4.4 TRANSPORTATION AND CIRCULATION

A Traffic Impact Study (TIS), dated January 2007, has been prepared by RK Engineering Group to estimate the trip generation of the proposed Wal-Mart Supercenter and to determine potential impacts on traffic and circulation that may occur with the proposed development. The findings of the traffic study are summarized below, and the complete traffic study is provided in Appendix C of this EIR.

4.4.1 Environmental Setting

Roadway Network

The project site has direct access to Mountain Avenue and Fifth Street, with regional access provided by the San Bernardino (I-10) Freeway to the north.

The *San Bernardino (I-10) Freeway* is an east-west freeway running through the northern section of the City Ontario. This freeway has four travel lanes and one high occupancy vehicle (HOV) lane in each direction. It carried approximately 264,000 vehicle trips daily and 17,400 peak hour trips in 2005 and 2006, at the Mountain Avenue on- and off-ramps (Caltrans 2005 All Traffic Volumes on CSHS website, accessed 3/9/2007 and Caltrans 2006 All Traffic Volumes on CSHS website, accessed 6/15/2007).

Mountain Avenue is a four-lane divided arterial street that runs in a north-south direction through the City of Ontario. This street runs along the eastern boundary of the site and is signalized at most intersections, including its intersections with Sixth Street and Fifth Street, near the site. It carried approximately 32,500 to 34,300 vehicle trips per day in 2006.

Benson Avenue is a north-south street located west of the site that runs along the City boundary with Montclair and continues north into the City of Upland. This street has four travel lanes and is signalized and has a median north of the I-10 Freeway but not on the segment south of the I-10 Freeway. It has four-way stop control at Sixth Street and Fifth Street.

San Antonio Avenue is a north-south undivided street located east of the site. This road has four travel lanes and a painted median. It has traffic signals at Vernon Avenue, Arrow Highway and Eighth Street (north of the I-10 Freeway), but only four-way stop signs on intersecting streets south of the freeway.

Jasmine Street is a short north-south street west of the site and just east of Benson Avenue. It has two travel lanes from Fifth Street to Hawthorne Street, with a stop sign at Fifth Street. Other segments of Jasmine Street are present north of Sixth Street and south of Fourth Street.

Helen Avenue is local north-south street west of the site. This street extends north from Fifth Street to La Deney Drive and from La Deney Drive to Armsley Square, with a stop sign at Fifth Street. A segment of Helen Avenue runs north from Deodar Street toward the I-10 Freeway, northwest of the site.

Elderberry Street is a two-lane local street located west of the site. It serves adjacent residential areas and runs in a north-south direction. Near the site, this street extends from Fifth Street to Sixth Street and becomes Elderberry Court north of Sixth Street.

Ninth Street is a two-lane east-west roadway in the City of Upland, north of the project site. It has a painted median and traffic signals at Mountain and Benson Avenues.

Eighth Street is a four-lane east-west roadway extending from Arrow Highway at Benson Avenue east through the cities of Upland, Ontario, and Rancho Cucamonga. It has a painted median and has signals with Mountain Avenue, Benson Avenue, and Sherman Way near the site.

Seventh Street is a four-lane east-west road located north of the I-10 Freeway that runs west from Mountain Avenue to Benson Avenue in the City of Upland, it continues west into the City of Montclair as Moreno Street. It has a painted median and traffic signals at Mountain and Benson Avenues.

Sixth Street is a two-lane undivided east-west roadway north of the project site and just south of the I-10 Freeway. It has four lanes near its intersection with Mountain Avenue, where it is signalized. Intersection chokers are present along the street segments within the Mountain Village Specific Plan area, east and west of Mountain Avenue.

Fifth Street is a two-lane undivided east-west local street along the southern boundary of the site. This roadway carried approximately 3,700 vehicle trips daily east of Mountain Avenue and 5,800 vehicle trips daily west of Mountain Avenue in 2006.

Fourth Street is a two-lane undivided east-west street located approximately ¼ mile south of the site. It runs through the City of Ontario and crosses the I-10 Freeway 2 miles east of the site. This street has a traffic signal at Mountain Avenue, where surrounding land uses are generally commercial in nature.

Holt Boulevard is a four-lane divided east-west roadway located south of the site. This road has traffic signals at its intersections with Mountain Avenue and Benson Avenue.

Hawthorne Street is a local two-lane residential street, extending east from Mountain Avenue and ending just east of San Antonio Avenue as a cul-de-sac. It forms a T intersection at Mountain Avenue, with stop control on Hawthorne Street.

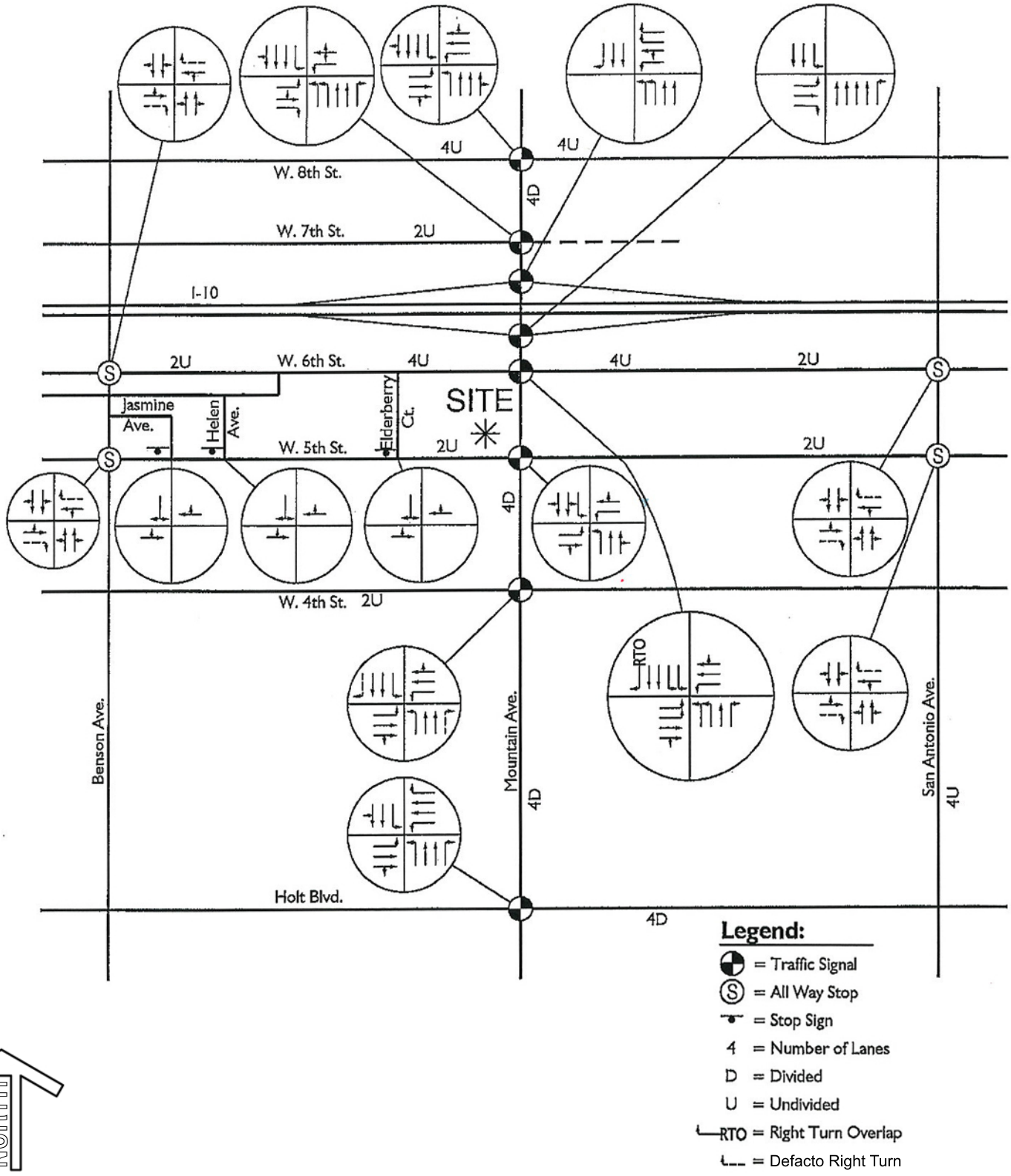
(TIS, 2007 Exhibits C and D)

Table 4.4-1, *Study Intersections*, lists the intersections that are analyzed for project impacts and identifies the existing traffic control at these intersections. Figure 4.4-1, *Roadway Geometrics*, shows the existing number of lanes and intersection controls at area roadways.

TABLE 4.4-1
STUDY INTERSECTIONS

Intersection	Traffic Control
Benson Avenue and 6th Street	AWS
Benson Avenue and 5th Street	AWS
Jasmine Avenue and 5th Street	CSS
Helen Avenue and 5th Street	CSS
Elderberry Court and 5th Street	CSS
Mountain Avenue and 8th Street	TS
Mountain Avenue and 7th Street	TS
Mountain Avenue and I-10 westbound ramps	TS
Mountain Avenue and I-10 eastbound ramps	TS
Mountain Avenue and 6th Street	TS
Mountain Avenue and 5th Street	TS

Ontario Wal-Mart Supercenter



Source: Traffic Impact Study, 2007

Figure 4.4-1 **Roadway Geometrics**

TABLE 4.4-1 **STUDY INTERSECTIONS**	
Intersection	**Traffic Control**
Mountain Avenue and 4th Street	TS
Mountain Avenue and Holt Boulevard	TS
San Antonio Avenue and 6th Street	AWS
San Antonio Avenue and 5th Street	AWS
AWS – All Way Stop CSS - Cross Street Stop TS – Traffic Signal Source: Traffic Impact Study, 2007 Table 6	

These intersections are subject to the traffic analysis in this EIR, to determine improvements that may be needed at these intersections. The intersection of Hawthorne Street and Mountain Avenue was not subject to analysis since the project includes the installation of a traffic signal at the intersection and an island on the east leg. These improvements would lead to the intersection operating at an improved LOS and no additional intersection improvement is expected to be necessary. While the intersections of Fifth Street with Jasmine Avenue and Helen Avenue are local T-intersections that would normally not be included in the traffic analysis for the project, the City has requested that these intersections be analyzed to address community concerns regarding potential impacts to the El Camino Elementary School. Thus, these intersections have been included in the analysis of the project's traffic impacts (Tom Danna, pers. comm. 4/6/2007 and Robert Kahn, pers. comm. 5/8/2007).

While there are other intersections near the site and in the project area which employees and patrons of the project would utilize, these intersections are not expected to be adversely affected by the project since very few project-related trips are expected to use them and thus, have not been subject to detailed analysis (Tom Danna, pers. comm. 12/15/2006).

Levels of Service (LOS)

The Level of Service (LOS) is a qualitative and quantitative measure used to describe the operational conditions within a traffic stream and a motorist's and/or passenger's perception of the roadway's performance. LOS is designated a letter from A to F, with LOS A representing free flowing traffic conditions. LOS B represents stable flow, with more restrictions and operating speeds beginning to be affected by traffic volumes. LOS C represents stable flow, with more restrictions and speed and maneuverability more closely controlled by higher traffic volumes. LOS D represents high density but stable flow, with traffic volumes severely restricting traffic flow. LOS E represents operating conditions at or near capacity level, with low but relatively uniform speeds. LOS F represents forced or breakdown flow, with many stoppages and low operating speeds (TIS, 2007 p. 1-4).

LOS is typically dependent on the quantity of traffic flow and the intersection. The Highway Capacity Manual methodology express LOS in terms of delay time, based on intersection controls, as shown in Table 4.4-2, *Levels of Service*, below.

TABLE 4.4-2 **LEVELS OF SERVICE**		
Level of Service (LOS)	**Average Delay Per Vehicle (seconds/vehicle)**	
	Signalized Intersection	**Unsignalized Intersection**
A	$\leq$ 10.0	$\leqq$ 10.0
B	> 10.0 and $\leq$ 20.0	> 10.0 and $\leqq$ 15.0

TABLE 4.4-2 LEVELS OF SERVICE		
Level of Service (LOS)	**Average Delay Per Vehicle (seconds/vehicle)**	
	Signalized Intersection	**Unsignalized Intersection**
C	> 20.0 and ≤ 35.0	> 15.0 and ≦ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≦ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≦ 50.0
F	> 80.0	> 50.0
Source: TIS, 2007 p. 1-6 from Highway Capacity Manual, 2000		

While levels of service for roadway segments may also be measured in terms of LOS, to analyze traffic flow and congestion, roadway performance is controlled by the performance of intersections, and more specifically, by intersection performance during peak traffic periods. This is because traffic control at intersections interrupts traffic flow that would otherwise be relatively unimpeded. For this reason, existing peak hour operating conditions were evaluated for the study intersections in the project area (TIS, 2007 p. 6-5).

The criteria above in Table 4.4-2 are used in determining the level of service and operational conditions at the study intersections during the morning (AM) and afternoon (PM) peak hours.

Existing Traffic Volumes and Levels of Service

Traffic counts were conducted at area intersections to determine existing levels of service (LOS). These included AM and PM peak hour turning movement counts and mid-day traffic volume counts, with the traffic counts at the Jasmine Avenue/Fifth Street and Helen Avenue/Fifth Street intersections made during the school dismissal times (earlier than the PM peak hour) (TIA, 2007 p. 3-1). Since the focus of the analysis for the Jasmine/Fifth Street and Helen/Fifth Street intersections is the school, the traffic counts at these intersections were conducted when school let out (rather than the PM peak hour), to provide a worst case scenario analysis of potential impacts and to provide additional analysis regarding project impacts on the school.

Figure 4.4-2, *Existing Traffic Volumes*, shows existing AM and PM peak hour traffic volumes at area intersections and Table 4.4-3, *Existing Peak Hour Intersection LOS*, provides the average vehicle delays and LOS for each intersection.

TABLE 4.4-3 EXISTING PEAK HOUR INTERSECTION LOS						
Intersection	**AM Delay**	**PM Delay**	**AM LOS**	**PM LOS**	**AM v/c ratio***	**PM v/c ratio***
Benson Avenue and 6th Street	12.7	15.6	B	C	0.452	0.634
Benson Avenue and 5th Street	13.8	17.3	B	C	0.474	0.615
Jasmine Avenue and 5th Street	11.5	12.2	B	B	0.06	0.12
Helen Avenue and 5th Street	12.0	11.4	B	B	0.07	0.03
Elderberry Court and 5th Street	13.0	11.6	B	B	0.13	0.07
Mountain Avenue and 8th Street	40.2	101.7	D	F	0.787	1.113
Mountain Avenue and 7th Street	20.2	23.8	C	C	0.479	0.686
Mountain Avenue and I-10 westbound ramps	42.8	34.2	D	C	0.820	0.743
Mountain Avenue and I-10 eastbound ramps	40.7	36.2	D	D	0.913	0.923
Mountain Avenue and 6th Street	77.4	109.6	E	F	0.970	1.063

TABLE 4.4-3
EXISTING PEAK HOUR INTERSECTION LOS

Intersection	AM Delay	PM Delay	AM LOS	PM LOS	AM v/c ratio*	PM v/c ratio*
Mountain Avenue and 5th Street	18.3	22.6	B	C	0.617	0.791
Mountain Avenue and 4th Street	17.8	21.7	B	C	0.516	0.704
Mountain Avenue and Holt Boulevard	33.2	127.0	C	F	0.744	1.277
San Antonio Avenue and 6th Street	13.6	15.0	B	B	0.457	0.522
San Antonio Avenue and 5th Street	16.9	14.4	C	B	0.596	0.541

* shows worse case movement volume/capacity ratio for unsignalized intersections
Source: Traffic Impact Study, 2007 Table 6 and Appendix B

As shown, area intersections currently operate at LOS D or better during the peak hours, except for the following intersections:

- Mountain Avenue and 8th Street – LOS F during PM peak hour
- Mountain Avenue and 6th Street – LOS E during AM peak hour and LOS F during PM peak hour
- Mountain Avenue and Holt Boulevard – LOS F during PM peak hour (TIS, 2007 p. 3-2)

As shown, the v/c ratios for these three intersections also exceed 1.0 during the PM peak hours (TIS, 2007 Appendix B).

Transportation Demand Management

The City's Trip Reduction Ordinance (Section 9-1.3050 of the Ontario Development Code) requires new development to provide site improvements and facilities to promote the use of alternative modes of transportation and reduce vehicle trips. New non-residential development projects are required to provide one bicycle rack with three bicycle parking spaces for every 30 vehicle parking spaces. Also, pedestrian walkways and bicycle paths should be provided, connecting the buildings to public streets. A passenger loading area along the main building entrance for at least 5 vehicles should also be provided.

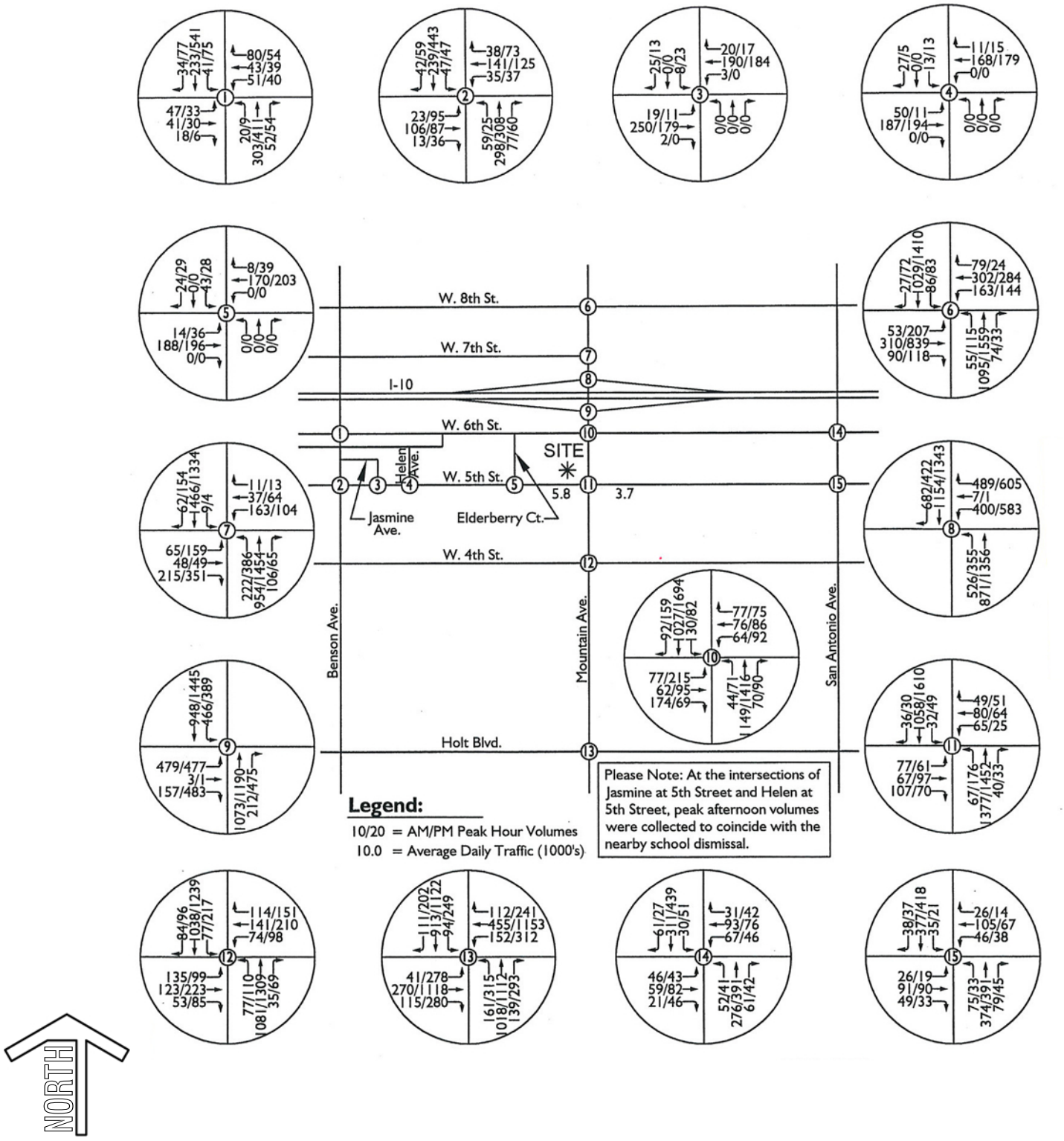
A shower facility accessible to both men and women biking or walking to work is required for large projects. Preferential parking spaces for carpools/vanpools are also required, with the spaces signed and striped. Transit facilities, such as bus shelters, bus pullouts, and bus pads, shall be provided if needed to serve the development and on-site video conferencing facilities are required for office buildings with a capacity of 1,000 employees or more (OMC, Section 9-1.3050).

Truck Routes

Mountain Avenue, Holt Boulevard, Euclid Avenue, and Fourth Street are designated truck routes in the City, as well as the I-10 Freeway.

Public Bus Transit

Omnitrans Bus Route 62 runs along Fifth Street adjacent to the site and along Mountain Avenue south of Fifth Street. A bus stop is located near the southeast corner of the site, on Fifth Street. Route 62 travels from the Chino Transit Center through downtown Ontario to the Montclair Transcenter. Route 62 runs every 30 minutes on weekdays from 5:48 AM to 10:00 PM and on Saturdays from 6:48 AM to 6:55 PM and every hour on Sundays from 6:48 AM to 7:19 PM. The May 2004 records of Omnitrans indicate a



Source: Traffic Impact Study, 2007

Figure 4.4-2 **Existing Traffic Volumes**

weekday average of 4 pick-ups and 16 drop-offs at the site for the northbound buses and 19 pick-ups and 5 drop-offs of the southbound direction (Omnitrans letter, 11/9/2006).

Air and Rail Transportation

The project site is not located near a public airport. The nearest airports are the Cable Airport (located approximately 2.2 miles northwest of the site in Upland) and the Ontario International Airport (located approximately 2.3 miles southeast of the site) (Thomas Guide, 2005 pp. 571, 572, 601, 602, 603, 642, 643).

The Union Pacific Railroad (UPRR) tracks run through the City of Ontario in an east-west direction, entering the City at Etiwanda Avenue, just south of the I-10 Freeway, and running along the north side of the Ontario International Airport and south of Holt Boulevard. The UPRR tracks are used by freight trains traveling from East Los Angeles to Riverside. The Metrolink tracks are just south of the UPRR tracks and are used by passenger trains from Riverside to Los Angeles, with a station at Francis Street in the eastern section of the City. The UPRR and Metrolink tracks are located approximately 1.5 miles south of the site (Thomas Guide, 2005 pp. 571, 572, 601, 602, 603, 642, 643).

Bikeways

A bikeway is a facility that is provided primarily for bicycle travel. Class 1 Bikeways or Bike Paths are separated rights-of-way for the exclusive use of bicycles and pedestrians with minimum crossflow with vehicles. Class 2 Bikeways or Bike Lanes are striped lanes for one-way bike travel on a street or highway. Class 3 Bikeways or Bike Routes are streets for shared use with pedestrian or motor vehicle traffic and are often designated by Bike Route signs (Highway Design Manual, 2006 p. 1000-1).

There are no bikeways on or near the site. The Ontario General Plan shows that a Class 3 Bikeway is proposed on Fifth Street from Benson Avenue, east through the site, to Campus Avenue. A Class 3 Bikeway is also proposed from Fifth Street, with an extension south along Munoz Park and then east on Park Street and then south on Mountain Avenue to G Street (Ontario General Plan, 1992, p. 6-17).

Congestion Management Program

The San Bernardino County Congestion Management Program (CMP), developed by the San Bernardino Associated Governments (SANBAG), addresses County-wide traffic congestion through an interrelation of transportation, land use, and air quality programs. The CMP sets level of service standards for the County's CMP-designated highway system and implements an enhanced transportation management program to ensure that the designated roadways and intersections meet set standards (SANBAG website, accessed 6/12/2007).

The San Bernardino County CMP sets a standard of LOS E for roadway intersections and freeway interchanges in the County's CMP-designated highway system. If the 1992 LOS is F, a 10-percent degradation is considered a deficiency (CMP, 2003 p.2-3). In addition, signalized intersections are considered deficient if the overall volume/capacity ratio is equal to or more than 1.0, even if the LOS defined by vehicle delay is below the LOS standard (TIS, 2007 p. 1-6). Mountain Avenue and Holt Boulevard are on the CMP Road System and the Holt Boulevard-Mountain Avenue intersection is identified to have operated at LOS F in 1992 (CMP, 2003 pp. 2-8 and 2-11). The eastbound and westbound lanes of the I-10 Freeway, from Central Avenue to Milliken Avenue, were also operating at LOS F in 1992 (CMP, 2003 p. 2-12).

The CMP also outlines the requirements for Traffic Impact Analysis (TIA) needed for proposed development projects. Projects that would generate 250 or more peak hour trips or that would add 50 or more vehicle trips to a State highway must prepare a TIA. However, jurisdictions that have implemented qualifying development mitigation programs that include development contribution requirements established by the SANBAG Development Mitigation Nexus Study are not required to prepare TIA reports (CMP Appendix C, 2005 p. C-2).

The City of Ontario adopted a DIF program that complies with SANBAG Development Mitigation Nexus Study and thus, is not required to prepare TIAs in accordance with CMP guidelines. The City's Development Impact Fee (DIF) program requires fair share fees from new development for needed transportation facilities, including regional transportation projects (Tom Danna, pers. comm. 12/15/2006).

4.4.2 Threshold of Significance

In accordance with Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on traffic and circulation, if its implementation results in any of the following:

- Causes an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceeds, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Results in inadequate emergency access;
- Results in inadequate parking capacity; or,
- Conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The Ontario General Plan sets the roadway LOS standard at D and the intersection LOS standard at E (Ontario General Plan, 1992 p. 8-30). For the proposed project, the area roadways consist of closely-spaced, controlled (stops or signals) intersections, where the intersections will govern the roadway LOS. Therefore, LOS D is used as the LOS threshold and peak hour intersection operations at LOS E or F are considered deficient (Tom Danna, pers. comm. 2/14/2007). The Circulation Element of the Ontario General Plan also considers a traffic impact significant if the project contributes measurable traffic and substantially and adversely changes the level of service at any location that is projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the Ontario General Plan cannot be constructed. Improvements that are consistent with the Ontario General Plan Circulation Element are not expected to generate significant adverse impacts, if the project contributes its "fair share" funding for the improvements (TIS, 2007 p. 1-7 to 1-8).

4.4.3 Environmental Impacts

The project site generates vehicles trips associated with the 3 security guards each day, with 6 vehicle trips occurring from these employees. The Hollywood Video store also generates vehicles trips from employees and patrons of the store. Approximately 861 daily trips are expected to be generated by the video store, with no trips during the AM peak hour (store is closed) and 44 inbound trips and 52 outbound

trips during the PM peak hour (using ITE trip rate for video store of 6.26 trips per thousand square feet (ksf) incoming during the PM peak hour and 7.35 trips per ksf outgoing during the PM peak hour and 136 trips per day, with a 10 percent reduction for pass-by trips on the 7,035-square-foot floor area of the Hollywood Video store). These trips would remain in place with the project.

Traffic Increase and Roadway Capacity *(Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*

The proposed Wal-Mart Supercenter would generate new vehicle trips that would add to current traffic volumes on Mountain Avenue, Fifth Street, the I-10 Freeway, and other nearby streets. These trips would increase traffic volumes over existing levels and would re-establish vehicle trips generated by former commercial uses on the site. The impacts of these new vehicle trips on traffic and circulation in the project area are discussed below.

Trip Generation
Trip generation for the project was calculated using the Institute of Transportation Engineers (ITE) Trip Generation manual, 7th Edition. Table 4.4-4, *Trip Generation*, summarizes daily, AM and PM peak hour trip generation for the Wal-Mart Supercenter. Approximately 7,981 vehicle trips are expected daily, with 301 vehicle trips during the AM peak hour and 629 vehicle trips during the PM peak hour (TIS, 2007 p. 2-2).

TABLE 4.4-4
TRIP GENERATION

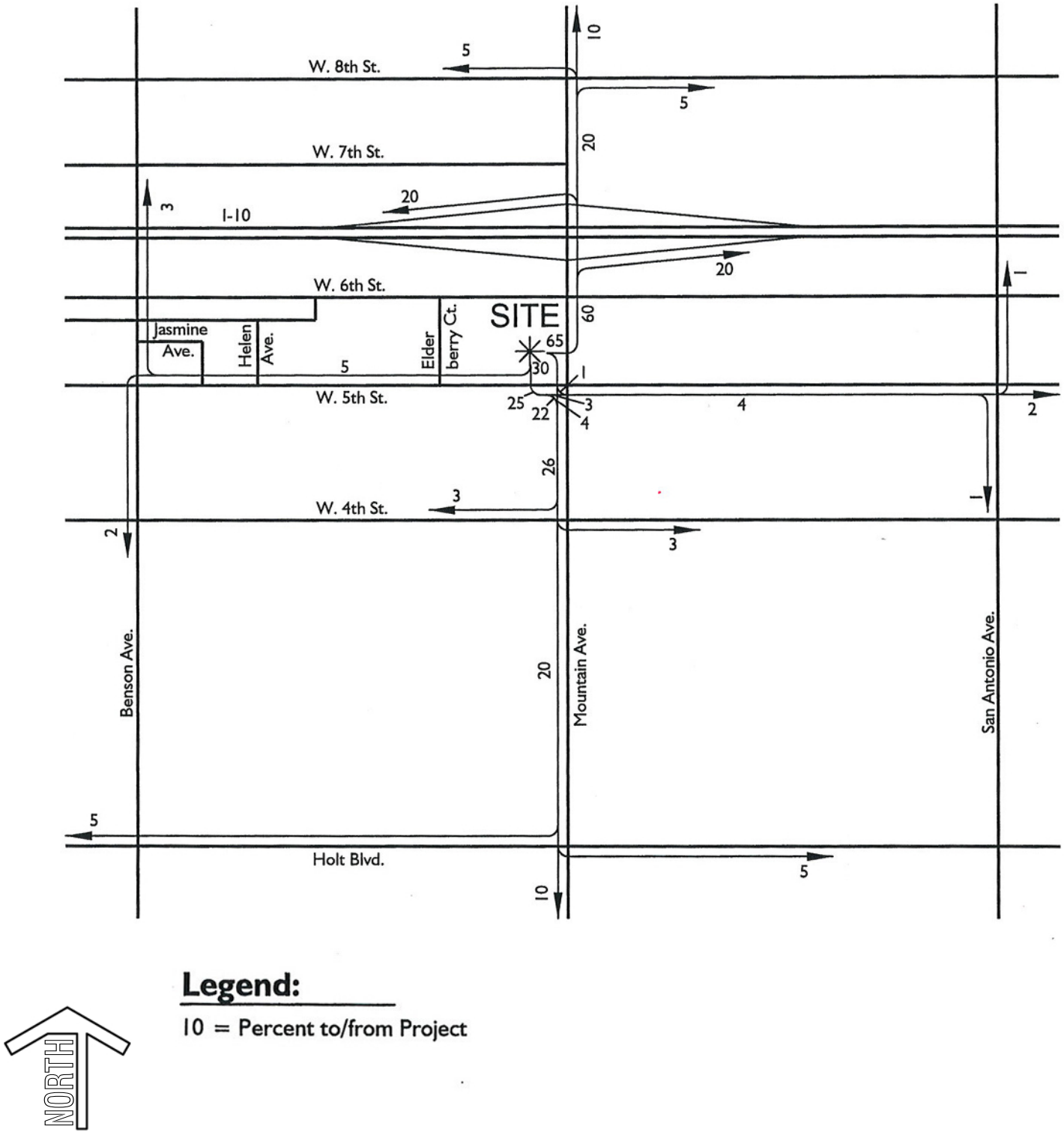
Land Use	Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Freestanding Discount Superstore	190,803 sf	9,389	179	172	351	363	376	739
Less 15% passby trips		-1,408	-24	-26	-50	-54	-56	-110
Total		7,981	155	146	301	309	320	629

Source: Traffic Impact Study, 2007 Table 2

The Hollywood Video store is estimated to be generating 861 vehicle trips daily, which would not change with the proposed project. Thus, a total of 8,842 trips would be coming from the site with the project.

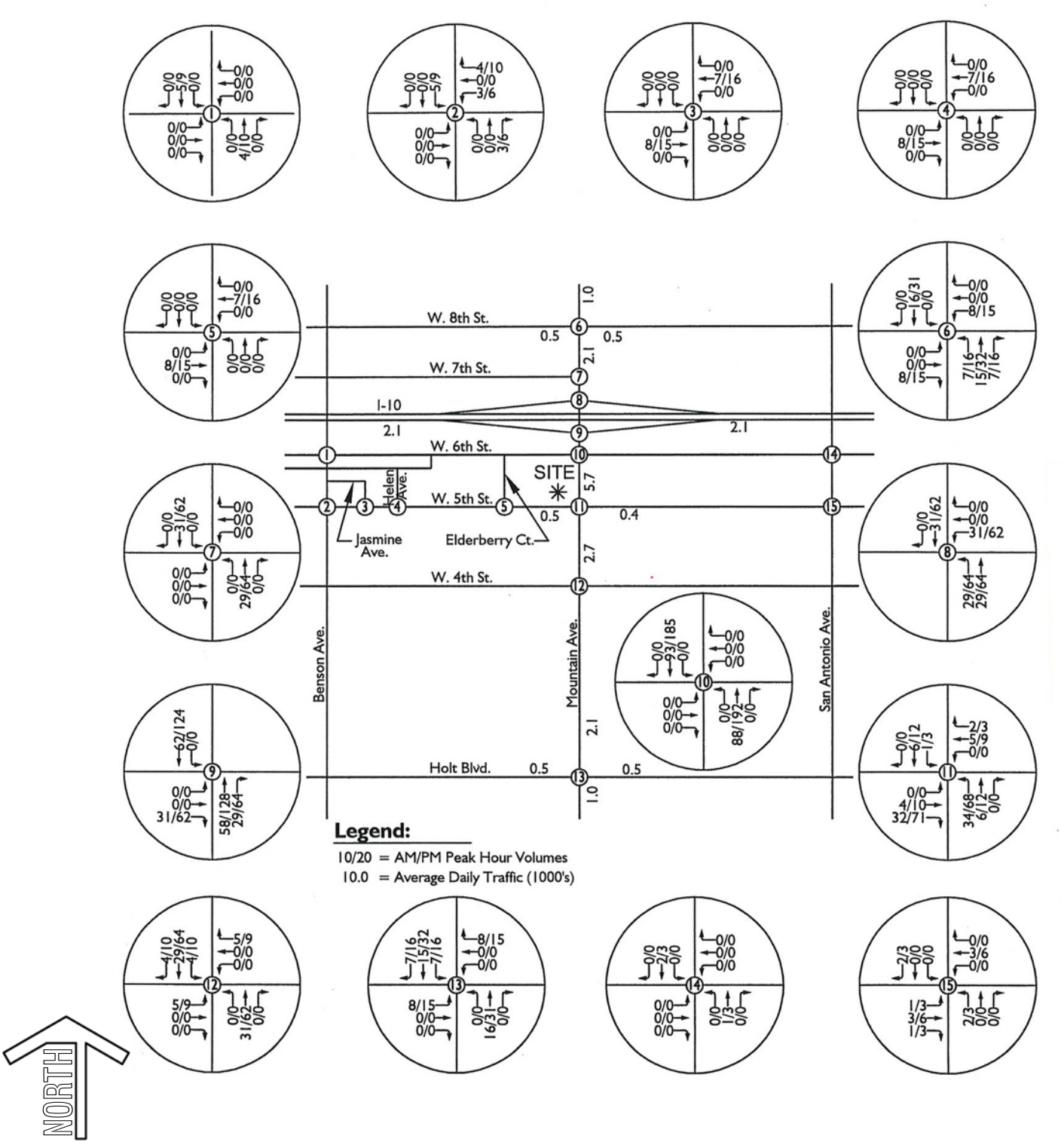
Trip Distribution
The trip distribution and assignment process shows the directional orientation of traffic to and from the site. The trip distribution is heavily influenced by the geographical location of the site, the location of commercial, employment and residential areas, and the proximity to the regional freeway system (TIS, 2007 p. 2-2).

Figure 4.4-3, *Trip Distribution*, and Figure 4.4-4, *Trip Assignment*, show the distribution of vehicle trips that would be generated by the proposed project. Approximately 20 percent of the trips are expected to come from and go eastbound on the I-10 Freeway and 20 percent are expected to come from and go westbound on the I-10 Freeway. Another 20 percent are expected to continue north on Mountain Avenue, with 26 percent going south on Mountain Avenue. Approximately 5 percent will travel to and from Fifth Street west of the site and another 4 percent on Fifth Street east of the site. The remaining 5 percent are trips that would be internal to the block, between the site and the adjacent commercial uses (TIS, 2007 Exhibit E).



Source: Traffic Impact Study, 2007

Figure 4.4-3 **Trip Distribution**



Source: Traffic Impact Study, 2007

Figure 4.4-4 **Trip Assignment**

Future Intersection Operations
Ambient area-wide growth was accounted for by applying a 2% annual growth rate to existing traffic volumes. This results in a 4 percent growth from 2006 to the project opening year of 2008. No significant cumulative projects are planned or proposed in the project area that would not be accounted for by the growth rate factor. Thus, no additional vehicle trips were considered to derive the Project Buildout Year (Year 2008) without Project scenario (TIS, 2007. p. 4-1).

Figure 4.4-5, *2008 without Project Traffic Volumes*, shows the traffic volumes at area intersections, without the proposed project. Table 4.4-5, *Year 2008 Peak Hour Intersection LOS without Project*, provides the average vehicle delays and LOS for each intersection in 2008, without the project.

As shown, the same area intersections would operate at LOS E or F during the peak hours in 2008 as existing conditions. These are:

- Mountain Avenue and 8th Street – LOS F during PM peak hour
- Mountain Avenue and 6th Street – LOS E during AM peak hour and LOS F during PM peak hour
- Mountain Avenue and Holt Boulevard – LOS F during PM peak hour (TIS, 2007 p. 4-1)

As shown below, the v/c ratios on these three intersections would continue to be greater than 1.0, as existing (TIS, 2007 Appendix C).

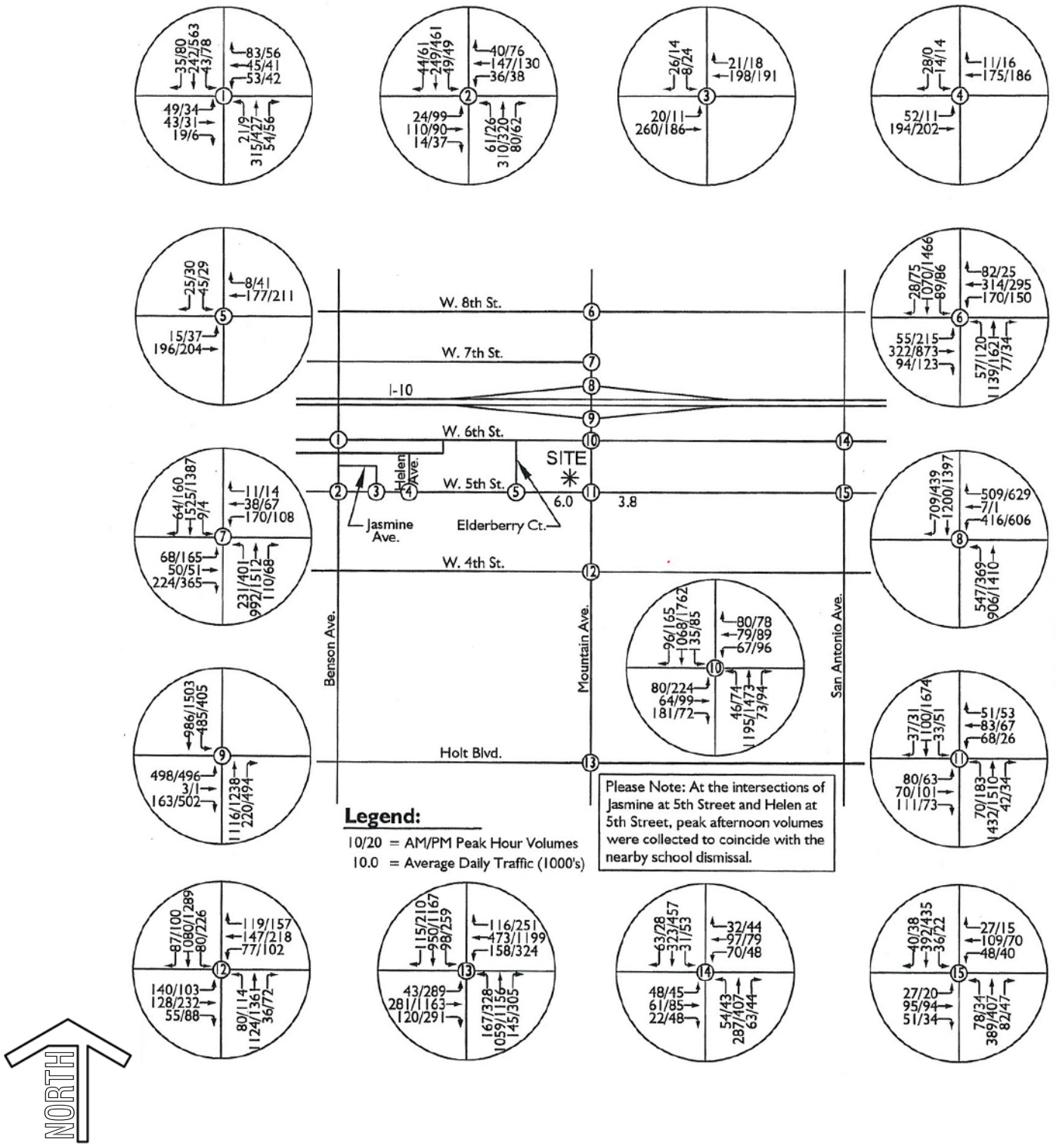
TABLE 4.4-5
YEAR 2008 PEAK HOUR INTERSECTION LOS WITHOUT PROJECT

Intersection	AM Delay	PM Delay	AM LOS	PM LOS	AM v/c ratio*	PM v/c ratio*
Benson Avenue and 6th Street	11.0	15.6	B	C	0.348	0.648
Benson Avenue and 5th Street	12.8	16.4	B	C	0.438	0.599
Jasmine Avenue and 5th Street	10.3	10.9	B	B	0.03	0.04
Helen Avenue and 5th Street	10.4	11.7	B	B	0.04	0.02
Elderberry Court and 5th Street	11.2	11.5	B	B	0.08	0.06
Mountain Avenue and 8th Street	41.6	117.6	D	F	0.792	1.151
Mountain Avenue and 7th Street	20.9	26.4	C	C	0.589	0.730
Mountain Avenue and I-10 westbound ramps	39.8	41.1	D	D	0.764	0.778
Mountain Avenue and I-10 eastbound ramps	33.0	35.5	C	D	0.836	0.895
Mountain Avenue and 6th Street	74.8	122.3	E	F	0.960	1.087
Mountain Avenue and 5th Street	18.0	23.1	B	C	0.618	0.785
Mountain Avenue and 4th Street	18.0	23.4	B	C	0.525	0.733
Mountain Avenue and Holt Boulevard	31.9	167.8	C	F	0.720	1.430
San Antonio Avenue and 6th Street	12.6	14.8	B	B	0.399	0.533
San Antonio Avenue and 5th Street	15.1	13.3	C	B	0.550	0.461

* shows worse case movement volume/capacity ratio for unsignalized intersections
Source: Traffic Impact Study, 2007 Table 7 and Appendix C

The vehicle trips that would be generated by the project are added to the Project Buildout Year without Project Scenario, to determine future LOS at area intersections. Table 4.4-6, *Year 2008 with Project LOS*, provides the average vehicle delays and LOS for each intersection in 2008, with the project.

Ontario Wal-Mart Supercenter



Source: Traffic Impact Study, 2007

Figure 4.4-5 **2008 without Project Traffic Volumes**

The vehicle trips generated by the proposed project would likely replace trips formerly generated by the previous commercial uses that are no longer in operation at the site. While existing traffic conditions at nearby roadways have changed since these structures were closed (2002 and 2003), traffic from the proposed project would replace, rather than exceed, those vehicle trips (TIS, 2007 Table 4).

Figure 4.4-6, *2008 with Project Traffic Volumes*, shows the traffic volumes at area intersections, with the proposed project. As mentioned earlier, while vehicle trips coming to and from the project may utilize other intersections farther from the site, these trips would be limited in number and are not expected to cause any measurable change in LOS. Thus, no detailed analysis has been provided for these other intersections.

TABLE 4.4-6
YEAR 2008 WITH PROJECT LOS

Intersection	AM Delay	PM Delay	AM LOS	PM LOS	AM v/c ratio*	PM v/c ratio*
Benson Avenue and 6th Street	11.0	15.9	B	C	0.352	0.658
Benson Avenue and 5th Street	12.9	16.9	B	C	0.444	0.617
Jasmine Avenue and 5th Street	10.4	11.1	B	B	0.03	0.05
Helen Avenue and 5th Street	10.5	12.0	B	B	0.04	0.03
Elderberry Court and 5th Street	11.3	11.8	B	B	0.08	0.06
Mountain Avenue and 8th Street	43.1	128.3	D	F	0.806	1.177
Mountain Avenue and 7th Street	21.1	26.1	C	C	0.596	0.744
Mountain Avenue and I-10 westbound ramps	40.9	46.5	D	D	0.784	0.841
Mountain Avenue and I-10 eastbound ramps	33.3	40.2	C	D	0.845	0.959
Mountain Avenue and 6th Street	90.7	169.3	F	F	1.015	1.207
Mountain Avenue and 5th Street	18.8	27.9	B	C	0.645	0.879
Mountain Avenue and 4th Street	18.2	23.7	B	C	0.541	0.753
Mountain Avenue and Holt Boulevard	32.4	171.0	C	F	0.728	1.386
San Antonio Avenue and 6th Street	12.5	14.9	B	B	0.401	0.537
San Antonio Avenue and 5th Street	15.3	13.6	C	B	0.556	0.470

* shows worse case movement volume/capacity ratio for unsignalized intersections
Source: Traffic Impact Study, 2007 Table 10 and Appendix

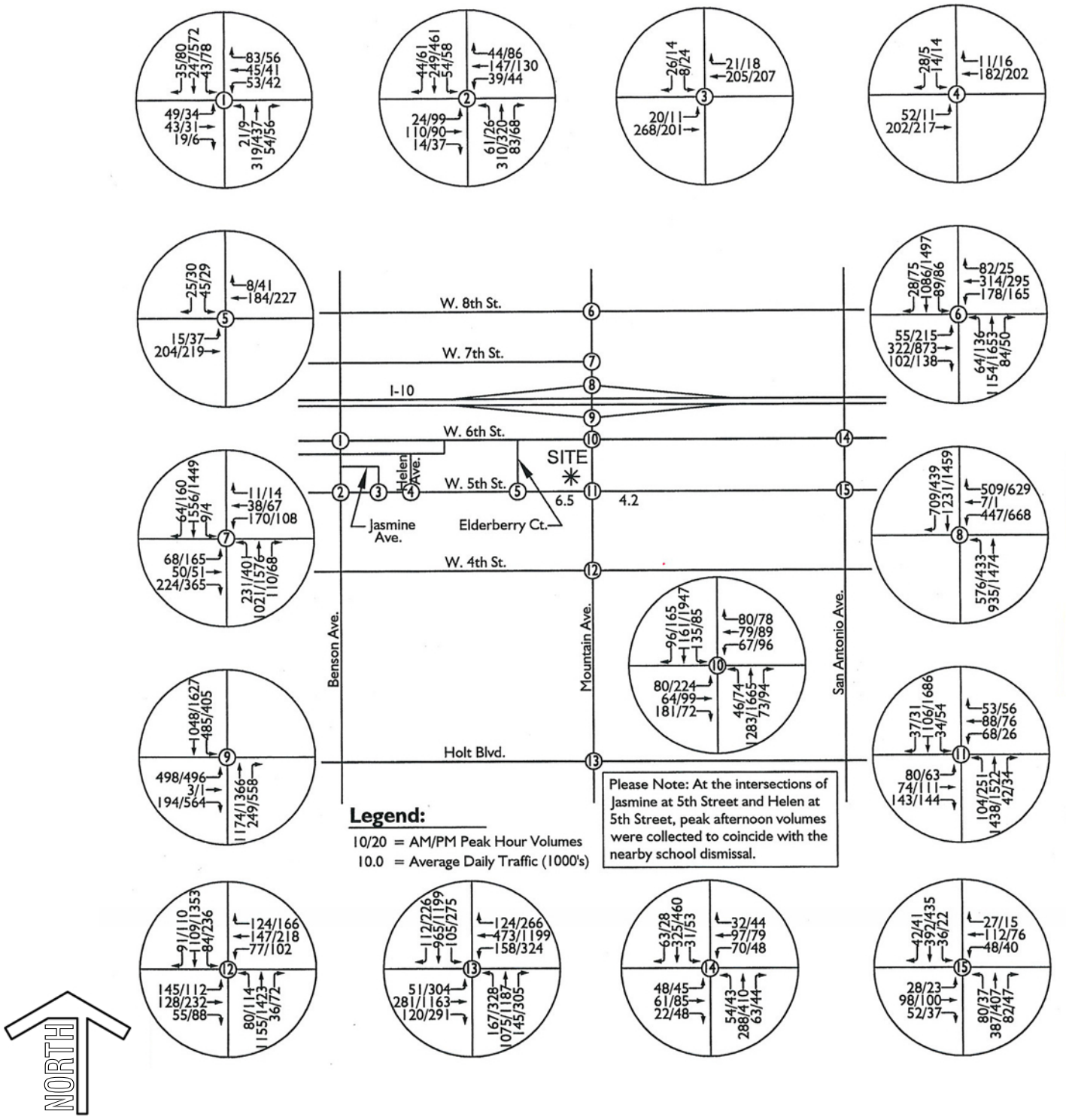
As shown in Table 4.4-6 above, the same area intersections would operate at LOS E or F during the peak hours as existing conditions and under the 2008 without Project scenario. These are:

- Mountain Avenue and Eighth Street – LOS F during PM peak hour
- Mountain Avenue and Sixth Street – LOS F during AM and PM peak hours
- Mountain Avenue and Holt Boulevard – LOS F during PM peak hour (TIS, 2007 p. 4-3)

The v/c ratios on these three intersections would also continue to be greater than 1.0, as existing and projected for Year 2008 without the project (TIS, 2007 Appendix F).

While the project would not cause these intersections to operate at LOS E and F by and of itself, it would contribute to traffic congestion at local intersections that would exceed City LOS thresholds. This is considered a significant adverse impact.

Ontario Wal-Mart Supercenter



Source: Traffic Impact Study, 2007

Figure 4.4-6 **2008 with Project Traffic Volumes**

Impact 4.4.1: The proposed project would contribute to traffic congestion at the intersection of Mountain Avenue and 8th Street during the PM peak hour, at the intersection of Mountain Avenue and 6th Street during both the AM and PM peak hours, and at the intersection of Mountain Avenue and Holt Boulevard during the PM peak hour.

To allow these intersections to operate at acceptable LOS, protected traffic signal phasing in all directions is needed at the intersection of Mountain Avenue and Eighth Street. In addition, an additional northbound through lane is needed at the intersection of Mountain Avenue and Sixth Street and additional left turn lanes in all directions and additional northbound and southbound through lanes are needed at the intersection of Mountain Avenue and Holt Boulevard.

The City's Development Impact Fee (DIF) program collects fees from new development and major redevelopment to fund infrastructure and public facility construction and upgrades needed to serve these developments. The DIF fees include street impact fees, which are placed into a separate account for use in the improvement of the City's roadway transportation network. These funds are earmarked for the construction of specific traffic improvements within the City, as identified in the Nexus Study prepared for the DIF program (Dennis Mejia, pers. comm. 5/31/2007). As roadway improvements are needed, as enough DIF money is collected, and as other funding become available, the City constructs various roadway capital improvements using these funds.

Projects that are listed in the City's DIF program include the widening of Mountain Avenue from Brooks Street to Sixth Street (Mountain Avenue Reconstruction) and the widening of Holt Boulevard from Benson Avenue to Convention Center Way (Holt Boulevard Reconstruction). These projects would include the improvements to the intersections of Mountain Avenue with Sixth Street and with Holt Boulevard that would mitigate the impacts of the proposed project (Tom Danna, pers. comm. 5/30/2007).

The project impacts identified at the intersection of Eighth Street and Mountain Avenue would occur in the City of Upland, outside the jurisdiction of the City of Ontario. The City of Upland has reviewed the EIR and Traffic Impact Study for the project and has indicated that they do not foresee any significant adverse impacts on the Mountain Avenue-Eighth Street intersection and no mitigation is necessary at ~~no immediate plans for the improvement of~~ this intersection (Alex Qishta, pers. comm. 8/2/2007 and Deepak Ubhayakar, pers. comm. 8/21/2007).~~,~~ The only plans for this intersection is a ~~outside of the~~ pavement rehabilitation and sidewalk and curb and gutter replacement on Eighth Street from Benson Avenue to San Antonio Avenue that is proposed for construction this year (Enayet Khuguyani, pers. comm. 6/6/2007).

The proposed project would need to pay fair share fees for the improvement of roadways and intersections in the City, including those adversely impacted by the project (TIS, 2007 p. 5-1), as required under the City's DIF program. In addition, the project would be required to provide the street improvements along the site boundaries, as planned by the City in its Circulation Master Plan and as identified in the Mountain Village Specific Plan. These include the construction of an additional southbound lane on Mountain Avenue from Sixth Street to Fifth Street, installation of a traffic signal at the intersection of Hawthorne Street and Mountain Avenue, and extension and improvement of Hawthorne Street and Main Street into the site (Design Review Plans, November 2005).

The City has planned for the construction of Main Street from the northern end of the site toward Sixth Street in its Capital Improvement Program (Ontario CIP, 2005 p. 187). The construction of this segment of Main Street will be a separate project as it goes through private property (drive aisle of Sixth Street

Center office building) but will be coordinated with the development of the segment of Main Street that would be constructed on the project site.

Aside from the traffic signal, a traffic island would be constructed on the east leg of Hawthorne Street to prevent east-west through traffic at its Mountain Avenue intersection. Thus, the east leg of the Mountain Avenue and Hawthorne Street intersection will be limited to right-turns in and right-turns out only. In addition, a raised roadway median would be constructed from Fifth Street to Sixth Street. This median would prevent left turns from the southern driveway on Mountain Avenue (Design Review Plans, November 2005).

An analysis of the Hawthorne Street and Mountain Avenue intersection was not made since the existing traffic movement on the east leg of Hawthorne Street would be maintained with the proposed project, and improvements in LOS are expected with the provision of a traffic signal and traffic island at this intersection. The installation of the traffic signal will greatly improve existing operations and level of service at this intersection. It will allow for controlled left turn movements, which will be a major safety improvement. It will also provide for a controlled pedestrian crossing at Mountain Avenue that will benefit the existing residential community in the area. To minimize the opportunity for cut-through traffic on Hawthorne Avenue, the east leg of the intersection will be limited to right turns in and right turns out only. Thus, the traffic signal that would be installed as part of the project would have a positive impact to traffic flow and safety at the Hawthorne Street and Mountain Avenue intersection (TIS, 2007 p. 6-4).

The proposed traffic island on Hawthorne Street would prevent vehicle trips from the site to use Hawthorne Street to travel east and going into the residential neighborhood east of Mountain Avenue. Also, vehicles westbound on Hawthorne Street cannot cross Mountain Avenue to reach the proposed project. Rather, vehicles would be confined to the northbound direction and would have to use either Sixth Street or Fifth Street to reach the project site. Also, southbound vehicles would not be able to turn left (east) into Hawthorne Street. This will prevent eastbound motorists from using Hawthorne Street as an alternative, parallel route to Fifth or Sixth Streets. Thus, traffic volumes on Hawthorne Street would not increase with the proposed project (TIS, 2007 p. 6-4).

The traffic signal warrant analysis shows that traffic signals are not needed at existing unsignalized intersections in the project area, including the Fifth Street and San Antonio Avenue intersection (TIS, 2007 p. 4-4). An analysis of local intersections also indicated that all-way stop signs are not needed at the Elderberry Court/Fifth Street intersection (TIS, 2007 p. 6-4 and Table 10). Additionally, no change in traffic is expected from the project at the Palmetto Avenue/Sixth Street intersection (TIS, 2007 p. 6-3).

Due to the short distances between the traffic signals along Mountain Avenue, they would be interconnected to optimize traffic flow (Tom Danna, pers. comm. 12/15/2006). This will include the installation of a traffic actuated signal and traffic signal interconnect at the project driveway at Mountain Avenue and Hawthorne Avenue. The signal interconnect would allow for the operation of coordinated traffic flow along Mountain Avenue. The spacing of signalized intersections with the Hawthorne Avenue traffic signal would be at one-eighth mile, which is adequate to ensure coordinated traffic flow along Mountain Avenue. This spacing is greater than what currently occurs near the I-10 Freeway (TIS, 2007 p. 6-2). The California Department of Transportation (Caltrans) and the San Bernardino Associated Governments (SANBAG) are also conducting traffic signal timing updates along the I-10 Freeway and are expected to be adjusting the signal timing at the on- and off-ramps on Mountain Avenue to reduce traffic delays and congestion at this location and will improve traffic signal coordination along Mountain Avenue (TIS, 2007 p. 6-6).

While the project would generate traffic during the off-peak hours on weekdays, as well as increase traffic volumes on area roadways during the weekends and nighttime hours, the traffic analysis has been confined to the conventional weekday morning (7:00-9:00 AM) and afternoon (4:00-6:00 PM) peak hours when traffic volumes are heaviest. These typical peak hours are when through traffic is the greatest and a project potentially could impact the operation of nearby intersections and roadway segments the most. Other times of day generally have less through traffic and project-generated traffic would also be less at these times. Therefore, night time traffic is not anticipated to be an issue, since through traffic movements are significantly less during the evening and nighttime hours than both the AM and PM peak hours. The analysis of weekend and nighttime project traffic would entail the addition of project-generated vehicle trips to existing volumes that are substantially less than peak hour volumes. Single event peaks are also expected to be short-term and would not provide a worst case analysis (TIS, 2007 p. 6-5).

However, the intersections of Jasmine Avenue and Fifth Street and at Helen Avenue and Fifth Street during the afternoon hours of 1:30 PM to 3:30 PM have been analyzed, to coincide with the nearby school dismissal times as a worst case scenario (TIS, 2007 p. 6-5). Both of these intersections are projected to operate at acceptable levels of service with the project (TIS, 2007 Table 10).

The City of Chino has requested an analysis of the intersections of Mountain Avenue at Walnut Avenue, Mountain Avenue at the SR-60 Freeway east- and westbound ramps and a segment analysis for Mountain Avenue from Walnut Avenue to the SR-60 Freeway. These intersections and segments are located approximately 3.75 miles south of the project site. Based upon the project trip generation and trip distribution, it is anticipated that there will be minimal traffic associated from the project at these intersections and roadway segments. It is anticipated that the PM peak hour traffic volume from the project will be less than 30 vehicles per hour. The CMP TIA Guidelines generally require analysis of intersections where a project would contribute 50 trips or more (CMP Appendix C, 2005 p. C-9). Thus, 30 trips or less would have minimal impacts at the intersections near the City of Chino and no detailed traffic analysis was conducted for these intersections and segments (TIS, 2007 p. 6-2 and Robert Kahn, pers. comm. 5/8/2007).

Mountain Avenue will serve as the primary access roadway to the site. Other parallel routes, such as Benson Avenue and San Antonio Avenue, will carry some project traffic as indicated in the project trip distribution. These alternative routes will primarily serve as feeder routes to the residential neighborhoods in the surrounding area. No major amount of traffic is anticipated on the parallel routes to Mountain Avenue, as a result of the project. Impacts related to traffic increase and roadway capacity would be less than significant (TIS 2007 p. 6-5).

Level of Service Standard under Congestion Management Program (CMP) *(Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?)*

The San Bernardino County CMP sets a standard of LOS E for roadway intersections and freeway interchanges in the County's CMP-designated highway system. The City standards are LOS E for intersections and LOS D for roadway segments. While the City's intersection standard is the same as the CMP standard, the project analysis uses a more restrictive roadway LOS standard of D. Based on existing and projected LOS, the intersections of Mountain Avenue with Eighth Street, Sixth Street, and Holt Boulevard currently operate and would continue to operate at LOS F. In terms of the volume/capacity ratio, existing and projected v/c ratios at these intersections with and without the project

would be greater than 1.0. However, the v/c ratio increase at the intersection of Holt Boulevard and Mountain Avenue would be less than 10 percent (TIS, 2007 Appendices B, C, and F). The project would cumulatively exceed standards in the CMP.

The CMP calls for local jurisdictions to develop and implement a development mitigation program that includes payment of fair share fees for the needed roadway system improvements. The City has adopted a DIF program that complies with the CMP and would be collecting DIF fees from the proposed project. These fees will be used for the implementation of needed roadway improvement projects in the City, including those on Mountain Avenue and Holt Boulevard (Tom Danna, pers. comm. 12/15/2006).

SANBAG has identified regional transportation projects in its Development Mitigation Nexus Study, along with project costs and cost allocations from new developments in the region. Local jurisdictions, including the City of Ontario, have adopted DIF programs that would account for the implementation of these projects and payment of fair share fees by new development. Since Mountain Avenue and Holt Boulevard are arterials that are included in the Nexus Study, the improvement of intersections along these arterials are anticipated to be funded by DIF fees from the City and other DIF fees from participating adjacent jurisdictions. 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 fees are considered consistent with the CMP (Andrea Zureick, pers. comm. 6/12/2007). Since the proposed project would pay fair share fees under the City's DIF program, it is considered consistent with the CMP and no conflict is expected with the project.

The Comprehensive Transportation Plan (CTP) would identify any needed roadway improvements to serve future development in the region (SANBAG CTP website, accessed 3/8/2007). The City's development impact fees include funding for regional transportation projects, such as those that may be included in the CTP (Chuck Mercier, pers. comm. 11/14/2006). The project site is not located adjacent to a freeway or other regional transportation corridor and thus, is unlikely to have an impact on projects that may be included in the CTP. The project also would be required to pay development impact fees and would contribute to the implementation of the CTP (Tom Danna, pers. comm. 12/15/2006). No conflict with the CTP is expected. No significant adverse impacts relating to the CTP would occur.

Air Traffic Patterns *(Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that result in substantial safety risks?)*

The proposed Wal-Mart Supercenter would not be directly served by air transportation and would not affect air traffic at the Cable Airport and Ontario International Airport. Also, the proposed building would be approximately 35 feet high at its highest point and the decorative tower would be 50 feet high (Conceptual Elevations, 2/14/2007). These structures would not be high enough to affect air traffic over Cable Airport and Ontario International Airport, since the site is more than 10,000 feet from an airport and the proposed building less than 100 feet (Code of Federal Regulations - CFR Title 14, Part 77). The site is also located outside the air safety zone for the Ontario International Airport (Ontario General Plan, 1992, page 4-19) and the clear zone for Cable Airport (Cable Airport Master Plan, 1981, page 14). Thus, no impact on air traffic patterns would occur with the project.

Traffic Hazards *(Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?)*

During construction of the proposed roadway improvements, traffic flows along Mountain Avenue may be affected as travel lanes are temporarily blocked to construct the raised median, traffic island, proposed storm

drain, utility connections, and the new southbound lane. Water line and lateral replacements and the proposed storm drain would also obstruct traffic flows on Mountain Avenue, as portions of the roadway are under construction. Utility connections, water line upgrades, new laterals, and reconstruction of the sidewalk along Fifth Street would also temporarily block this roadway. The sewer line upgrade would also temporarily block Hollowell Street. Roadwork would lead to the temporary obstruction of traffic flows along Fifth Street, Mountain Avenue, and Hollowell Street. The length of construction would be highly dependent on the contractor personnel and equipment, weather, timing, temporary work stoppages, and other factors and cannot be predicted with any reliability. Access driveways to the Hollywood Video store, 76 gas station, and Carl's Jr. restaurant would be temporarily blocked, as work occurs across the driveways of these land uses. Access of the residences on Fifth Street and Munoz Park may also be affected by the water line upgrade on Fifth Street. However, trenching for water line and lateral replacements is not expected to block the entire roadway. Thus, single lane access is expected to remain. Similarly, work on Mountain Avenue is not expected to occur across the entire roadway, necessitating road closure. The sewer line upgrade near Hollowell Street would not block access to residences but would lead to a temporary obstruction of traffic on the roadway.

As required by Title 7, Chapter 3 – Public Rights-of-Way of the City's Municipal Code, an encroachment permit is needed for all work within public rights-of-way. Any work that would obstruct traffic flow also requires a Traffic Control Permit that prohibits encroachment into travel lanes during the peak hours and requires signs, temporary striping, alternative walkways and other pedestrian safety and flagger control guidelines in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) (Traffic Control Permit Application, 1/26/2006). In addition, construction work within the roadway would be conducted in accordance with the City's Traffic/Transportation Construction Specifications and the Standard Specifications for Public Works Construction (Greenbook), which provide guidelines to maintain public convenience and safety, regulations for pavement striping/marking, driveway access, pedestrian traffic street closures, detours and barricades, required signage, use of flaggers, removal and replacement of striping, marking and markers, and restoration of traffic signal loop detectors (Draft Traffic/Transportation Construction Specifications, January 3, 2007). Thus, the project would not cause significant adverse impacts on traffic flows, emergency response, or evacuation.

Increased traffic volumes on area roadways may lead to a greater incidence for traffic accidents. The proposed project would utilize existing driveways to the site and would include the construction of an additional southbound lane on Mountain Avenue, installation of a traffic signal at the intersection of Hawthorne Street and Mountain Avenue, and extension and improvement of Hawthorne Street and Main Street into the site. These street improvements are expected to facilitate emergency access to the site and the project area and improve future traffic flows.

Conflicts between vehicular traffic and other forms of travel (bicyclists and pedestrians) may also cause traffic hazards. No new driveways are proposed as part of the project. Thus, potential pedestrian-vehicle conflicts would be confined to the driveways along Mountain Avenue and Fifth Street. The proposed project would need to provide traffic signs, driveway controls, pedestrian walkways, vision clearance areas, and internal circulation controls, in accordance with the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) and the Title 4, Chapter 6 (Traffic) of the City's Municipal Code, as well as the standards for traffic and circulation in the Ontario Development Code and the Mountain Village Specific Plan.

Sight distance at access driveways will be reviewed and approved by the City at the time of preparation of the final grading, landscape, and street improvement plans (OMC Title 7 Chapter 3, Section 7-3.11 - Sight Distance). This will allow the City to review the final design plans for road and driveway

improvements and to verify that the roads and driveways do not include any sharp turns, blind spots, or unnecessary landscaping or brush that might result in a safety hazard.

In order to prevent vehicles entering and exiting the main site driveway on Mountain Avenue to cross over the opposing traffic on the southbound lanes, a raised median would be constructed along Mountain Avenue from Fifth Street to Sixth Street. The raised median would prevent exiting vehicles from turning left onto Mountain Avenue and northbound vehicles from turning left into the site. Thus, no obstruction of traffic flow on Mountain Avenue between Fifth Street and Hawthorne Street would occur.

Schools

There are two elementary schools near the site: El Camino Elementary School on 1525 W. Fifth Street and Hawthorne Elementary School on 705 W. Hawthorne Street, which are operated by the Ontario-Montclair School District (OMSD). The proposed project would add to traffic volumes on Fifth Street and San Antonio Avenue, by these schools. However, the project is anticipated to contribute a minor amount of traffic (5 percent of the project traffic) on Fifth Street adjacent to the El Camino School and a nominal amount of traffic (1 percent of project traffic) on San Antonio Avenue near the Hawthorne Elementary School. The vast majority of the project traffic will use Mountain Avenue primarily in proximity to the I-10 Freeway (TIS, 2007 p. 6-1).

Near Hawthorne Elementary School, the intersection of San Antonio Avenue at Sixth Street is projected to operate at Level of Service B during the AM and PM peak hours with the proposed project. The intersection of San Antonio Avenue at Fifth Street is anticipated to operate at Level of Service C during the AM peak hour and B during the PM peak hour. These are acceptable levels of service based on City standards. The incremental increase in delay caused by the project is insignificant and would represent less than a half second increase in delay during the AM and PM peak hours at these intersections with the project. Thus, no adverse traffic impacts to San Antonio Avenue are anticipated as a result of the project (TIS, 2007 p. 6-3).

Currently, school markings and traffic signage have been provided by the schools in accordance with the Manual for Uniform Traffic Control Devices (MUTCD). In addition, adult crossing guards are provided during the morning school start and afternoon dismissal times. With these measures in place, it is not anticipated that the project will have a significant impact to nearby schools (TIS, 2007 p. 6-1).

While traffic congestion near schools generally occurs during the school start and dismissal times, this congestion results from vehicles maneuvering to drop students off or pick-up students, rather than from street geometrics and capacity. This occurrence is also limited to less than an hour and does not warrant all-way stop signs at nearby intersections (Tom Danna, pers. comm. 12/15/2006).

Vehicle trips from the project would add to the traffic volumes on collector roadways and local streets, such as San Antonio Avenue, Fifth Street, Benson Avenue, and Euclid Avenue, but these roadways have capacity to handle the new vehicle trips that would be generated by the project. Also, little to no increase in traffic on local streets is expected from the project. Further, peak traffic from the project would not coincide with the school start and dismissal times. Crossing guards, school markings, and traffic signage are considered adequate to maintain traffic safety near schools in the project area (Tom Danna, pers. comm. 12/15/2006).

Sidewalks and walkways would be provided on-site to serve pedestrians. Also, Mountain Avenue serves as the school boundary, with areas east of Mountain Avenue attending Hawthorne Elementary School and Vina Danks Middle School areas west of Mountain Avenue attending El Camino Elementary School and

Vernon Middle School (OMSD Elementary School and Middle School Attendance Zones, website accessed 3/9/2007). Thus, nearby residential uses with potential students are not likely to cross the project site to get to the local schools.

A private school is located on Sixth Street, east of Palmetto Avenue. No project traffic is anticipated to travel through the intersection of Palmetto Avenue at Sixth Street, northeast of the project site, since the primary route to the north will be on Mountain Avenue towards the I-10 Freeway. No change in traffic impacts are anticipated at this intersection as a result of the project (TIS, 2007 p. 6-3).

Trucks
An estimated 85 to 94 trucks are expected to deliver merchandise to the project per week or an average of 14 to 16 trucks per day on a 6-day week schedule. Trucks coming to and from the site will be confined to the use of designated truck routes and likely to utilize the I-10 Freeway, Holt Boulevard, and Mountain Avenue, which are the designated truck routes near the site. From Mountain Avenue, trucks would travel on Fifth Street to access the western driveway for deliveries and pick-ups. However, Fifth Street is not a designated truck route and trucks would be limited to using the segment from Mountain Avenue to the west driveway and not allowed to go farther west, as allowed under Section 35703 of the California Vehicle Code. Thus, conflict with residential traffic on local streets would be confined to the short segment of Fifth Street from Mountain Avenue to the west driveway. With the limited number of trucks each day, this impact is considered less than significant (TIS, 2007 p. 6-1).

Churches
Increases in vehicle trips along Fifth Street would add to traffic congestion occurring at nearby churches. However, this congestion is confined to specific times when church services are held and do not coincide with the AM or PM peak hours on weekdays. Also, conflicts with church traffic on Fifth Street would not occur, since trucks to and from the site would not use Fifth Street, west of the site driveway. Similarly, a minimal number of vehicles is expected on Sixth Street and Palmetto Avenue, where churches are also present (Tom Danna, pers. comm. 12/15/2006).

Munoz Park
The presence of Munoz Park at the southwestern boundary of the site and the location of a service driveway at the southwestern corner of the project site may lead to conflicts with park users and trucks, especially during the weekends when leagues are in session and park visitors overflow onto Fifth Street and adjacent areas (Roberto Perez, pers. comm. 11/22/2006).

Based on the traffic analysis, the intersection of Fifth Street and Elderberry Court would operate at Level of Service B during the AM and PM peak hour periods, both without and with the project. There would be less than one-half second delay increase at this intersection as a result of the project. Therefore, there would be no adverse traffic impact created as a result of the project. Also, only about five percent of the project traffic is anticipated to occur along Fifth Street and three percent along Fourth Street. Project traffic conflicts with pedestrians will be minimal in comparison to existing traffic flows along these east/west roadways (TIS, 2007 pp. 6-2 to 6-3).

During the weekends or events at Munoz Park, pedestrians crossing Fifth Street to get to and from the park, including children, would be exposed to potential accidents with vehicular and truck traffic in this area. Since Fifth Street is not a designated truck route, truck travel would be confined to the segment of Fifth Street from Mountain Avenue to the western driveway to access the site. Thus, impacts are not expected to be significant. However, the City will be requiring mitigation to further prevent trucks from using Fifth Street and to slow down vehicle traffic along the park boundaries. The segment of Fifth Street

between the western driveway and Elderberry Avenue should be provided with street and intersection "chokers" to emphasize that truck traffic is prohibited from traveling west of the project site and to calm traffic at the Elderberry pedestrian crosswalk (Tom Danna, pers. comm. 2/14/2007). Compliance with traffic rules and safety measures would also prevent accidents.

The City has completed a Master Site Plan, which addresses the recreational needs, facilities, circulation, and infrastructure at Munoz Park. The Master Site Plan for Munoz Park has been recently adopted by the City, which plans the future development of synthetic soccer fields, turf soccer fields, sports field lighting, an expanded parking lot, an expanded community center, climbing tot lot, and park entry monument signs. The parking area and game fields along Fifth Street would be reconfigured to provide a parking area all along Fifth Street, with three access driveways. The eastern driveway would be moved west from the northeastern corner of the park site but would still be approximately 60 feet east of the western driveway for the proposed Wal-Mart Supercenter. The middle driveway would align with Elderberry Court (Master Plan – Anthony Munoz Park, 2/20/2007). Implementation of this Master Site Plan is expected to improve park facilities and safety at Munoz Park, as well as increase on-site parking availability.

Emergency Access *(Would the project result in inadequate emergency access?)*

Site Access

Access to the site would be made available through existing driveways on Mountain Avenue and Fifth Street. No new driveways would be created, although the second driveway to the Hollywood Video store would be moved south to align with Hawthorne Street and a signal provided at the intersection. In addition, a secondary access would be provided by Main Street, as it connects to Sixth Street to the north (Design Review Plans, November 2005).

Due to the absence of a raised median on Mountain Avenue at this time, vehicles coming from the site may be able to cross over the painted median to travel northbound on Mountain Avenue. To prevent this occurrence and the potential for traffic obstruction and accidents, the two driveways on Mountain Avenue shall be restricted as right-turn in and out only, with a raised median constructed from Sixth Street to Fifth Street and a traffic signal provided at Hawthorne Street (Design Review Plans, November 2005).

The provision of a full intersection at Hawthorne Street and Mountain Avenue may lead to the use of Hawthorne Street to access the site, as well as increases in traffic on Hawthorne Street. However, a traffic island would be constructed at the eastern leg of Hawthorne Street to prevent east-west travel. Thus, vehicles from the site would not be able to travel east on Hawthorne Street into the adjacent residential neighborhood and vehicles from the residential neighborhood would not be able to cross Mountain Avenue to reach the site (Design Review Plans, November 2005).

Due to the low traffic volumes on Fifth Street and the limited number of vehicles anticipated to use the site driveways on Fifth Street, full access will be provided on these driveways (TIS, 2007 Exhibit L). No significant adverse impacts are expected related to site access.

Emergency Access and Evacuation

The demolition and construction activities for the proposed project would be largely confined to the site, with proposed improvements on Fifth Street confined to the north sidewalk. Improvements on Mountain Avenue would include addition of a new southbound lane, a storm drain, a raised median, a traffic signal at the intersection of Mountain Avenue and Hawthorne Street, and a traffic island on Hawthorne Street. Utility connections would also be needed within the right-of-ways of Fifth Street and Mountain Avenue

(Design Review Plans, November 2005). These would lead to the closure of some travel lanes, but full roadway closure and traffic detours are not expected to be necessary. Any road work along the site would have to be conducted in accordance with the Standard Specifications for Public Works Construction (Greenbook) and City regulations. Thus, the project would not have significant adverse impacts on traffic flows for emergency response or evacuation.

The project site is not used for emergency response to or evacuation of adjacent areas. The site is surrounded by chainlink fencing and does not serve as an evacuation area for nearby residents or land uses. The proposed project would replace existing buildings on the site and would not interfere with the City's emergency response and evacuation plans for the area. Mountain Avenue is a designated evacuation route (Ontario General Plan, 1992 p. 3-20) and the proposed widening of Mountain Avenue would facilitate evacuation through this roadway. The project is not expected to adversely impact an adopted emergency response plan or emergency evacuation plan. Also, improvement of Hawthorne Street and Main Street through the site would facilitate emergency response to the surrounding area. Impacts relating to emergency access and evacuation would be less than significant.

Parking Capacity *(Would the project result in inadequate parking capacity?)*

The existing parking lot at the site would be demolished and new parking areas provided on-site. The proposed Wal-Mart Supercenter would provide a total of 770~~2~~ parking spaces on the site, with 18 of these spaces reserved for handicapped parking. The City's parking requirements call for 1 parking space for every 250 square feet of gross commercial retail floor area and 1 parking space for every 400 square feet of display or sales area for garden supply or nurseries (OMC Section 9-1.3010). With the 178,486 square feet of retail uses within the proposed building and approximately 12,317 square feet in the outdoor garden center, a total of 745 parking spaces are needed for the project. The site plan shows that 770~~2~~ spaces or 25~~7~~ more parking spaces than required would be provided. Thus, no adverse impacts related to parking are expected.

While the Hollywood Video store would remain in place, this use is located on the same parcel as the proposed project. The parking analysis shows that the video store's floor area of 7,035 square feet would require 28 parking spaces. The proposed project would provide 4~~3~~9 parking spaces for the video store at northeastern corner of the site. The remaining parking spaces near the video store (2~~1~~1 spaces) would be available for patrons of the Wal-Mart Supercenter. Thus, adequate parking would continue to be available for the video store.

Wal-Mart generally allows recreational vehicles (RVs) and trailers to park overnight in their parking lots. However, the Ontario Police Department and the Engineering Department have expressed concerns that overnight RV parking at the site would lead to the creation of campgrounds and the obstruction of access to the on-site sewer line. Thus, overnight RV parking would not be allowed at the site and would be subject to City enforcement actions. No significant adverse impacts related to parking are expected with the project.

Alternative Transportation *(Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?)*

Transportation Demand Management
In compliance with Section 9-1.3050, Trip Reduction Requirements, of the City's Development Code, one bicycle rack with three bicycle parking spaces for every 30 vehicle parking spaces will be provided on the site. With 772 parking spaces on the site, a total of 25 bike racks are needed, with capacity to

accommodate 75 bicycles. Pedestrian walkways would be provided to connect the proposed building to public streets. A passenger loading area would also be provided along the main building entrance for at least 5 vehicles. Preferential parking spaces for employee carpools/vanpools would be signed and striped. The project would also provide a bus shelter at the existing bus stop on Fifth Street. These project features would allow the project to comply with the City's Trip Reduction Ordinance and Rule 2202 of the South Coast Air Quality Management District (SCAQMD).

Public Transit

Omnitrans Bus Route 62 runs on Fifth Street adjacent to the site and on Mountain Avenue south of Fifth Street, with a stop southeast of the site on Fifth Street. The proposed project would lead to an increase in the use of Omnitrans buses by future employees of the site, as well as by patrons and visitors of the project. This would support the use of alternative transportation systems. Omnitrans indicated that increases in ridership may lead to an increase in service frequency from 30-minute service to 15-minute service. However, they did not indicate that adverse impacts to their services would occur.

As stated earlier, the project would provide a bus shelter at the existing bus stop on Fifth Street, southeast of the site. This would encourage bus transit use by employees and patrons of the project and reduce vehicle trips on local roadways. Existing transit routes along Mountain Avenue could adequately serve the proposed project site and no significant adverse impacts on public transit services are expected (TIS, 2007 pp. 6-4 t 6-5).

Air and Rail Transportation

The proposed Wal-Mart Supercenter would not be directly served by air or rail transportation and would not affect air traffic at the Cable Airport and Ontario International Airport or rail traffic on the UPRR tracks. Thus, no impact on air or rail traffic patterns would occur with the project and no mitigation measures are required.

Bikeways

The Ontario General Plan shows a Class 3 Bikeway or Bike Route is proposed on Fifth Street, with an extension south along Munoz Park and then east on Park Street and then south on Mountain Avenue (Ontario General Plan, 1992, p. 6-17). However, no bike route signs are proposed along the southern site boundaries as part of the project at this time (Chuck Mercier, pers. comm. 11/1/2006). Installation of Bike Route signs along the project site boundaries, without Bike Route signs on the segments west and east of the site, would only serve the confuse bicyclists in the area. Thus, these signs are likely to be installed along the entire segment as one future undertaking.

The project would pay development impact fees, which would be used for transportation improvements, including the construction of future bike route signs. These signs will likely be provided when the entire bike route is developed along Fifth Street (Mauricio Diaz, pers. comm. 3/13/2007). The lack of Bike Route signs does not preclude the use of Fifth Street as a bike route, thus, impacts are less than significant.

4.4.4 Previous Analysis

To the extent applicable, this Subsequent EIR tiers off previous environmental documents relating to the development of the project site. As outlined in Section 1.2.1, *Previous Environmental Review*, previous analyses include a Supplemental EIR considering the environmental impacts associated with future development within the Mountain Village Specific Plan area (which included the project site) and the EIR

analyzing the environmental impacts of new development and redevelopment within the Added Area, which was part of Amendment No. 1 to the Ontario Redevelopment Project No. 2.

While baseline conditions in this Subsequent EIR reflect the present situation, the linkages between the three documents remain pertinent to the environmental review of the Wal-Mart Supercenter proposal. The following discussion summarizes the salient points of similarity/difference between the previous documents and the Subsequent EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Supplemental EIR for Mountain Village Specific Plan

The Supplemental EIR for the Mountain Village Specific Plan analyzed the traffic impacts of future development within the Specific Plan area. The Traffic Impact Study Report for the Mountain Village Specific Plan analyzed the impacts of new development that would occur within the Specific Plan area. For the Main Street District, approximately 60,023 square feet of new retail space, 5,000 square feet of restaurant uses and 52,832 square feet of office uses were expected to be added to the existing developments in this District. Some 356,000 square feet of new commercial uses would be added into the other Specific Plan districts. The study identified intersections that are anticipated to operate at deficient LOS F and the improvements needed to mitigate these deficiencies. Mitigation to ensure acceptable levels of service (LOS) included on-site and off-site improvements, such as the widening of Mountain Avenue and installation of a traffic signal at Mountain Avenue and Hawthorne Street.

The Traffic Study for the proposed Wal-Mart Supercenter updates the information on traffic volumes on area streets and intersections and analyzes the specific impacts of the project. Mitigation measures are identified for project-specific impacts to determine fair share fees for the project. As required under the EIR for Amendment No. 1, a traffic impact analyses was completed for the project, as required for projects with over 10,000 square feet of floor area. As stated in the Supplemental EIR, the project would include the widening of Mountain Avenue and installation of a traffic signal at Mountain Avenue and Hawthorne Street.

The Initial Study for the Mountain Village Specific Plan indicated that no changes to the circulation system are expected with future development under the proposed Specific Plan. The Ontario General Plan and the proposed Specific Plan set street classification, special traffic studies, driveway access guidelines, bicycle and pedestrian facility guidelines, and transportation management plans to reduce traffic hazards. The project would also comply with traffic, driveway, pedestrian, and transportation demand management guidelines in the Ontario General Plan and the Mountain Village Specific Plan.

The Initial Study for the Mountain Village Specific Plan reiterates these conclusions. The roadway improvements associated with the project have the potential to obstruct traffic flows on Fifth Street and Mountain Avenue in the short-term. These construction activities would be conducted in accordance with the Greenbook and City regulations. Thus, impacts would be less than significant.

The Supplemental EIR for the Mountain Village Specific Plan discussed the parking requirements in the proposed Specific Plan and summarized the focused traffic and parking study for the Entertainment District and Sixth Street District of the Specific Plan. The proposed project would provide adequate off-street parking and loading spaces in accordance with the Mountain Village Specific Plan and the City's Development Code.

The Initial Study for the Mountain Village Specific Plan indicated that the project would not affect waterborne, rail or air traffic. The proposed Wal-Mart Supercenter would similarly have no impacts on air or rail traffic.

As analyzed in the previous EIR, significant adverse impacts on traffic and circulation are expected with the new development in the Specific Plan area and on the project site. The Supplemental EIR for the Mountain Village Specific Plan provided standard conditions and mitigation measures to reduce potential traffic impacts. These are listed below, along with the project's compliance.

Standard Condition/Mitigation Measure	Project Compliance
SC 4.4-1: In accordance with the City's General Plan, the proposed project will be responsible for its fair share costs of roadway improvements.	The project would comply with this standard condition, as outlined below.
MM 4.4-1: On-site improvements and improvements adjacent to the site will be required in conjunction with the proposed development to ensure adequate circulation within the project itself. The project shall contribute towards the cost of necessary study area improvements on a fair share basis. The following improvements shall be implemented to relieve circulation impacts:	The proposed project would include roadway improvements within the Specific Plan area.
• Construct Sixth Street from west project boundary to Mountain Avenue at its ultimate cross-section width in conjunction with development.	
• Construct Mountain Avenue from north project boundary to at its ultimate cross-section width in conjunction with development.	• The project site is not located north of Sixth Street.
• Construct Sixth Street from Mountain Avenue to Palmetto at its ultimate cross-section width in conjunction with development.	
• Construction Mountain Avenue from Sixth Street to Fifth Street at its ultimate cross-section width in conjunction with development.	• The project would include the widening of Mountain Avenue from Fifth to Sixth Street.
• Install traffic signals at designated areas along Mountain Avenue and Sixth.	• The project site is not located at the Sixth Street and Mountain Avenue intersection.
• Bus turnouts and bus stops should be placed at the recommended locations along Mountain Avenue and Sixth Street	• There is an existing bus stop on Fifth Street, which will remain in place, with a bus shelter provided by the project.
Specific Roadway Lane/Intersection Improvements	
• Construct two (2) Northbound Through lanes at Mountain Ave. and Sixth Street.	• The project site is not located at the Sixth Street and Mountain Avenue intersection
• Construct Southbound Left turn lane at	

Standard Condition/Mitigation Measure	Project Compliance
Mountain Ave. and Sixth Street. • Construct Southbound Through lane at Mountain Ave. and Sixth Street. • Construct Eastbound Left turn lane at Mountain Ave. and Sixth Street. • Construct Eastbound Right turn lane at Mountain Ave. and Sixth Street. • Construct Westbound Right turn lane at Mountain Ave. and Sixth Street. • Widen Mountain Ave. to seven (7) lanes north of Sixth Street (0.05 miles).	• The project site is not located at the Sixth Street and Mountain Avenue intersection
• Widen Mountain Ave. to six (6) lanes from Sixth Street to Fifth Street (0.25 miles). • Widen Sixth Street to four (4) lanes from West Project Driveway to Mountain Ave. (0.15 miles). • Widen Sixth Street to four (4) lanes from Mountain Ave. to Palmetto (0.15 miles).	• The project would include the widening of Mountain Avenue from Fifth to Sixth Street. • The project site is not located along Sixth Street. • The project site is not located along Sixth Street.
CMP Freeway Segment Improvements The following freeway segments will require the addition of a general use lane. The project shall contribute toward the necessary improvements on a fair share basis. I-10 Freeway Westbound: - Haven Ave. to Archibald Ave. - Archibald Ave. to Vineyard Ave. - Vineyard Ave. to 4th Street - 4th St. to Euclid Ave. (SR-83)	The project will not cause a significant adverse impact on the I-10 Freeway and the other local streets identified.
MM 4.4-2: A traffic signal should be installed at the intersection of Benson and Sixth Street to mitigate traffic effects.	The project will not cause a significant adverse impact on this intersection.
MM 4.4-3: A traffic signal should be installed along Sixth Street at the intersections of West Project Driveway, Main Street, and San Antonio Avenue to mitigate traffic effects.	The project will not cause a significant adverse impact on this intersection.
MM 4.4-4: Pedestrian access to the bus stops should be provided.	Pedestrian walkways and sidewalks will be provided to the bus stop on Fifth Street.
MM 4.4-5: Driveway connections along Mountain Avenue (between Sixth Street and the Interstate 10) shall be limited to one right-in, right-out driveway on the east side of Mountain Avenue and one emergency access driveway on the west side of Mountain Avenue.	No driveways on Mountain Avenue, north of Sixth Street are proposed or needed as part of the project.
MM 4.4-6: The City shall coordinate with the California Department of Transportation regarding necessary encroachment permits.	No improvements to the I-10 Freeway ramps are proposed or needed as part of the project.

The proposed project would implement applicable standard conditions and mitigation measures, as provided below.

EIR for Amendment No. 1

The EIR for Amendment No. 1 indicated that future development and redevelopment in the Added Area, including the site, would generate vehicle trips and increase existing traffic volumes. The analysis included vehicle trip generation by the redevelopment of blighted parcels and by new development to achieve buildout, with projections of roadway levels of service at buildout. Roadway and signal improvements that may be funded by the Redevelopment Agency would reduce traffic impacts from future development in the area. Roadway widening on Mountain Avenue and Holt Boulevard would improve levels of service to D or better. Compliance with pertinent General Plan policies and implementation of mitigation measures outlined in the EIR would reduce traffic impacts to acceptable levels.

The EIR for Amendment No. 1 assumed the vehicle trips from the site as part of the existing conditions, since the project would generate vehicle trips that would replace the vehicle trips generated by commercial uses on the site that were in use at the time of the previous EIRs' preparation but are no longer in operation at this time. The project would include the implementation of roadway improvements along Mountain Avenue and payment of development impact fees to fund roadway and intersection projects in the City.

The EIR for Amendment No. 1 also indicated that conflicts between vehicular traffic and other forms of travel would lead to a greater incidence for traffic hazards. Reduction in driveways through lot assembly and proposed street lights and traffic signals in the Added Area would improve traffic safety. The project would not involve lot assembly but would not add new driveways on Mountain Avenue or Fifth Street. Street lights and traffic signals would be provided along Mountain Avenue and Fifth Street, as needed.

The EIR for Amendment No. 1 indicated that street obstruction may occur due to infrastructure improvements in the Added Area. These impacts would be short-term but improvements to emergency response times would occur in the long-term. The EIR indicated that future development would need to comply with the City's parking regulations.

The Initial Study for Amendment No. 1 determined that future development in the Added Area, including the site, would not affect air traffic. The proposed Wal-Mart Supercenter would similarly have no impacts on air or rail traffic.

As analyzed in the previous EIR, significant adverse impacts on traffic and circulation are expected with the new development and redevelopment in the Added Area, including the project site. The EIR for Amendment No. 1 identified policies in the Ontario General Plan, which would reduce traffic impacts. These are listed below, along with the project's compliance.

General Plan Policy in EIR	Project Compliance
1. A traffic impact analysis shall be prepared for all new development projects greater that 10,000 gross square feet. If needed, financing plans for circulation improvements shall be developed as part of this analysis. (Circulation Element Policy 14.1)	A traffic impact analysis has been completed for the proposed project.
2. Discourage direct driveway access to arterial	No new driveways are proposed on Mountain

General Plan Policy in EIR	Project Compliance
roadways. (Circulation Element Policy 12.1)	Avenue, an arterial roadway. Also, no new driveways are proposed on Fifth Street, a local street.
3. Maintain at least a level of service D on arterial streets wherever possible, as measured at mid-block. (Circulation Element Policy 12.2)	Intersection operations dictate traffic flows and LOS would be D or better on roadway segments and intersections with the implementation of the proposed roadway improvements and identified mitigation measures.
4. Maintain and rehabilitate roadways as necessary to preserve City streets and thoroughfares. (Circulation Element Policy 12.3)	Roadway maintenance and rehabilitation is the City's responsibility.
5. Monitor traffic growth around freeway interchanges to determine the need, timing, and design for ramp improvements and additional right-of-way needs at freeway interchanges. (Circulation Element Policy 13.2)	The City has worked with Caltrans on the needed ramp improvements at Mountain Avenue.
6. Establish a Transportation Demand Management (TDM) Program to reduce vehicle trips to and from land uses within the City, especially reducing single occupant commuter traffic. (Circulation Element Policy 14.2)	The project would comply with the City's Trip Reduction Ordinance, through the provision of bike racks, passenger loading areas, preferential parking for carpools/vanpools and pedestrian walkways.
7. Require that proposals for major new developments include submission of a TDM plan to the City, including monitoring and enforcement provisions. (Circulation Element Policy 14.3)	A TDM plan is not required for the project, although compliance with the City's Trip Reduction Ordinance would need to be demonstrated in project plans.
8. Require new development to fund transit facilities, such as bus shelters and turnouts, where feasible. (Circulation Element Policy 15.2)	A bus shelter shall be provided at the existing bus stop on Fifth Street, southeast of the site.
9. Include pedestrian facilities in new developments where possible, especially pedestrian pathways in new residential developments and pedestrian plazas and connections in new employment centers. (Circulation Element Policy 15.4)	Pedestrian walkways would be provided on-site, in compliance with the City's Trip Reduction Ordinance.
10. Require provision of an accessible and secure area for bicycle storage at all new commercial and industrial developments. (Circulation Element Policy 15.5)	Bike racks would be provided on site, in compliance with the City's Trip Reduction Ordinance.

The EIR for Amendment No. 1 also included mitigation measures to reduce potential adverse impacts. These are listed below, along with the project's compliance.

Mitigation Measure	Project Compliance
1. The Agency shall work towards the reduction in the number of driveways on Holt Boulevard and Mountain Avenue through shared driveways, lot assembly, or separation of driveways by 300 feet or more.	No new driveways are proposed on Mountain Avenue.

Mitigation Measure	Project Compliance
2. Vehicles used in the construction of redevelopment projects shall be prohibited from using residential streets.	This shall be added as a mitigation measure below.
3. The Agency shall encourage large employers in the Added Area to form transportation management associations, to promote carpooling, vanpooling, use of public transit (bus and rail), and park and ride programs.	Wal-Mart's employee schedule has its 450 employees coming in at staggered hours during the 24-hour project operation (Brent McManigal, pers. comm. 1/16/2007). Thus, it is not considered a large employer that would benefit from a transportation management association (Mauricio Diaz, pers. comm. 3/13/2007). However, the project would comply with the City's Trip Reduction Ordinance, through provision of preferential parking for carpools/ vanpools, bike racks, and loading/unloading areas.
4. The Agency shall coordinate roadway improvements in the Added Area with future redevelopment projects to prevent the deterioration of Levels of Service on roadways and intersections.	The project shall provide construction, widening and intersection improvements on roadways abutting the site, as well as pay fair share fees for roadway projects needed to maintain acceptable levels of service at area roadways.

Based on the comparative discussion above, the project's traffic impacts are specific to the proposed Wal-Mart Supercenter, which were only part of the traffic impacts analyzed in the previous EIRs. Also, specific impacts of the Wal-Mart Supercenter are based on existing conditions at this time (2006), rather than those that existed when the previous EIRs were prepared in 1994 and 1997.

4.4.5 Standard Conditions and Mitigation Measures

Standard Conditions

In addition to other project-specific conditions which may be imposed by the City, the City will impose the following standard conditions on the project as part of any future approval:

Standard Condition 4.4.1: The project shall pay development impact fees, which will be used to fund intersection and roadway improvements in City.

Standard Condition 4.4.2: The project shall comply with City's Trip Reduction Ordinance requirements, through the provision of bike racks, employee carpool parking, pedestrian walkways, and loading areas to encourage the use of alternative modes of transportation.

Standard Condition 4.4.3: The project shall provide internal circulation improvements in accordance to City standards for the location of traffic signs, minimum drive aisle widths, turning radii, sight distances/vision clearances, pedestrian walkways/crosswalks, etc.

Standard Condition 4.4.4: The project shall implement a traffic control plan for construction activities that may affect traffic flows near the site. The plan shall be developed in accordance with the guidelines in the Manual on Uniform Traffic Control Devices (MUTCD) and the

City's Traffic/Transportation Construction Specifications and as approved by the City Traffic Engineer.

Standard Condition 4.4.5: Construction work on public rights-of-way shall be performed in accordance with City regulations, including the Standard Specifications for Public Works Construction (Greenbook) and Title 7, Chapter 3 (Public Rights-of-Way) of the Ontario Municipal Code.

Standard Condition 4.4.6: Truck routes and restrictions shall be posted at the site driveways to restrict truck travel to designated truck routes.

Standard Condition 4.4.7: Adequate sight distance at access driveways shall be provided, as reviewed and approved by the City, with respect to Caltrans, County of San Bernardino, and City of Ontario standards, at the time of preparation of the final grading, landscape and street improvement plans. This will allow the City to review the final design plans for road improvements and to verify that the roads and driveways do not include any sharp turns, blind spots, or unnecessary landscaping or brush that might result in a safety hazard.

Mitigation Measures

Mitigation measures that would reduce the potentially significant adverse impacts of the project and/or that have been identified in the Supplemental EIR for the MVSP and the EIR for Amendment No. 1 and found to be applicable to the project include the following:

Mitigation Measure 4.4.1a: The project shall pay fair share fees under the DIF program for the construction of a northbound through lane at the intersection of Mountain Avenue and Sixth Street.

Mitigation Measure 4.4.1b: The project shall pay fair share fees under the DIF program for the installation of additional left turn lanes in all directions and additional northbound and southbound through lanes at the intersection of Mountain Avenue and Holt Boulevard.

Mitigation Measure 4.4.2: The segment of Fifth Street between the western driveway and Elderberry Avenue shall be designed and constructed to include street improvement modifications that provide street and intersection "chokers" to emphasize that truck traffic is prohibited west of the project site and to calm traffic at the Elderberry pedestrian crosswalk.

Mitigation Measure 4.4.3: Vehicles used in the construction of the project shall be prohibited from using residential streets. (EIR for Amendment No. 1)

Figure 4.4-7, *Traffic Recommendations*, shows the Traffic Impact Analysis' recommended mitigation for traffic impacts.

4.4.6 Unavoidable Significant Adverse Impacts

The preliminary analysis in the Initial Study (IS) indicated that no significant impacts to changes in air traffic patterns are anticipated with the proposed Wal-Mart Supercenter. The project was expected to result in less than significant impacts on emergency access due to the proposed street improvements. The proposed project would also have less than significant impacts on parking capacity. Potentially

significant impacts were expected on the existing traffic load and capacity of the street system, including potentially significant impacts on the I-10 Freeway and Congestion Management Program (CMP)-designated highways. Potentially significant impacts related to traffic hazards and alternative transportation systems were also expected. The IS called for more detailed analysis of traffic and circulation issues in the Subsequent EIR.

The detailed analysis in the Subsequent EIR, as provided above, shows that no impacts on air traffic would occur and less than significant impacts on alternative transportation systems, parking, emergency access, and traffic hazards are expected. Based on the Traffic Impact Study for the project, the proposed project would generate vehicle trips that would contribute to congestion at area intersections. The project would be consistent with the CMP, through payment of DIF fees, which have been adopted to comply with CMP guidelines.

The project would include the construction of a new southbound lane on Mountain Avenue, installation of a traffic signal at the Hawthorne Street/Mountain avenue intersection, construction of a traffic island and raised median, and other roadway improvements to improve traffic flows through the area. Standard conditions and mitigation measures are also outlined above, to reduce project-related impacts. However, the project's payment of fair share fees would not immediately reduce traffic congestion at the intersection of Mountain Avenue and Sixth Street and at the intersection of Mountain Avenue and Holt Boulevard. These intersections would operate at LOS E or worse until the improvements identified earlier are implemented by the City. Thus, a short-term significant adverse impact on traffic would occur with the project.

As the needed roadway improvements are required and become fully funded, the City will be implementing the projects in this DIF program, which would include those outlined in the mitigation measures above. At that time, the intersections are expected to operate at LOS D or better. ~~Similarly,~~

Recent consultations with the City of Upland have indicated that they do not expect significant adverse impacts nor require mitigation at ~~is expected to improve~~ the Eighth Street and Mountain Avenue intersection~~ when the City determines it necessary to alleviate unacceptable levels of service.~~ (Alex Qishta, pers. comm. 8/2/2007 and Deepak Ubhayakar, pers. comm. 8/21/2007).

Table 4.4-7, *Mitigated LOS*, shows the calculated delays and LOS after mitigation. Thus, impacts would become less than significant after completion of the roadway improvements at the intersection of Mountain Avenue and Sixth Street and the intersection of Mountain Avenue and Holt Boulevard.

TABLE 4.4-7
MITIGATED LOS

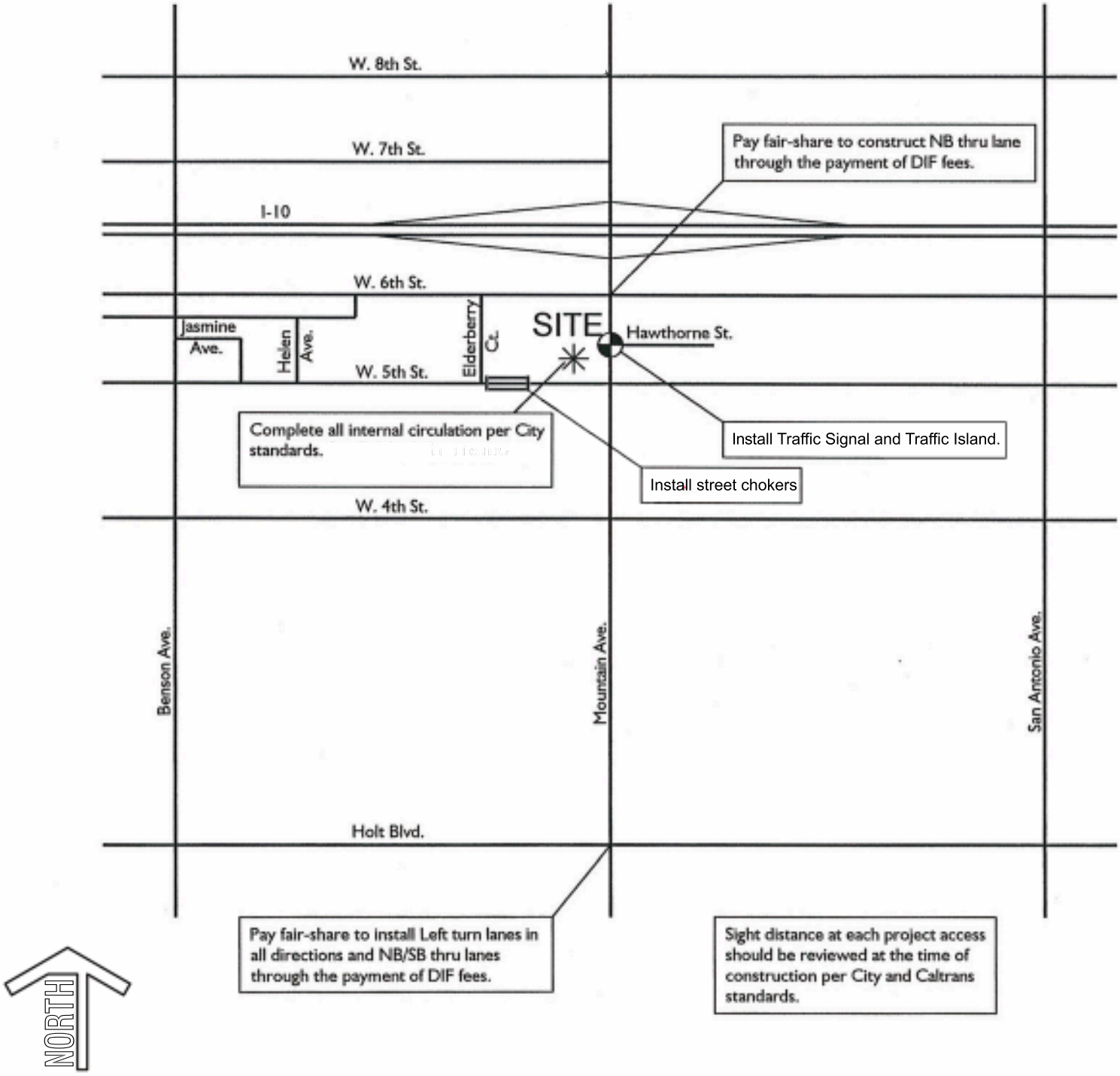
Intersection	AM Delay	PM Delay	AM LOS	PM LOS	AM v/c ratio*	PM v/c ratio*
Mountain Avenue and 8th Street*	27.5	43.8	C	D	0.623	0.900
Mountain Avenue and 6th Street	26.5	51.4	C	D	0.634	0.802
Mountain Avenue and Holt Boulevard	24.0	51.9	C	D	0.475	1.003

* Upland has indicated no adverse impacts or mitigation needed at this intersection.
Source: Traffic Impact Study, 2007 Table 11 and Appendix F

The study intersections are expected to operate at LOS D or better in the future with mitigation and v/c ratios would be 1.0 or less. Thus, traffic impacts are expected to be reduced to a level of insignificance after the City's implementation of the needed roadway improvements.

However, there is no specific time frame for the implementation of the needed intersection improvements at this time. ~~In addition, the intersection of Mountain Avenue and Eighth Street is not within the jurisdiction of the City of Ontario and the needed improvements to this intersection cannot be implemented by the City.~~ Thus, unavoidable significant adverse impacts related to traffic are expected with the project.

Ontario Wal-Mart Supercenter



Source: Traffic Impact Study, 2007

Figure 4.4-7 **Traffic Recommendations**