

Section 6.0: Cumulative Impacts

Section 15355 of the State CEQA Guidelines describes *cumulative impacts* as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. These individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment resulting from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

6.1 RELATED PROJECTS

Section 15130(b) of the State CEQA Guidelines describes an adequate discussion of cumulative impacts as one which includes either of the following elements:

- a) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- b) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The proposed *Guasti Plaza Specific Plan Amendment* would allow the development of as many as 500 dwelling units within the Specific Plan area as an alternative to the planned 450,000 square feet of office uses. There are several other developments proposed or under construction within the Specific Plan area and near the site, which are considered related projects, in terms of the cumulative impacts of the project.

For the purposes of the cumulative effects analysis, planned developments in the project area and reasonably foreseeable future developments in the surrounding area have been considered. These related projects include those planned, proposed or under construction within 2 miles of the project site in 2009, as developed in coordination with the City of Ontario staff. The related projects in the City of Ontario are presented in Table 6-1, *Related Projects in Ontario*.

**TABLE 6-1
RELATED PROJECTS IN ONTARIO**

Project Name	Location	Description	Project Status
1. High Desert Hospitality, LLC - (PDEV02-079)	1.92 acres at the northwest corner of Lotus Avenue and Shelby Street	92-room, three-story hotel within Wagner Specific Plan	Under Construction
2. Frank Smiderle (PDEV04-032)	8.80 acres on the south side of Fourth Street, approximately 400 feet west of Archibald Avenue	49 single family homes	Under Construction
3. C.R. Carney Architects (PDEV04-063)	4.14 acres located at the northwest corner of Guasti Road and Sequoia Avenue	4 industrial buildings with 78,190 square feet	Approved
4. Meer Capital Partners (PDEV04-067)	21.44 acres at the northwest corner of Inland Empire Blvd. and Turner Avenue	332 condominiums within the Ontario Festival Specific Plan	Plan Check
5. Pierce Cooley Architects	7.34 acres at the northwest	5 retail stores with 74,250 square	Under

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Project Name	Location	Description	Project Status
(PDEV05-029)	corner of Inland Empire and Ferrari Lane	feet	Construction
6. Hunttec Development, Inc. (PDEV05-042)	0.85 acres at 1655 & 1673 Fourth Street	9 residential condominiums	Plan Check
7. Dale Fowler (PDEV05-055)	5.56 acres at 1650 S. Vineyard Avenue	2 industrial buildings with 102,488 square feet	Building Permits Approved
8. Sievash Barmand (PDEV05-065)	4.90 acres at the southeast corner of Inland Empire Blvd. & Archibald Avenue	A Development Plan to construct 4 commercial buildings totaling 125,959 square feet within the C3 zone.	Under Construction
9. Crossroad Partners, L.P. (PDEV05-066)	9.50 acres at the south side of Guasti Road between Turner & Haven Avenues	3 office buildings with 350,000 square feet	Under Construction
10. PGP Partners, Inc. (PDEV06-001)	9.50 acres on the south side of the 10 Freeway west of Turner Avenue	6-story office building and 2 retail buildings with 160,517 square feet	Built but not occupied
11. Toll Bros. Inc. (PDEV06-008)	9.32 acres on the south side of Villa Villagio, between Via Asti and Via Alba	381 multi-family dwelling units and 568,018 square feet of commercial retail uses	Plan Check
12. Panattoni Development Co. - (PDEV06-018)	2.23 acres the northwest corner of Concours Street & Duesenberg Drive	2 office buildings with 29,745 square feet	Plan Check
13. Panattoni Dev. Co. (PDEV06-019)	1.30 acres located at the northeast corner of Concours St. & Duesenberg Dr.	A 23,484 square-foot 2-story office building	Plan Check
14. Fletcher Development (PDEV06-037)	1.13 acres located on the southwest corner of Ontario Mills Circle and Franklin Ave.	A 6,553 square-foot commercial building	Under Construction
15. Fazi Bostajani (PDEV06-046)	1.15 acres located near the southwest corner of Holt Blvd. & Grove Ave.	Three industrial buildings totaling 14,395 square feet	Permit Process
16. Shiv Talwar, AIA (PDEV06-0580)	1.40 acres located north of the I-10 Freeway, south of Shelby St. and west of Haven Ave.	An approximate 122 room 4-story hotel with subterranean parking	Plan Check
17. MCP Ontario Festival, LLC (PDEV07-018)	4.10 acres on the north side of Inland Empire Blvd. between Archibald and Turner Avenues	6 commercial office buildings with 57,130 square feet	Plan Check
18. RMS Turner Empire, LLC (PDEV07-019)	2.8 acres at the northwest corner of Inland Empire Blvd. and Turner Avenue	3 commercial buildings with 30,762 square feet	Approved
19. Clean Energy (PDEV01-027)	Near the northwest corner of Haven Avenue and Airport Drive	natural gas fueling facility	Permit Process
20. TGA Development & Engineer - (PDEV07-033)	3.46 acres at the southeast corner of the I-10 Freeway and Haven Avenue	175-room hotel	Plan Check
21. Royal Street Communication - (PDEV07-040)	0.54 acres at the northeast corner of Carlos Avenue and Elm Court - 2001 E. Elm Court	50-foot tall wireless monopine telecommunications facility with a 375 square-foot equipment shelter	Permit Process
22. TGA Development & Engineer - (PDEV07-042)	3.30 acres at the southeast corner of the I-10 Freeway	97,087 square-foot, 160 room, 4-story hotel	Approved

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TABLE 6-1
RELATED PROJECTS IN ONTARIO

Project Name	Location	Description	Project Status
	and Haven Avenue		
23. Hillwood Investment (PDEV07-044)	15.19 acres within the Business Park designation of the Hofer Ranch Airport Business Park Specific Plan	11 industrial buildings with 248,865 square feet	Permit Process
24. Vineyard & Acacia JP/DF, LLC - (PDEV07-045)	2.11 acres on the southwest corner of Acacia Street and Vineyard Avenue	42,959-square-foot industrial building	Approved
25. OM Guasti, LLC (PDEV07-049)	3.00 acres on the south side of Guasti Road between Archibald and Turner Avenues	114,654-square-foot, 2-story office building north of mansion	Plan Check
26. Ryan Companies US, Inc. (PDEV07-53)	4.34 acres at the northeast corner of E. Ontario Center Parkway and N. Via Piamonte	262-full room service hotel	Permit Process
27. Panattoni Dev. Company, LLC - (PDEV08-003)	9.32 acres on the south side of Fourth Street between Via Asti and Via Alba	1 commercial building with 9,685 square feet two restaurants with 53,034 square feet	Approved
28. Panattoni Dev. Company (PDEV08-011)	4.6 acres located at the northwest corner of Concors and Ontario Center Parkway	3-story office building with 84,000 square feet	Permit Process
29. Jack Hileman (PDEV08-012)	16.12 acres at 3240 E. Guasti Road	225,000 square-foot, 150-room hotel	Permit Process
30. Jones Ontario LLC (PDEV08-016)	8.17 acres at the southeast corner of the I-10 Freeway and Haven Avenue	335,000 square-foot building for an automobile dealership	Permit Process
31. Fullmer Construction Co. (PDEV08-018)	2.05 acres at the southeast corner of Francis Street and Haven Avenue	19,972 square-foot, two-story office building	Plan Check
32. Acacia & Baker, LLC (PDEV08-022)	3.60 acres at the southeast corner of Baker Avenue and Acacia Street	1-story, 70,254 square-foot industrial building	Permit Process
33. OM Guasti, LLC (PDEV08-024)	15.30 acres south of Guasti Road between Archibald and Turner Avenues.	reuse 4 historic winery buildings and two new retail/restaurant buildings with 197,820 square feet of total floor area	Permit Process
34. PGP Airport Towers Master Plan - (PDEV06-001)	North of New Guasti Road, between Turner and Archibald Avenues	4 office buildings with 700,000 square feet , a 225-room hotel and 2 parking structures	Approved
35. OM PAP – Remaining Development	South of New Guasti Road and east of Archibald Avenue	970,000 square feet of office uses, 390,000 square feet of commercial/hotel uses, and 62,200 square feet of retail uses	Approved
36. Ontario International Airport Improvements	West of Haven Avenue and south of Airport Drive	3 rd terminal and 1 million square feet of cargo facilities	Planned

Source: City of Ontario Planning Department, December 4, 2008

As shown, a total of approximately 49 single-family homes, 722 condominiums, approximately 4.36 million square feet of commercial floor area, 7 hotels (with 1,186 rooms), 1.56 million square feet of industrial floor area, a natural gas fueling facility and a cellular tower are expected to be developed and constructed as part of approved and proposed developments in the City near the site.

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Development projects that are proposed, ongoing, and planned in the City of Rancho Cucamonga and within 2 miles north of the project site are listed in Table 6-2 *Related Projects in Rancho Cucamonga*, as obtained from the City of Rancho Cucamonga's Planning Department. The construction of these proposed developments would result in approximately 18.95 acres of industrial uses. Assuming a floor area ratio of 0.25, approximately 206,365 square feet of industrial floor area may be developed.

TABLE 6-2
RELATED PROJECTS IN RANCHO CUCAMONGA

Project Name	Location	Description	Project Status
37. Scheu & Scheu (PRJ2003-00343)	Southeast corner of 7 th and Archibald	Industrial use on 1.85 acres	Building Permit Issued
38. Lewis Investment Company, LLC (PRJ2006-00155)	West side of Haven, between Arrow and 26 th St.	17.10 acres, industrial/commercial uses	Building Permit Issued

Source: City of Rancho Cucamonga, Planning Department, December 29, 2008

Together with future residential development under the proposed Specific Plan Amendment, as many as 1,271 dwelling units, approximately 4.36 million square feet of retail commercial and office uses, 7 hotels, 1.76 million square feet of industrial uses, a natural gas fueling facility and a cellular tower are planned, proposed or under construction in the project area.

Alternatively, with future commercial development under the proposed Specific Plan Amendment, as many as 771 dwelling units, approximately 4.8 million square feet of retail commercial and office uses, 7 hotels, 1.76 million square feet of industrial uses, a natural gas fueling facility and a cellular tower are planned, proposed or under construction in the project area.

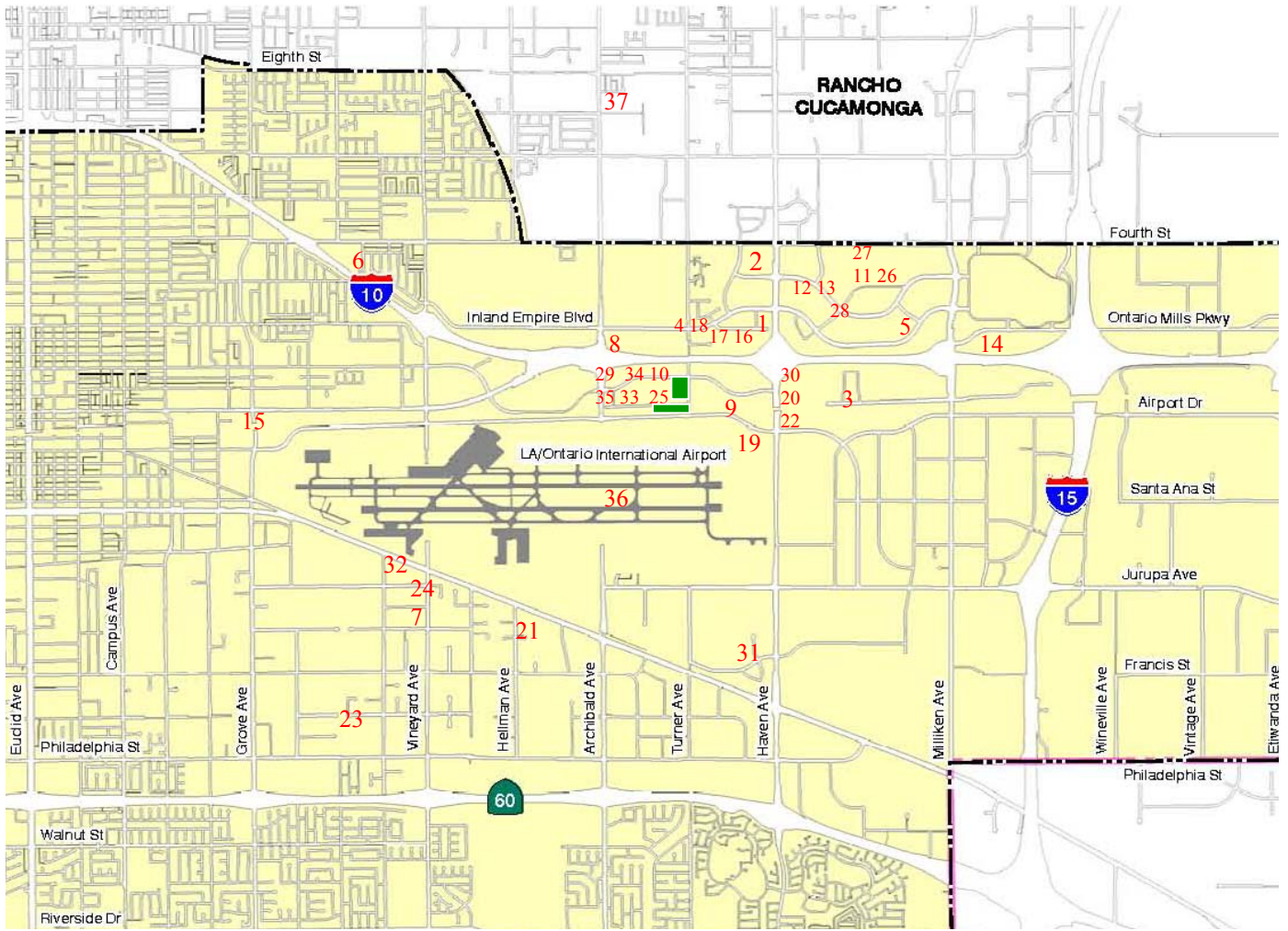
While the extent of environmental changes that would occur with the individual developments that are proposed, planned, or under construction near the project site may not be significant, the sum of the impacts of these related projects and future residential development under the proposed Specific Plan Amendment may be cumulatively considerable, as defined in Section 15065 (c) of the CEQA Guidelines. A summary of the anticipated environmental changes resulting from the related projects and the anticipated development under the proposed Specific Plan Amendment on a cumulative level is addressed in this section.

6.2 CUMULATIVE IMPACT ANALYSIS

The analysis of the potential cumulative environmental impacts of the related projects, together with the impacts of future development under the proposed *Guasti Plaza Specific Plan Amendment*, is provided by issue area below.

6.2.1 Land Use and Planning

Future residential development under the proposed Specific Plan Amendment, as well as construction of the related projects, would mean changes in existing land uses.



■ **Proposed Residential Overlay Zone**

1 **Related Project** (no. refers to project no. in Tables 6-1 and 6-2)

Source: City of Ontario



Figure 6-1
Location of Related Projects
Guasti Plaza Specific Plan Amendment
Supplemental EIR

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These projects would lead to new development on vacant areas and underutilized lots, leading to an intensification of housing development and commercial and industrial land uses throughout the project area. Future residential development under the proposed Specific Plan Amendment and the related projects would increase the City of Ontario's housing stock by 1,271 housing units. In addition, approximately 4.36 million square feet of new commercial uses would be developed, along with 7 hotels, 1.76 million square feet of industrial uses, a natural gas fueling facility and a cellular tower. Future commercial development would lead to 771 dwelling units, 4.8 million square feet of new commercial uses, 7 hotels, 1.76 million square feet of industrial uses, a natural gas fueling facility, and a cellular tower.

The increasing urbanization and development in the project area are indicative of the ongoing developments in the northern section of the City of Ontario and in the County, as the project area develops and vacant lands are replaced with more urban land uses and as older developments are redeveloped. The related projects and the proposed Amendment also reflect the development trend associated with new development along freeways and major roadways in the area, as anticipated under TOP.

Division of Established Communities

These projects would occur mostly on vacant land, with some projects proposed on underutilized parcels. These projects are not expected to divide established communities, as they will not occur within existing undeveloped areas, nor do they involve major displacement of existing housing units. No impact associated with the division of established communities on a cumulative level is expected from the related projects or the proposed Amendment.

Conflict with Land Use Policies

Development under the proposed Amendment and the related projects would only be allowed when found in compliance with TOP or the Rancho Cucamonga General Plan. Future development has been anticipated in the General Plans for these jurisdictions and is not expected to result in adverse land use impacts. For projects that would not be in compliance with the relevant city's General Plan, the necessary General Plan Amendments would need to show consistency with the goals of the applicable General Plan and, thus, are not expected to lead to land use incompatibilities or conflicts.

Each proposed development project would be subject to the jurisdictional city's development review process and, if discretionary actions are needed, will be subject to evaluation for potential environmental impacts as required by CEQA. This review process would address potential land use compatibility issues and planning policy conflicts. Future development in the City and the surrounding area would proceed in accordance with applicable General Plans and Zoning Ordinances. As part of permit processing, the development plan review processes for new development would analyze a project for conformity with applicable land use plans and policies, and within the context of existing and planned developments relative to the environmental goals, objectives, and policies of the applicable General Plan.

Infrastructure and public facilities are proposed to implement the city's General Plan and infrastructure master plans, as well as to provide the necessary facilities and services to the area. These infrastructure projects would accommodate the development projects planned for the area. Thus, the cumulative land use impacts of new developments in the cities of Ontario and Rancho Cucamonga would be considered less than significant. Similarly, the proposed Amendment's cumulative impact related to conflict with land use policies would be less than significant.

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Based on the analysis in Section 4.2, *Land Use and Planning*, the proposed Specific Plan Amendment would not result in the introduction of incompatible uses in the area, with compliance with the City's development standards and the development standards in the Guasti Plaza Specific Plan. Development of the project site would not result in any cumulative land use impacts as other projects are constructed in the area, since the cities of Ontario and Rancho Cucamonga allow urban development in this area and have adopted development standards that specifically address land use compatibility. Compliance with these standards would prevent any land use conflict from future developments. Also, commensurate public and infrastructure improvements would be provided with each development, as required by the cities.

Regional plans address area-wide issues related to growth, housing, transportation, basin-wide air pollution, water quality and other broader issues and do not focus on individual developments. The proposed Specific Plan Amendment and related projects would comply with pertinent regulations that have been adopted to achieve the goals of regional plans. Thus, the proposed Amendment and related projects would not obstruct implementation of the regional plans or conflict with them.

Conflict with Habitat Conservation Plan

No conflict with an adopted habitat conservation plan, natural community conservation plan, or other habitat conservation plan is expected with implementation of the proposed Specific Plan Amendment and related projects, as none are in effect in the project area. Development of future residential development under the proposed Amendment and related projects would not conflict with local and regional conservation planning efforts.

The development of vacant land and the development trends in the surrounding area are not expected to result in cumulative, significant adverse land use impacts, with compliance with applicable land use controls. No significant cumulative adverse impacts on land use and planning are expected from the proposed Amendment and related projects.

6.2.2 Population and Housing

Future residential development under the proposed Specific Plan Amendment and the related projects would lead to development of approximately 49 single-family homes and 1,222 multi-family residential units in Ontario. These new housing units would result in approximately 4,789 new residents in Ontario (no new residential development is planned in Rancho Cucamonga near the site). This assumes an average household size of 3.768 persons per household for Ontario (in January 2009), as provided by the California Department of Finance. Future commercial development would reduce housing development by 500 units to only 771 units with 2,905 residents.

In addition, a number of employment positions would also be created by the proposed commercial and industrial land uses, which would help reduce unemployment rates in the project area and in the region. Assuming an average of one employee per 500 square feet of commercial uses and one employee per 1,000 square feet of industrial uses, about 8,725 commercial employees and 1,763 industrial employees are expected from the related projects. In addition, some 1,186 more jobs would be created by 7 hotels planned, proposed, or currently under construction in the project area. Thus, approximately 11,674 jobs could be created in the project area.

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Substantial Population Growth

The increase in population from the proposed Amendment and related projects is expected to be within regional growth projections. Based on population estimates for 2010 to 2035 from the Southern California Association of Governments (SCAG), as many as 150,035 new residents are expected in the City within the next 25 years. Future residential units under the proposed Amendment and related projects would represent only 3.2 percent of anticipated resident population growth in the City of Ontario. This increase would not change or exceed the buildout capacity of the City, as provided in TOP. Therefore, the increase in population that would be brought by the proposed Amendment and related projects are within expected levels of growth in the area.

Similarly, the increase in housing and employment are expected to be within City and regional growth projections. According to SCAG's housing and employment projections between the years 2010 and 2035, as many as 91,936 households (43,445 new households) and 187,671 (64,401 new employees) employees are expected in the City of Ontario within the next 25 years. San Bernardino County is expected to grow by 335,311 new households and 444,516 new employees within the same 25-year period. The proposed Amendment and the related projects would represent a combined 2.9 percent of new households in the City and 2.6 percent of the employment growth for San Bernardino County.

Thus, the increase in housing and employment that would be brought by the proposed Amendment and the related projects are within expected levels of growth in the area. Regional population, housing, and employment projections would not be exceeded. Impacts from the proposed Amendment and the related projects would be less than significant.

Housing and Household Displacement

Related projects that occur on developed or underutilized lots may involve some displacement of local housing stock or population during the construction phases of each individual development. However, as discussed in Section 4.3, *Population and Housing*, of this EIR, the City of Ontario currently has a vacancy rate of approximately 3.67 percent or 1,735 vacant units. Therefore, sufficient alternative accommodation is available in the project area and significant displacement is not anticipated. Compliance with regulations regarding fair compensation and relocation assistance would reduce cumulative adverse impacts to less than significant levels. Future residential development under the proposed Amendment would be developed on largely vacant land and would not displace existing housing stock and residents. The on-site US Post Office would be relocated prior to site development. Displacement impacts from the proposed Amendment and the related projects would be less than significant.

No significant cumulative adverse impacts on population, housing or employment are expected from the proposed Amendment and related projects.

6.2.3 Transportation and Circulation

New residential, commercial, and industrial developments resulting from future development on the site and construction of the related projects would increase the number of vehicle trips to, through, and from the surrounding area. New vehicle trips from the project site and the vehicle trips from buildout development of adjacent areas would create or add to traffic volumes on the I-10 and I-15 freeways and nearby roadways and intersections. Some vehicle trips would be confined to the area (short trips), while others would travel outside the project area to surrounding cities and urban centers and would affect the regional transportation system.

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Street System Capacity

Future developments are required to provide full-width improvements for internal roadways, as well as half-width improvements on all abutting roadways to the site. In addition, the City collects traffic impact fees to fund improvements to the area-wide and regional transportation system. As part of its planning efforts, SANBAG has also identified regional transportation projects in its Development Mitigation Nexus Study, along with project costs and cost allocations from new developments in the region. The Nexus Study serves as the deficiency plan that identifies the needed roadway improvements, cost and funding for these projects, and future implementation. Thus, projects that pay their fair-share traffic impact fees are considered consistent with the Congestion Management Plan for the region. New development would have to pay development impact fees for fair share traffic impact to fund the installation of traffic signals and other local and regional roadway projects that would be implemented by the City. These would allow for the ultimate development of the circulation system in Ontario and in the County, to meet the roadway transportation needs of future development.

Adverse impacts to the circulation network would occur if roadway improvements and trip reduction measures and programs are not implemented. In accordance with City regulations, each development would be required to implement the needed roadway improvements or pay its fair share for needed improvements. Payment of the City's traffic impact fees would allow the City to fund signalization, roadway widening and other transportation programs and improvements necessary to maintain acceptable levels of service at local intersections. Impacts from the proposed Amendment and related projects would be less than significant.

LOS Standard

The San Bernardino County Congestion Management Program (CMP) also calls for improvements to the designated CMP roadway network, to maintain levels of service at LOS E or better. This is monitored through an enhanced transportation management program.

The traffic impacts associated with increases in traffic volumes due to new developments can be reduced or avoided through compliance with CMP requirements, payment of fair share fees, the City's roadway infrastructure projects, and project-level roadway improvements. These programs would maintain acceptable roadway operations and prevent cumulatively significant adverse impacts in terms of traffic and circulation. While increases in traffic volumes on the regional roadway network could be expected in the future, no significant cumulative adverse impacts on traffic and circulation are expected from the proposed Amendment and related projects. Impacts from the proposed Amendment and related projects would be less than significant.

Air Traffic Patterns

The proposed Amendment and future residential development on the site, as well as the related projects, do not rely primary on air transportation and would not directly impact air traffic patterns at the Ontario International Airport. All development within 2 miles of the airport would be subject to review and approval by the Federal Aviation Administration for compliance with height restrictions near the airport, as regulated under the Code of Federal Regulations Title 14, Part 77. While an increase in the use of air transportation would occur with increase in the resident population of the area, no significant direct cumulative impact on air traffic patterns would occur with the proposed Amendment or the related projects. Impacts from the proposed Amendment and related projects would be less than significant.

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Traffic Hazards

The proposed Amendment and related projects have been or will be subject to review by either the City of Ontario or Rancho Cucamonga for compliance with traffic safety standards to prevent the creation of sharp curves, dangerous intersections, or other traffic hazards. Thus, no cumulative impact on traffic safety is expected from the Amendment and related projects.

Emergency Access

Similarly, the proposed Amendment and related projects have been or will be subject to review by the Ontario or Rancho Cucamonga Police and Fire Departments for compliance with emergency access requirements to facilitate emergency response and evacuation. Thus, no cumulative impact on emergency access is expected from the Amendment and related projects.

Parking Capacity

The provision of off-street parking is controlled by the Ontario Development Code and the Rancho Cucamonga Development Code or applicable Specific Plans to ensure adequate parking commensurate with land use and avoid overflow parking or on-street parking. The proposed Amendment and related projects would comply with pertinent requirements to ensure that no cumulative impact on parking availability occurs. Impacts from the proposed Amendment and related projects would be less than significant.

Alternative Transportation

Alternative transportation in the project vicinity is presently provided by Omnitrans bus services along a number of routes in the surrounding area. Metrolink provides a commuter train service from a station located south of the Ontario International Airport on Mission Boulevard. Increases in public transit and commuter train use may occur but is not expected to be cumulatively significant due to the location of future development, in relation to existing services.

The proposed Amendment and related projects are typically reliant on land transportation. Thus, these projects are not expected to have any impact on local air traffic patterns or significant cumulative impacts on regional air travel demands. Rail service demand is also not expected to significantly increase due to locations and type of developments in relation to existing railroad spurs. No cumulative significant adverse impacts on alternative transportation is expected from the proposed Amendment and related projects.

6.2.4 Air Quality

Future residential development under the proposed Specific Plan Amendment and the related projects would increase air pollutant emissions in the South Coast Air Basin. New developments would result in pollutant emissions which could add to poor air quality in the region.

Air Quality Management Plan Consistency

The SCAQMD has developed and adopted the Air Quality Management Plan (AQMP) for the South Coast Air Basin. The SCAQMD's 2007 AQMP includes measures, programs, and regulations designed to improve the region's air quality and to achieve clean air standards by set deadlines. The AQMP takes into consideration future regional growth and increases in vehicle trips throughout the region, such as those that would be created by the related projects and planned commercial uses on the site. While the AQMP did not consider residential development on the site, the provision of residences near office and commercial uses to create a high-density, walkable community within Guasti Plaza would result in beneficial impacts on regional air quality.

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New technology and improvements to products and equipment would also represent offsets to the net increase in air pollution in the region. In addition, compliance by new developments with the rules and programs that implement the AQMP are expected to result in additional improvements to regional air quality in the long-term. However, the proposed Amendment is not consistent with the AQMP and would contribute to existing violations of clean air standards in the south Coast air basins, as will the emissions from the related projects. This impact would be cumulatively significant and unavoidable.

Air Quality Standards

Construction of future residential development on the project site, when considered in concert with the related projects in the area, is anticipated to result in short-term pollutant emissions that would accompany the construction phases of each project. Construction impacts would typically be associated with fugitive dust emissions during ground disturbance activities that would exceed SCAQMD thresholds. However, it is assumed that since these projects would not occur simultaneously, construction emissions would be short-term and incremental; would occur at scattered locations; and can be mitigated to below a level of significance with fugitive dust controls and measures to reduce exhaust emissions from construction equipment.

New residential, commercial, and industrial developments proposed in the project area would potentially impact air quality in the long term, through new vehicle trips and associated mobile source emissions generated by residents, employees, patrons, and visitors. Any single project does not typically create emissions in sufficient quantity to threaten air quality standards. Rather, the emissions from individual projects would be added to the emissions of similar projects throughout Southern California. While the individual impact of any single project is incrementally small, the cumulative impact of all such small sources ultimately adds to the basin's inability to meet clean air standards. At the same time, planned transportation projects would improve traffic circulation in the area and prevent traffic congestion and associated emissions.

Locally, the vehicle trips that would be generated by the proposed Amendment and related projects would be added to traffic volumes on the surrounding roadways and may potentially create micro-scale impacts to sensitive receptors adjacent to traveled roadways. Continued local and regional growth not only contributes vehicular emissions but also often creates a slowing of all other cars to less pollution-efficient speeds as roadways reach their capacity. In addition to automobiles as the primary source of growth-related air emissions, a number of small secondary sources may also contribute pollutants to the regional burden. These small sources include temporary construction activity emissions, off-site or non-basin emissions from power plants supplying electricity, natural gas combustion, fireplaces, or the use of gas-powered landscape utility equipment. The imprecise or poorly defined nature of many of these miscellaneous sources makes it difficult to accurately inventory all of them, but their incremental addition to the basin's air pollution burden makes it that much more difficult for the South Coast Air Basin to achieve clean air in the near future. Air quality impacts of project implementation, when considered in concert with other existing, approved and planned and not yet built projects, would therefore, result in an incremental contribution to the degradation of regional air quality.

Effective reduction of mobile source emissions would require a unified transportation system management (TSM) approach where a wide variety of transportation control measures (TCMs) are integrated into a comprehensive system of procedures and goals for cleaner cars. The proposed Amendment to the Guasti Plaza Specific Plan promotes the use of alternative means of

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transportation (biking or walking) by locating future residential units within short distances of employment and providers of commercial goods and services. This single effort is expected to reduce vehicle trips and associated emissions from future residential development on the site, as well as from commercial and office uses within the surrounding area. Thus, reductions in air pollution from mobile sources could occur under the proposed Amendment.

The proposed Specific Plan Amendment and the related projects would also comply with applicable measures and programs of the AQMP. Future residential development on the site would implement measures in accordance with SCAQMD Rule 403, Fugitive Dust Control and other applicable rules for equipment use and other SCAQMD-regulated activities. Similarly, the related projects would comply with applicable SCAQMD rules and regulations that reduce pollutant and toxic emissions; prevent nuisance emissions from construction activities; promote ridesharing and decreased use of single-occupant vehicles; and decrease emissions from equipment and commercial and industrial activities. Compliance by individual development projects with pertinent air quality regulations would reduce future contributions to regional air pollution. However, cumulative pollutant emissions from the proposed Amendment and related projects would exceed SCAQMD thresholds. This is considered a significant cumulative impact.

Micro-Scale CO Impact Analysis

The SCAQMD has demonstrated in its CO attainment redesignation request to USEPA that there are no “hot spots” anywhere in the air basin, even at intersections with much higher traffic volumes, much worse congestion, and much higher background CO levels than anywhere in the City of Ontario. If the worst-case intersections in the air basin have no “hot spot” potential, any local CO impacts on or near the project site will also be well below CO standards. CO from future residential development and the related projects are not expected to create CO hot spots at local intersections. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Hazardous Materials and Toxic Emissions

Future residential development and the related projects have the potential to generate toxic emissions that may affect nearby schools or be exposed to hazardous materials and toxic emissions from nearby sources. There are federal, state, regional, and local regulations for the hazardous materials and toxic emissions, including controls on exposure to lead, asbestos, and other hazardous air pollutants. Compliance with applicable standards would reduce impacts from individual sources and impacts to sensitive receptors, such as schools and residences to less than significant levels. Since on-site resident exposure to diesel exhaust would be less than significant after mitigation, the project would not contribute to cumulative adverse impacts related to hazardous air pollutants and toxic emissions. Impacts from the proposed Amendment and related projects would be less than significant.

Regional Air Quality Violations

Pollutant emissions from future residential development and the related projects would add to existing violations of ozone and particulate matter violations in the South Coast Air Basin. The SCAQMD rules have been developed to implement the AQMP and full implementation of the AQMP would improve regional air quality and prevent adverse air quality impacts from new developments in the air basin. The ultimate success of AQMP programs and measures on the region-wide level would result in successful reductions of cumulatively significant air quality impacts and in clean air in the basin by set deadlines.

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Based on Sections 15064 (h) and 15130 of the CEQA Guidelines, the Lead Agency need not consider an effect to be significant, if the incremental effect of the project is not cumulatively considerable; if mitigation has been applied to reduce the project's impacts to less than significant levels; and if the project will comply with the requirements of an approved plan or mitigation program, which serves to reduce these impacts. Future residential development under the proposed Amendment represents only a very small percentage of future development that is expected in the region. While the proposal's air quality impacts would be minimal when compared to existing emissions in the air basin, the projected increases in pollutant emissions from the proposal and related projects in the area would cumulatively contribute to continued degradation of air quality in the region. There is an AQMP in place, whose implementation would lead to air quality in the South Coast air basin meeting clean air standards by set deadlines in spite of new development and growth in the region. Since the proposed Amendment is not consistent with the AQMP, cumulative impacts would remain significant and unavoidable.

Sensitive Receptors

Sensitive receptors may be present near areas where construction of the related projects would occur. Dust control measures and construction emission controls would reduce the exposure of nearby sensitive receptors. No CO hot spots are expected with future residential development and the related projects. Thus, pollutant concentrations at major intersections would not adversely impact sensitive receptors. Impacts to sensitive receptors to hazardous air pollutants and toxic emissions would also be reduced by compliance with existing regulations. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Objectionable Odors

The related projects include industrial buildings, natural gas fueling facility and restaurants that have the potential to create objectionable odors. Compliance with SCAQMD rules that minimize odors from trash facilities, Ontario Municipal Code prohibition of obnoxious odors and Rancho Cucamonga Municipal Code regulations on odor control would reduce potential impacts. Since the proposed Amendment and future residential development allowed by the Amendment would not create objectionable odors, the project would not contribute to cumulative impacts related to odors.

6.2.5 Noise

Future residential development under the proposed Amendment and the related projects would generate short-term noise during individual construction activities and long-term noise from vehicle trips and stationary equipment or activities at individual sites.

Violation of Noise Standards

All new developments are generally required to provide noise studies that identify future noise levels that the development would be exposed to and the needed acoustical measures to attain acceptable interior and exterior noise levels, along with features to prevent the generation of excessive noise. Thus, related projects and the proposed Amendment would implement measures to reduce noise impacts on adjacent land uses, as well as measures to prevent noise impacts on any proposed noise-sensitive land use. While future residential development on the project site would be exposed to aircraft, vehicle, and train noise, as will other related projects located near these sources, this impact is not considered a cumulative noise impact that would be generated by future development under the proposed Amendment and related projects.

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Groundbourne Noise and Vibration

Construction of future residential development proposed under the Specific Plan Amendment, when considered in concert with related projects in the area, would result in short-term noise impacts that would accompany the construction phases of each project. Since these projects would not occur simultaneously, construction noise impacts would be short-term and incremental; would occur at scattered locations; and can be mitigated to below a level of significance with controls on construction time periods and equipment use. Short-term noise impacts would not be regarded as cumulatively significant. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Increase in Ambient Noise Levels

Noise impacts associated with vehicles coming to and leaving individual developments would lead to increases in noise levels along roadways and freeways throughout the Ontario area. This would affect land uses along major streets and could be adverse for noise-sensitive land uses such as residences, hospitals, libraries, schools, nursing homes, rehabilitation centers, and other areas with sensitive receptors that may be present or constructed along these streets. Stationary noise impacts would also occur as they relate to commercial and industrial activities, large crowds, and outdoor activities.

Noise levels are expected to increase throughout the project area. The cities of Ontario and Rancho Cucamonga require that new development not generate noise levels in excess of established standards and residential areas to be designed to control noise from traffic on abutting roadways. Thus, new development projects would provide noise control to meet applicable noise standards and individual project mitigation would serve to reduce cumulative noise impacts to less than significant levels.

However, existing land uses and developments near Guasti Plaza and the sites of the related projects would experience an incremental increase in noise levels as new sources of noise are introduced. These include vehicle noise that would incrementally increase over time as traffic volumes increase and that could eventually exceed the City's exterior noise standards. Thus, noise impacts on existing developments may occur as exterior noise levels increase and affect their outdoor activity areas, resulting in increase in interior noise levels as well. Impacts from the proposed Amendment and related projects would be cumulative and adverse.

Temporary or Periodic Noise

Construction activities for future residential development proposed under the Specific Plan Amendment and the related projects would result in temporary and periodic increase in noise levels in the project area. Compliance with the noise control measures for time limits on construction activities, as provided in the noise ordinances of the cities of Ontario and Rancho Cucamonga would reduce the cumulative adverse impacts of temporary and periodic noise impacts. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Aircraft Operations

Noise from freeway traffic, trains, and aircraft would affect development under the proposed Amendment and related projects, depending on their location relative to these noise sources. Proposed residential developments would be located away from the airport and UPRR tracks. Thus, they would not be exposed to excessive exterior and interior living area noise levels, with the provision of noise control measures at the project-level, as required by the Development Codes of the cities of Ontario and Rancho Cucamonga. Compliance with exterior and interior

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noise standards for noise sensitive land uses would require noise control measures and acoustical design to meet the applicable noise standards and prevent the exposure of existing and future land uses to excessive and unwanted noise levels. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

6.4.6 Geology and Soils

Future development under the proposed Amendment and the related projects would involve grading and excavation activities on individual sites, which would result in changes to the existing topography of the area. The related projects in northern part of the City of Ontario and southern Rancho Cucamonga are proposed on relatively flat areas. Development sites, which are relatively flat, would remain flat. Standard geotechnical engineering practices and mitigation measures would reduce geologic hazards to new development.

Seismic Hazards

There are no nearby earthquake faults and the proposed residential development under the Amendment and the related projects would not be exposed to fault rupture hazards. However, groundshaking hazards due to regional earthquake events, which could lead to the damage of buildings, parking lots, and utility lines, and resulting fires, falling objects, and other structural hazards, could cause property damage and personal injuries. These groundshaking hazards are not unlike the potential hazard in other areas of the region. Depending on the magnitude of the earthquake, distance to the development site, underlying soil conditions, and structural strength on structures and infrastructure, groundshaking hazards may be significant.

Future residential development on the site and the related projects would be designed and built in accordance with applicable standards in the California Building Code, including pertinent seismic design criteria. Existing buildings to be reused would be rehabilitated in accordance with the California Building Code, the State Historic Building Code, and local building regulations. This will allow the historic structures to withstand groundshaking and maintain hazards at acceptable levels. Cumulative impacts on the proposed Amendment and related projects would be less than significant.

Soil Erosion

Future residential development on the site and the related projects would result in soil erosion during short-term soil disturbance activities (grading, excavation, trenching) and of areas with bare soils. Implementation of erosion control measures as required by the City and NPDES (as contained in the SWPPP for individual developments) would reduce erosion during construction. Long-term erosion would also be reduced by implementation of BMPs in the WQMPs for individual projects. Thus, soil erosion impacts would not be cumulative and significant from the proposed Amendment and related projects.

Geologic Hazards

Geologic hazards would depend on the location of individual project sites where development would occur. Site-specific geologic hazards would be addressed by the geotechnical investigation required by the cities of Ontario and Rancho Cucamonga City for each development proposal. This investigation would identify the geologic and seismic characteristics on a site and provide guidelines for engineering design and construction to ensure the structural integrity of proposed development. Compliance of individual projects with the recommendations of the geotechnical investigation would prevent hazards associated with unstable soils, landslide potential, lateral spreading, liquefaction, soil collapse, expansive soil, soil erosion, and other geologic issues. No

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cumulative adverse impacts are expected from the proposed Amendment and related projects.

Expansive Soils

The presence of expansive soil on individual development sites could affect the structural integrity of proposed structures and infrastructures. This geologic hazard is addressed as part of geotechnical investigations that are required for each development proposal. As discussed above, compliance with the recommendations of the geotechnical investigations would avoid hazards and reduce impacts to less than significant levels. Cumulative impacts on the proposed Amendment and related projects would be less than significant.

Septic Tank Limitations

Future development under the proposed Amendment and related projects are expected to be connected to a public sewer system and would not utilize septic tanks or alternative wastewater disposal systems. Thus, no hazard associated with soils incapable of supporting septic systems is expected. No cumulative adverse impacts related to septic tank limitations would occur from the proposed Amendment and related projects.

Impacts on geology and soils by new development are not expected to be cumulatively significant, with compliance with geotechnical and engineering practices related to seismic and geologic hazard reduction, structural integrity, and soil management.

6.2.7 Hydrology and Water Quality

Future residential development under the proposed Amendment and the related projects would result in changes in on-site drainage and stormwater quality.

Water Quality Standards

Future residential development under the proposed Amendment and the related projects would generate wastewater that would be disposed into the public sewer system. Industrial wastes would require permits from the IEUA to provide proper treatment and disposal. These new developments would also bring new sources for urban pollutants, which could impact stormwater quality. However, construction activities are regulated under the NPDES and RWQCB's General Permit for Construction Activities and the cities of Ontario and Rancho Cucamonga have adopted programs for urban runoff pollution mitigation through the requirement for a Water Quality Management Plan for individual developments. New developments that generate pollutants that could degrade stormwater quality are required to implement on-site treatment of runoff prior to off-site discharge. Future residential development under the proposed Amendment and the related projects would have to comply with these mandates through the implementation of both construction and operational best management practices (BMPs) for stormwater quality protection. This would prevent degradation of stormwater quality and reductions in off-site pollutant conveyance. No cumulative adverse impacts on hydrology and water quality are expected from the proposed Amendment and related projects.

Groundwater Supplies

Future development under the proposed Amendment and the related projects would increase the resident population and intensity of development in the area. This translates to a greater demand for water and increased pumping of the groundwater basin, as well as greater use of imported water sources. Individual developments will coordinate with the water agencies to ensure that they can be provided water service in a timely and adequate manner. Ongoing adjudication of the

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Chino basin would prevent adverse impacts to groundwater supplies. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Change in Drainage Patterns

Cumulative changes in drainage patterns are not expected to occur since the storm drain system in the City and watershed is largely developed and individual sites would need to maintain drainage flows into streets, drainage channels, or underground pipes. The Water Quality Management Plan of individual projects, as required under the National Pollutant Discharge Elimination System (NPDES), requires new development to maintain existing runoff flows and rates so as not to create hydrologic conditions of concern at downstream drainage facilities. Thus, no increase in runoff volumes and rates are expected from the proposed Amendment and related projects and no cumulative significant adverse impacts are expected in terms of erosion or siltation off-site. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Amount of Surface Runoff

Future development would increase impermeable surfaces and decrease water percolation areas. New open space areas, parks, and pockets of vacant land serve as groundwater recharge areas, as they provide for the natural recharge of local groundwater resources. Increase in impervious surfaces would reduce recharge but since individual project sites are not designated as groundwater recharge areas, no significant adverse impacts are expected. The increase in runoff volumes would increase stormwater volumes and flow rates in local and regional drainage channels. The regional channels have been designed to accommodate runoff from the entire watershed and new developments are required to provide on-site improvements and other storm drainage system upgrades to prevent the creation of flood hazards at downstream areas. Thus, no cumulative adverse impacts related to flood hazards or inadequate storm drainage are expected. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Alteration of the Course of a Stream or River

As indicated above, the regional storm drain system is largely developed and no change in the course of stream or river would occur from the future development under the proposed Amendment and related projects.

Amount of Runoff Pollutants

Stormwater pollutants from construction and long-term operations may occur with future residential development on the site and the related projects. Best management practices for site design, source control, and treatment control are required in each SWPPP and WQMP to prevent pollutants from entering the storm drain system. Thus, no substantial degradation of water quality is expected from future residential development under the Amendment and the related projects. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Degradation of Water Quality

Degradation of water quality would result from pollutants that would enter the storm drain system. This is addressed above.

Housing within 100-year Floodplain

Future development under the proposed Amendment and related projects would be exposed to existing flood hazards in the project area. However, new development would be required to

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provide adequate storm drainage facilities to eliminate flood hazards or construct structures to withstand flood hazards, as well as to prevent the creation of flood hazards in downstream areas. Thus, future housing development within the 100-year floodplain would not be exposed to flood hazards. Cumulative impacts from the proposed Amendment would be less than significant. Similarly, cumulative impacts from related projects would be less than significant.

Redirection of Flood Flows

Future development under the proposed Amendment and related projects that would be located within the 100-year floodplain could redirect flows. However, City regulations require that no increase in runoff flows occur from individual developments and that development reduce any adverse effects of increased runoff on downstream properties. This would avoid the exacerbation of flood hazards due to redirect flows. Impacts would not be cumulatively significant. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Inundation by Dam Failure, Seiche, Tsunami, or Mudflow

The related projects may be located within the inundation areas of upstream dams and would be subject to potential flooding in the event of dam failure. Implementation of the required emergency action plans would allow for early warning and evacuation of areas subject to inundation. The site is not located in a dam inundation area and would not be subject to this hazard.

The project area is also not located in an area with a potential for seiche or tsunami. Thus, no cumulative impacts related to seiche or tsunami hazards are expected.

Future development under the proposed Amendment and related projects are not located on the steep hillside areas with a potential for mudflow hazards. Engineering methods recommended for each development site would ensure mudflow and other geologic hazards are avoided or minimized, rendering cumulative impacts less than significant. Cumulative impacts on the proposed Amendment and related projects would be less than significant.

6.2.8 Biological Resources

The cumulative impacts on biological resources due to future development under the proposed Amendment and the related projects include greater urbanization and removal of existing vegetation in the northern area of the City of Ontario and the southern area of Rancho Cucamonga, which could affect existing plant and animal life in the area.

Sensitive Species

Development on vacant and undisturbed lands could lead to the disturbance and destruction of sensitive plant and animal species and their habitats. Development on disturbed lands and developed areas, which are likely to support non-native species or disturbed habitats, are less likely to have adverse impacts on sensitive plant and animal species.

Future developments in the project area would be required to conduct biological surveys for sensitive animal species, such as the burrowing owl and the Delhi sands flower-loving fly, and for sensitive habitat or wildlife corridors. The disturbance or destruction of these species on a site would require a Section 10 or Section 7 consultation and coordination with the U. S. Fish and Wildlife Service, the California Department of Fish and Game, Regional Water Quality Control Board, US Army Corps of Engineers, and/or other resource agencies and would require on-site preservation or off-site mitigation, as required by existing regulations.

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In addition, sensitive habitats such as wetland areas, streams and channels, coastal sage scrub and other habitats would also need to be preserved through on-site or off-site mitigation. These biological surveys and requisite mitigation would be made in coordination with the California Department of Fish and Game, the U. S. Fish and Wildlife Service, the U. S. Army Corps of Engineers, and the Regional Water Quality Control Board, as necessary. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Riparian Habitats and Wetlands

The related projects may affect riparian habitats and wetlands and permits and agreements from resource agencies would be needed to prevent significant adverse impacts to these resources. On-site preservation or off-site mitigation may be needed to ensure no net loss in wetland habitat occurs. This will reduce impacts to less than significant levels. Since there are no riparian habitats and wetlands on-site, the proposed Amendment and future residential development would not contribute to this impact.

Wildlife Corridors

The project site and the sites for the related projects are urbanized and largely surrounded by development. Thus, these sites do not serve as wildlife corridors nor are they located within wildlife corridors. Future development would not affect wildlife migration through corridors in the region. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Habitat Conservation Plans or Local Preservation Plans

There is no adopted habitat conservation plan or natural community conservation plan for the site or the area of the related projects. No biological resources that could be subject to habitat conservation are present on the site or in the surrounding area. Thus, no conflict with a habitat conservation plan or natural community conservation plan is expected with the proposed Amendment or related projects. No cumulative impacts are expected from the proposed Amendment and related projects.

Tree Preservation

The tree preservation program in the Guasti Plaza Specific Plan seeks to protect and preserve mature trees within the site. Eventual transplantation of the boxed trees as part of future residential development on the project site or the adjacent areas within the Specific Plan would prevent any adverse impacts to mature trees. Related projects would have to comply with applicable tree preservation programs. Cumulative impacts on the proposed Amendment and related projects would be less than significant.

Thus, while changes in the biological diversity of the area could occur with future developments proposed in the project area, programs and regulations are in place which would reduce cumulative impacts to sensitive biological resources. These include the federal Endangered Species Act, Section 401 and 404 of the Clean Water Act, California Endangered Species Act, California Fish and Game Code, California Porter-Cologne Water Quality Control Act, Oak Woodland Conservation Act, and other local tree preservation ordinances. Compliance with these regulations would require on-site preservation of sensitive biological resources or off-site mitigation through permanent conservation areas, permits for disturbance of sensitive species that may require relocation or protection buffers, agreements, and coordination with resource agencies. Cumulative impacts from the proposed Amendment and related projects are expected to be less than significant after mitigation.

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6.2.9 Cultural Resources

Future development under the proposed Amendment and the related projects would lead to ground disturbance, which may affect in-situ cultural resources in the area. Due to the site-specific nature of cultural resources, it is difficult to determine if significant cumulative impacts to cultural resources would occur on individual development sites. Development on sites with native soils and where no previous urban developments have occurred has the potential to yield archaeological and paleontological resources. The extent or significance of these resources cannot be determined until discovery during surveys and evaluation or upon excavation of native soils.

Historical Resources

Historic structures that may be demolished as part of the related projects may affect the cultural significance of the site or the structure. Vacant areas where archaeological resources exist may be subject to grading and excavation that could damage cultural resources. Cultural surveys that are conducted prior to development would allow the early identification of on-site cultural resources and the preservation of significant resources. Compliance with the Guasti Plaza Specific Plan by related projects within the Specific Plan area would also prevent cumulative impacts to the history Guasti community.

Since cultural resources are site-specific, no cumulative significant adverse impacts are expected from new developments, with implementation of site-level surveys, compliance with the City of Ontario's Historic Preservation Ordinance (City's Historic Preservation Ordinance Article 26 of the Ontario Development Code) or the City of Rancho Cucamonga's historic preservation process (Title 2, Chapter 24 of the Rancho Cucamonga Municipal Code), and mitigation outlined as part of cultural studies for individual development projects. The Cultural Resource Study and Guasti Plaza Specific Plan has outlined measures to prevent adverse impacts on cultural resources on the site and future residential development would include rehabilitation and reuse of historic structures that remain or will be relocated on the site. Thus, it is not expected to have a cumulative contribution to the disturbance and/or destruction of cultural resources in the cities of Ontario or Rancho Cucamonga. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Archaeological Resources

Archaeological resources may be disturbed and destroyed by grading and excavation associated with construction of the related projects. Since these resources are site-specific, site-level surveys would be needed to identify present resources and developed appropriate mitigation. Mitigation of impacts in accordance with the requirements of the cities of Ontario and Rancho Cucamonga, the National Historic Preservation Act, the State Historic Preservation Office guidelines, SB 18 regulations for Native American consultation and other pertinent regulations would avoid significant cumulative adverse impacts. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Paleontological Resources

No paleontological resources have been identified in the City of Ontario. The development sites for related projects in Ontario are relatively flat and do not possess unique geologic features. Projects that extend into older Quaternary alluvial sediments may impact unknown paleontological resources. The proposed Amendment and future residential development on

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the site would not contribute to the cumulative impacts on paleontological resources. No cumulative impacts from the proposed Amendment and related projects are expected.

Human Remains

While the proposed Amendment and related projects would not occur on cemeteries or former burial grounds, the discovery of human remains may occur with ground disturbance. The California Health and Safety Code and the Public Resources Code provide regulations for the discovery and treatment of human remains. Compliance with pertinent regulations would reduce impacts to less than significant levels. Cumulative impacts on the proposed Amendment and related projects would be less than significant.

6.2.10 Public Services and Recreation

Future development under the proposed Amendment, when considered with the related projects in the area, would cumulatively contribute to an increased demand for fire, police, school, and library services. Future residential development on the site and the related projects would add to the cumulative demand for such services through the introduction of new residents, employees, visitors, vehicles, and structures in the project area.

Police Protection Services – Future development under the proposed Amendment and the related projects would increase the demand for police protection and law enforcement services in the area. This would require an increase in police personnel and equipment to adequately provide for the public safety needs of residents and businesses. The Ontario and Rancho Cucamonga Police Departments would require additional staff and equipment to serve the increase in population associated with future developments in the area. The City of Ontario reviews its police services annually to determine the appropriate level of service and budget to provide for adequate police services in the City. Specifically, the City of Ontario Police Department has commissioned an Optimum Staffing Study to provide unbiased empirical data and make staffing recommendations based on proven best practices in the field of public safety, particularly in the deployment and management of personnel within the Police Department. The goal of the study is to provide the City with a clear description for levels of staffing that are tied to response times, time for proactive patrol, time to work with the community on problems, and officer safety. Thus, impacts of future developments in Ontario on the Ontario Police Department are expected to be addressed through City policies and programs.

Evaluation of key service indicators would allow the cities of Ontario and Rancho Cucamonga to continually monitor the adequacy of police protection services and identify appropriate funding levels and needed resources. Individual developments are subject to development fees, which help finance public facilities, including police services, fire services, and library facilities. Payment of these development fees provides funding for police services. Annual evaluation of police services by the cities of Ontario and Rancho Cucamonga would also ensure that acceptable service levels for public safety are maintained. This evaluation and funding are expected to provide the necessary police services to the project area and prevent any significant cumulative adverse impacts on the existing level of police protection and law enforcement services. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Fire Protection Services – Future development under the proposed Amendment and the related projects would increase the local population and introduce structures that would create a demand for fire protection and emergency services in the area. The demand for fire protection

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services cannot be easily quantified in terms of new fire stations, firefighters, or equipment. However, the introduction of occupied structures and population translates to an increase in demand for fire protection services, requiring service expansions from the Ontario and Rancho Cucamonga Fire Departments. New fire fighters, fire stations and other resources and facilities may be needed to adequately serve existing and planned developments.

Individual developments are required to comply with pertinent provisions of the California Fire Code to prevent the creation of fire hazards, to promote fire safety, and to facilitate emergency response. The cities of Ontario and Rancho Cucamonga also regularly review fire services in the area and the needed increases in staffing, fire stations, and equipment as necessary to keep response times reasonable and to adequately serve the project area. Regular review of projects coming on-line by the Fire Departments would ensure that no fire safety hazards are created by new development; that fire prevention measures are incorporated into new developments; and that fire emergency response is facilitated by provision of adequate access and fire alarm systems. Implementation of these measures would avoid potential significant cumulative adverse impacts on fire protection services. Individual developments are also subject to development fees, which help finance public facilities, such as police services, fire services, and library facilities. Payment of these development fees and yearly evaluation of fire service provision are expected to provide the necessary fire services to the area and prevent any significant cumulative adverse impacts on fire protection services. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Educational Facilities and Services - Future development under the proposed Amendment and related projects are within the service boundaries of the Cucamonga School District (grades K-8) and the Chaffey Joint Union High School District (grades 9 to 12). The related projects located in the City of Rancho Cucamonga do not involve residential developments, and are not expected to generate a direct demand for services from local schools.

The increase in housing development in the area would lead to increases in the student population. Using the Cucamonga School District's student generation factor of 0.1997 K-8th grade student per housing unit and the Chaffey Joint Union High School District's student generation factor of 0.1314 9-12th grade student per unit, the 1,271 new housing units expected in the project area would lead to a student population increase of approximately 421 new students from the proposed Amendment and the related projects. If commercial development occurs on the site, cumulative student generation would decrease to the generation of 255 new students. Non-residential developments may also indirectly add to the student population, as employees are allowed to request school transfers by place of employment.

The Cucamonga School District has indicated that there is capacity to serve additional elementary and middle school students in existing schools. The Chaffey Joint Union High School District has indicated that buildout of the District's service area is anticipated to require 1.48 new high schools. Payment of mandated school impact fees is intended to provide funds to allow the school districts to adequately serve the potential student population increases. Payment of these fees would mitigate any significant cumulative impacts on school services.

As provided under the California Education Code Section 17620 and Government Code Section 65970, the payment of statutory school fees is presumed to fully mitigate a project's impacts on schools. Government Code Section 65995(h) states that payment of fees is "full and complete mitigation of the impacts." The Education Code and Government Code do not require the dedication of land or payment of fees in excess of statutorily established school fees. Thus,

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impacts on school services from future residential development under the proposed Amendment and related projects are expected to be less than significant with payment of school impact fees.

Future residential developments would also add students that may attend Chaffey College and other community colleges in the area. When compared to the service area of the Chaffey Community College District, planned residential developments in the project area would have minimal impacts on the services and facilities of the College District. Cumulative impacts from the proposed Amendment and related projects are expected to be less than significant.

Library Services - The increase in the resident population in the project area that would occur with the related projects and the proposed Amendment would result in the increase in patrons at the Ontario Main Library, Colony High Branch Library, and other libraries within the area. Future development would increase demand for library space and book materials.

The Division of Library Development Services of the State of California recommends an average of 0.4 to 0.5 square feet per capita and 2.0 books per capita. The 4,789 new residents of the area would require 2,395 square feet of library space and 9,578 books. Expansion of library facilities and resources would be needed to serve this demand. With commercial uses on the site, 2,905 residents would require 1,453 square feet of library space and 5,810 books.

Payment of developer fees would fund library services and facility improvements. The increase in demand for public services that is brought on by new developments will be mitigated by payment of developer fees and assessments imposed primarily to finance these public services. Thus, cumulative adverse impacts on library services are expected to be less than significant from the proposed Amendment and the related projects.

Medical Services – Increase in the resident population and employment base in the project area would lead to an increase in demand for medical services in the area. There are several medical facilities near the site and in the region that would provide emergency services to residents, employees, visitors, and patrons of the proposed Amendment and related projects, depending on the type of emergency. These include the Doctors Hospital Medical Center of Montclair, the San Antonio Hospital in Upland, Pomona Valley Hospital and Medical Center, the Kaiser Permanente of Southern California Hospital in Fontana, Chino Community Hospital, Arrowhead Regional Medical Center, Loma Linda Community Medical Center, Loma Linda University Medical Center, Riverside Community Hospital, Redlands Community Hospital, Saint Bernardine Medical Center, and Pettis Veterans Affairs Medical Center. Any of these facilities or other hospitals may serve the residents and employees on the project site and the related projects.

Future residential development under the proposed Amendment and the related projects would be required to comply with pertinent public health and safety regulations to prevent the creation of hazards to the health and safety of residents, employees and patrons at individual sites. Since no hazardous conditions are expected to be created intentionally by the proposed Amendment and related projects, available services in the area are expected to serve the emergency medical needs. No significant cumulative adverse impacts are expected from the proposed Amendment and the related projects.

Parks and Recreation – Future development under the proposed Amendment and the related projects would contribute to the cumulative need for more recreational open space and park facilities in the project area. Typically, open space requirements are a function of expected

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demand and are typically related to the number of residential dwelling units created by projects. Pursuant to Section 66477 of the California Government Code (or Quimby Act), the Ontario Development Code requires payment of a fee, the dedication of land for park and recreation facilities or a combination of both for the provision of parks and recreational facilities for new residential developments. Ancillary demands for recreational resources created by the development of commercial and industrial land uses are not subject to Quimby fees (Section 9-2.1500 of the Ontario Development Code). Also, no residential development that may require parks is proposed near the site in Rancho Cucamonga.

Consistent with the City of Ontario's park requirements, individual projects would pay park fees or dedicate open space lands to meet the demand for parks and recreational facilities generated by each development. Monitoring of open space, park, and recreational needs would remain the responsibility of the City and would ensure that the available resources remain adequate to meet demand. Since individual development projects would mitigate their incremental impact on parks and recreational facilities, cumulative impacts from the proposed Amendment and related projects would be less than significant.

Other Governmental Services – Future residential development under the Amendment and the related projects would require local governance and the implementation of City regulations and ordinances. This is generally provided through the review and approval of land uses and activities in the City, the issuance of permits, and code enforcement actions. Future residential development under the proposed Specific Plan Amendment and the related projects would require City services during the processing of permits and inspections, but these services would be paid by fees imposed on individual development projects, in accordance with the City's set fee schedule. Property taxes and tax increment funds would also fund these services. No significant cumulative adverse impacts on governmental services would occur from the proposed Amendment and related projects.

6.2.11 Utilities

Future residential development under the Specific Plan Amendment, along with other approved and planned projects in the immediate area, would result in the need for additional water supplies, sewage treatment capacity, landfill capacity, and energy resources. New developments in the project area would be required to provide the utility connections to individual sites. Coordination with the utility companies would allow for the extension of utility lines and timely service to serve individual developments.

Cumulative impacts on utilities anticipated to result from future development are subject to connection and service fees, to assist agencies in facility expansion and service improvements to support increase in demands. Also, utility agencies provide services on demand and would not experience significant cumulative impacts from growth and new development in the area. Water and energy conservation measures, as well as waste recycling programs are also expected to reduce long-term demands for water, power, gas, sewage treatment, and solid waste disposal services. Project-specific and cumulative utility service impacts are considered less than significant. An expanded discussion of cumulative impacts to utilities is provided below.

Water Service - The increased demand for water from future development projects within the project area would result in increases in water consumption. Based on the City of Ontario's Urban Water Management Plan, the City of Ontario has sufficient water supplies to meet its projected

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demands up to the 2030 planning year. Also, the Metropolitan Water District of Southern California (MWD) reports that regional water supplies from the MWD would provide a reliable source of water for the Southern California region member agencies (including the cities of Ontario and Rancho Cucamonga) for the next 20 years based on existing growth and land use forecasts.

Coordination with the Ontario Utilities Department and the Cucamonga Valley Water District and payment of connection and service fees would be needed to ensure water service to future developments and the continued availability of imported water supplies and groundwater resources. Water conservation measures would help to reduce water consumption levels. Extension of water lines to serve individual lots and building pads would need to be made in coordination with the affected water company. No significant cumulative impacts to water services are anticipated from the proposed Amendment and related projects.

Sewer Service – Future development projects would generate additional sewage volume. As stated in the proposed Amendment, a sewer study was prepared by AKM Consulting Engineers to analyze the sewage generation and pipe capacities serving the Guasti Winery, Airport Towers, and Hofer Ranch and the impacts future development in these areas will have to the existing sewer system. Per AKM's hydraulic analysis, when wastewater from the three developments are added to the flows in the existing system there will be approximately 1,416 feet of pipe in Philadelphia Street that will be hydraulically deficient based on the City's sewer criteria. When the ultimate land uses for currently undeveloped areas are also added in, the system has approximately 6,697 feet of pipe that is hydraulically deficient in Philadelphia Street, Hellman Avenue, Archibald Avenue, and easements between Hellman and Archibald. Per the sewer study conclusions, when wastewater from the three developments are added, a maximum average dry weather flow of 0.4172 mgd can be connected to the existing sewer system without creating any hydraulic deficiencies. The sewer study recommends replacement pipe sizes based on the ultimate condition.

Coordination with the cities of Ontario and Rancho Cucamonga and the Inland Empire Utilities Agency, provision of needed on-site and off-site sewer upgrades, and payment of service and facilities fees would be needed to ensure adequate sewer services to future developments. These fees are used to fund operation and maintenance of the treatment plants and sewer mains, as well as for expansion of the needed facilities. Existing and planned treatment plant capacities are available to serve future developments. Extension upgrade or improvement of sewer lines would be made in coordination with the cities of Ontario and Rancho Cucamonga. No long-term impacts to sewer service have been identified; thus, no significant cumulative impacts are anticipated from the proposed Amendment and related projects.

Storm Drainage - The related projects and future development under the proposed Amendment would increase paved surfaces and limit natural recharge of the groundwater. They would also increase stormwater runoff volumes from the project area. However, major storm drain lines have been constructed in the area to accommodate stormwater from the entire watershed. Regional storm drains (Cucamonga Creek, Prado Dam, and the Santa Ana River) are available to serve the project area. Individual developments are also required to provide on-site facilities and storm drain facilities on public roadways to convey runoff into the drainage system. No significant cumulative impacts to storm drainage facilities are anticipated from the proposed Amendment and related projects.

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Solid Waste Disposal – Related projects and future development under the proposed Amendment would generate solid wastes that would require waste collection services. Burrtec and the City of Ontario provide trash collection services on demand. Future developments would also create a demand for solid waste disposal and landfill capacity. There is capacity at the Mid-Valley Landfill and El Sobrante Landfill to serve future developments in the area for the next 20 years or more. Recycling and waste reduction measures that are being implemented in accordance with AB 939 would also reduce solid waste volume and the demand for landfill capacity. No significant cumulative impacts are anticipated from the proposed Amendment and related projects.

Power and Gas Services – A cumulative increase in demand for power and gas services would occur with the related projects and future development under the proposed Amendment. Because there is a wide variety of energy sources used for power generation, it is anticipated that the Amendment and the related projects would present no adverse impacts on SCE services or existing energy sources. **SempreCG** also provides natural gas service on demand, and no cumulative adverse impact on their services is anticipated with future development projects in the project area. Extension of power and gas lines to serve individual projects would be made in coordination with **SempreCG** and SCE. Energy conservation measures incorporated into new developments would also reduce energy demands. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Telephone and Cable Services - Cumulative demand for telephone and cable services would occur with the related projects and the Amendment. Verizon and Time Warner provide service on demand, and no adverse impact on their services is anticipated with future developments in the project area. Extension of telephone and cable lines to serve individual projects would be made in coordination with Verizon and Time Warner. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

6.2.12 Human Health and Hazards

The cumulative impacts of future development projects on human health include increases in population and development, which may result in the creation of risks to public health and safety. There are existing regulations on a variety of activities and uses relating to health and safety at all levels of government. Compliance of individual projects with pertinent regulations would preserve public health and safety. Thus, new developments in the project area are not expected to present significant risks to public health and safety.

Routine Use, Transport or Disposal of Hazardous Materials

Future development under the proposed Amendment and the related projects would require emergency planning for natural or manmade disasters that may occur in the planning area. Hazardous material explosions or contamination may potentially occur with proposed commercial and industrial developments that would handle these materials in large quantities. State and federal regulatory agencies are responsible for regulating hazardous materials use. Monitoring by the cities, the Fire Departments, and the County Environmental Health Services Department would ensure compliance with existing regulations. State and federal regulatory agencies are responsible for regulating hazardous materials use, storage, disposal, and transport. Monitoring by the San Bernardino County Fire District and State agencies would ensure compliance with existing regulations. Compliance with existing health and safety regulations would prevent the creation of health risks and public safety hazards from new

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developments in the project area. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

While future residential development would be exposed to hazards related to the adjacent railroad, airport and jet fuel lines, future development under the proposed Amendment and the related projects would not increase these hazards cumulatively.

Release of Hazardous Materials

On-site use of hazardous materials by future residential development and the related projects would carry the potential for accidental release and hazards to public health and safety. Compliance with existing health and safety regulations would prevent the creation of health risks and public safety hazards from new developments in the project area. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Hazardous Emissions or Hazardous Materials near Schools

The related projects may be located near schools and proposals that would handle large quantities of hazardous materials may poses risks to students and faculty. However, notification of nearby schools and compliance with hazardous material safety planning would prevent the creation of public hazards. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Hazardous Material Sites in Government Databases

Some of the related projects may be proposed on sites listed as utilizing hazardous materials now or in the past. Implementation of the require remediation for contaminated sites, as well as the disposal of hazardous wastes in accordance with current regulations, would avoid the creation of public hazards. Cumulative impacts from the proposed Amendment and related projects would be less than significant.

Airport and Airstrip Hazards

Future development within 2 miles of the Ontario International Airport would be exposed to airport and aircraft hazards. Compliance with FAA Part 77 regulations and review of individual development by the Airport Land Use Commission (ALUC – City of Ontario serves as ALUC for Ontario International Airport) would prevent the creation of obstructions to aircraft navigation, as well as reduce hazards to future development from aircraft operations in an near the Ontario International Airport. Impacts would not be cumulatively significant from the proposed Amendment and related projects.

Emergency Response or Evacuation

Future development under the proposed Amendment and related projects would involve construction activities on individual sites, with work on public rights-of-way regulated by the City's encroachment permit, which requires that traffic obstruction be minimized. Evacuation and emergency routes can be blocked by proposed roadway projects and construction activities that extend into the street. As required by the City, compliance with the Standard Specifications for Public Works Construction (Greenbook) would ensure that access to individual parcels is maintained at all times; detours are established; and temporary traffic controls are implemented. Impacts would be temporary and insignificant.

Future residential development on the project site and related project sites would be subject to review and approval by the Ontario and Rancho Cucamonga Fire Departments for fire safety and preparedness, as well as the provision of adequate emergency access and evacuation.

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Compliance with pertinent requirements of the California Fire Code would prevent the creation of fire hazards on the site. Cumulative impacts from the proposed Amendment and related projects are expected to be less than significant.

Wildland Fires

The project site and the sites for the related projects are urbanized and largely surrounded by development. These sites are not located in areas with wildland fire hazards. Thus, no cumulative impact related to wildland fire is expected from the proposed Amendment and related projects.

6.2.13 Visual Quality and Aesthetics

The determination of whether the changes in visual quality of the site would degrade the site or its surroundings, and thus, be significant and adverse, is highly subjective as some individuals prefer open and natural settings, while others prefer urban and improved environments. Similarly, preferences for old or new, or one architectural style over another make it difficult to conclude that a development would have a negative or positive aesthetic impact.

Scenic Vistas

TOP identifies views of the San Gabriel Mountains to the north as a scenic resource. New residential, commercial, and industrial developments on the vacant properties, as well as infill and redevelopment on currently developed properties, would change views of the San Gabriel Mountains but would continue to provide views of the mountains to future residents, employees, and visitors through north-south streets. Cumulative impacts from the proposed Amendment and related projects are expected to be less than significant.

Scenic Highways

The City of Ontario and the project area is not visible from any designated or eligible scenic highway nor are there scenic highways in or near the City and the project area. Thus, future residential development on the site and the related projects would have no impacts on the scenic resources along a scenic highway.

Visual Character

The project area is largely developed and urbanized, with scattered vacant infill lots. Future development would lead to changes in the visual quality of individual sites. However, any change in views is expected to be in character with the existing urban setting.

The change in visual appearance related to implementation of the proposed Amendment and related projects would result in changes to the visual quality of the area but, any changes are not expected to have significant cumulative impacts, assuming development projects comply with applicable design guidelines. Cumulative impacts from the proposed Amendment and related projects are expected to be less than significant.

Sources of Light and Glare

New sources of light and glare would also be created as new developments occur in the area. This would include exterior lighting for commercial and industrial structures, parking areas, walkways, and interior lighting from residential units and buildings that are in use during the nighttime hours. An overall increase in lighting levels throughout the project area can be expected upon use and occupancy of future residential development under the Amendment and related

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projects. Similarly, glass and glazing at new structures would potentially create additional sources of glare in the area.

Compliance with City lighting standards would prevent light spillover and adverse impacts on adjacent residences, care facilities, and other light-sensitive uses. Glare impacts would be directly related to the amount of glazing and mirror surfaces used on building facades and vehicle lights which are directed into adjacent structures. Setbacks, landscaping, and development standards relating to lighting are expected to prevent substantial light intrusion and spillover. Changes to the visual quality of the landscape are not expected to be cumulatively significant or adverse, with compliance with lighting standards and design guidelines of the City of Ontario or the City of Rancho Cucamonga. Cumulative impacts from the proposed Amendment and related projects are expected to be less than significant.

6.2.14 Global Climate Change

Global surface temperatures have increased about 1.1°F during the last 100 years. Seven of the eight warmest years on record have occurred since 2001 and the 10 warmest years have all occurred since 1995. In California and throughout western North America, signs of a changing climate are evident. During the last 50 years, winter and spring temperatures have been warmer; spring snow levels in lower- and mid-elevation mountains have dropped; snow pack has been melting one to four weeks earlier; and flowers are blooming one to two weeks earlier. These regional changes are consistent with global trends.

GHGs (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change. These greenhouse gases contribute to an increase in the temperature of the earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation. The principal greenhouse gases are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. Non-gas aerosols are also a major contributor to global climate change.

Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

Direct or Indirect GHG emissions

On a cumulative level, the GHG emissions from future development under the proposed Amendment and the related projects are not likely to have major impact on the global climate. However, when taken together with all existing sources of GHG and future developments throughout the State, a modified climate will affect virtually every aspect of California's economy and natural resources, including energy supply and demand, water resources, agriculture, vegetation patterns, ecosystems, air quality, public health, and sea level rise.

Increases in the concentrations of greenhouse gases (GHGs) and aerosols are strongly implicated as contributors to climatic changes observed during the last century and are expected to contribute to future changes in global climate. These changes in atmospheric composition are likely to alter temperatures, precipitation patterns, sea level, extreme events, and other aspects of climate on which the natural environment and human systems depend. The project-generated GHGs, along with GHGs from other developments proposed, planned or under construction in the project area, as well as activities and land uses throughout the City, County, State and the nation,

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are expected to generate greenhouse gases and contribute proportionately to global warming. Thus, the proposed Amendment and related projects would cumulatively increase concentrations of greenhouse gases in the project area, increasing the potential for global warming and climate change.

Future residential development under the proposed Specific Plan Amendment and the related projects would represent a minor proportion of all existing and planned developments in the City of Ontario, the County of San Bernardino and the State and is expected to provide a proportionately minor contribution to total GHG emissions, when compared to existing developments in the City, County or State.

Mitigation Measure 4.15.1 in Section 4.15, *Greenhouse Gases and Climate Change*, would reduce GHG emissions from future residential development. However, due to the cumulative potential of GHG emissions to lead to global warming, the proposed Amendment and the related projects would cumulatively contribute to significant adverse impacts.

Consistency with GHG Plans, Policies or Regulations

The City of Ontario recently adopted a new General Plan, which called for the reduction of GHG emissions Citywide through the development of a Climate Action Plan for the City and participate in the development of the Sustainable Communities Strategy (SCS) within San Bernardino County. Prior to adoption of the Climate Action Plan, it requires development to implement applicable measures that would be incorporated into the Plan and that could be implemented to reduce GHG emissions by individual projects. Future development in the City of Ontario would thus, incorporate GHG emission reduction strategies prior to Climate Action Plan adoption or comply with the Climate Action Plan, upon adoption. Similarly, the Rancho Cucamonga General Plan is currently undergoing revision to include goals and policies for GHG emission reductions and calls for participation in the development of the Sustainable Communities Strategy (SCS) within San Bernardino County and implementation of a Green Team Sustainability Action Matrix.

Thus, future development within Ontario would be consistent with the GP's GHG reduction measures and with the Climate Action Plan, upon adoption, which in turn are consistent with the CAPCOA and Attorney General Policies and the Climate Change Scoping Plan. No cumulative impact related to plan consistency is expected.

However, the related projects that are recently completed, under construction or not subject to these recent regulations would not implement the whole set of GHG emission reduction measures and would not be consistent with City plans, and thus, would not be consistent with State plans. The GHG emissions of these projects would be considered significant and unavoidable.