EIR.

8. Impacts Found Not to Be Significant

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9. Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the Proposed Project should it be implemented. Specifically, the CEQA Guidelines state:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvements which provide 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.

In the case of the ORSC, implementation would cause the following significant and irreversible changes. No significant irreversible changes would arise from the map changes associated with the offsite General Plan Amendment and Rezone.

- Implementation of the ORSC and extension of the sewer alignment in the Offsite Improvement Area would include 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. Operationally, development on the ORSC site would require the use of electricity, fossil fuels, and water. The commitment of resources required for the construction and operation of the ORSC would limit the availability of such resources for future generations or other uses during the life of the ORSC.

- An increased commitment of social services and public maintenance services (e.g., police, fire, and 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.

- The uses associated with the ORSC would increase vehicle trips over the long term. Emissions associated with such vehicle trips would contribute to the South Coast Air Basin's nonattainment designation for ozone (O_3) and particulate matter ($PM_{2.5}$ and PM_{10}).

- Development of the ORSC site is a long-term, irreversible commitment of land.

9. Significant Irreversible Changes Due to the Proposed Project

Given the low likelihood that the land would revert to its current condition, the ORSC would generally commit future generations to these environmental changes.

10. Growth-Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the Proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. 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 Proposed 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 EIR.

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?

Approval and development of the ORSC would involve the extension of infrastructure to service the proposed recreational, service, and stadium uses. The ORSC site consists primarily of agricultural land (ranching and farming), a limited number of residences, and miscellaneous commercial uses such as a nursery, which are currently served by limited infrastructure. The Proposed Project would develop the ORSC site with urban uses, which would include construction of infrastructure extensions and improvements, such as roadways, storm drains, water pipes, solid waste collection systems, and energy/communication extensions.

10. Growth-Inducing Impacts of the Proposed Project

Option 2 sewer improvements in the Offsite Improvement Area would extend sewer lines from the ORSC site to Eucalyptus Avenue, which could include growth in the Ontario Ranch as a result of expansion of services. Impacts to sewer facilities are discussed further in Section 5.19, *Utilities and Service Systems*.

In addition, the ORSC would increase the demand for electricity, which could require expansion of energy infrastructure provided by Southern California Edison, and may require expansion of natural gas infrastructure provided by the Southern California Gas Company. While these improvements are consistent with the City's utility master plans, the construction of these improvements could facilitate the further urbanization of the Proposed Project vicinity, which primarily consists of the agricultural uses. Impacts to existing utilities and service systems and potential needs for future improvements are discussed further in Section 5.19, *Utilities and Service Systems*.

The Proposed Project includes the extension of Vineyard Avenue between Riverside Drive and Chino Avenue. Additionally, the Proposed Project would also involve expansion of Chino Avenue between Vinyard Avenue and the Cucamonga Channel to its ultimate full-width right-of-way (ROW) and Riverside Drive to its half-width ROW. It would also improve internal roadways (e.g., Ontario Avenue) to accommodate the increased trips under the ORSC. These expansions could induce further growth in the Ontario Ranch area pursuant to TOP 2050. Transportation impacts are analyzed in Section 5.17, *Transportation*.

Furthermore, the Proposed Project would involve land use changes to the ORSC site to accommodate the proposed recreational, hospitality, and commercial uses. The Proposed Project also includes concurrent redesignation of the residential parcels in the Vineyard Corridor south of the ORSC site to achieve a no-net-loss in housing units in accordance with Senate Bill (SB) 330 and SB 166. As a result of these changes, the Proposed Project would result in a surplus of 180 housing units (see Chapter 3, *Project Description*, Section 3.3.4, *The Ontario Plan and Zone Changes*). Therefore, the land use changes under the Proposed Project induce additional growth in the Ontario Ranch area.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

While the Proposed Project would not directly contribute to population growth in the City, the specific uses under the ORSC would result in a higher number of average daily visitors to the ORSC site when compared to the development proposed under the Armstrong Ranch Specific Plan, specifically during stadium events and sports tournaments at the proposed sports facilities. This may require additional/expanded public services facilities (fire and police). As discussed in Section 5.15, *Public Services,* impacts to public services would be less than significant with review of individual site plans by the fire and police departments for site-specific requirements and payment of developer impact fees.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

During construction of the ORSC site and Offsite Improvement Area, a number of design, engineering, and construction jobs would be created. Construction employees would be absorbed from the regional labor force,

and the construction of the ORSC would not attract a substantial number of new workers to the region. The operation of the ORSC would result in 1,026 new jobs in the city.

Activities under the ORSC could also result in increased business and economic opportunities in the vicinity of the ORSC site. For example, attendees of stadium events and sports games/practices at the city park facilities may seek goods and services from the nearby commercial centers due to their proximity. Environmental impacts could therefore occur if the increased demand from the ORSC causes development or redevelopment of retail/restaurant/commercial uses in the City. However, the Proposed Project would not directly result in redevelopment of other land uses in the City.

The land use changes under the Proposed Project include redesignation of the ORSC site to accommodate the stadium, retail, and recreational uses of the ORSC and concurrent redesignation of the residential parcels in the Vineyard Corridor south of the ORSC site to achieve no net loss in housing units in accordance with SB 330 and SB 166. As a result of these changes, the Proposed Project would result in a surplus of 180 housing units, referred to as the GPA and Rezone throughout this Draft EIR (see Chapter 3, *Project Description*, Section 3.3.4, *The Ontario Plan and Zone Changes*). The GPA and Rezone would create additional housing capacity in the City and would result in an increased population. These additional residents would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the City, resulting in increased demand for these services. However, as described in Section 5.14, *Population and Housing*, this increase would represent a small increase a 0.25 percent increase in population compared to SCAG's 2045 forecast and a 0.16 percent increase when compared to TOP 2050's population buildout forecast, which is likely to have a negligible effect on the market for good and services in region. Although the Proposed Project would have indirect growth-inducing effects, these effects would not create a significant impact on 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?

As identified above, the ORSC would require land use changes, including the redesignation and rezoning of the ORSC site for Open Space-Parkland/Open Space-Recreation and Hospitality/Convention Center. The Proposed Project also includes concurrent redesignation of the residential parcels in the Vineyard Corridor south of the ORSC site to achieve no net loss in housing units in accordance with SB 330 and SB 166. The ORSC site is primarily surrounded by agricultural uses that have been designated for future urban development under TOP as part of the City's vision to develop the master-planned Ontario Ranch community. TOP 2050 designates a majority of the undeveloped land surrounding the ORSC site as Low Density Residential. The ORSC would serve as a regional destination for sports-related activities and events; and therefore, could induce the development of more supporting commercial uses in the place of residential. However, these would require full environmental analysis of the impacts of such actions.

The ORSC does not propose changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes) to implement this project. The ORSC would comply with all applicable City plans, policies, and ordinances to ensure that there are no conflicts with adopted land development regulations and that any environmental impacts are minimized. Therefore, the Proposed Project,

10. Growth-Inducing Impacts of the Proposed Project

in and of itself, would not be a precedent-setting action; however, the approval of a regional sports destination in Ontario Ranch could influence the development of additional supporting commercial uses in the area to serve the increased demand of visitors. Nonetheless, the impacts of subsequent similar actions would require environmental analysis and associated mitigation to ensure that such subsequent impacts would not significantly affect the environment.

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PLACEWORKS