

DRAFT
ENVIRONMENTAL IMPACT REPORT
COLONY COMMERCE CENTER EAST SPECIFIC PLAN
ONTARIO, CALIFORNIA
STATE CLEARINGHOUSE NO. 2017031048

PREPARED FOR:



CITY OF ONTARIO
PLANNING DEPARTMENT
303 EAST "B" STREET
ONTARIO, CA 91764
CONTACT: RICHARD AYALA, SENIOR PLANNER

PREPARED BY:

ENVIRONMENT | PLANNING | DEVELOPMENT
SOLUTIONS, INC.

EPD SOLUTIONS
2030 MAIN STREET STE. 1200
IRVINE, CA 92614
CONTACT: JEREMY KROUT, AICP, PROJECT MANAGER

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ACRONYMS AND ABBREVIATIONS

°C	degrees celsius
µg/m ³	micrograms per cubic meter
AB 52	California Assembly Bill 52
ACM	asbestos-containing material
AF	acre-feet
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
AQIA	Air Quality Impact Analyses
AQMP	Air Quality Management Plan
APN	Assessor's Parcel Number
ATCM	airborne toxic control measure
BAAQMD	Bay Area Air Quality Management District
BACM	best available control measure
BACT	best available control technology
Basin	South Coast Air Quality Basin
BAU	business as usual
BFE	base flood elevation
bgs	below ground surface
BMPs	Best Management Practices
CAA	Clean Air Act of 1970
CAAA	CAA Amendments of 1990
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan of 2013
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act of 1988
CDA	Chino Desalter Authority
CDFW	California Department of Fish and Wildlife
CC&Rs	Covenants, Conditions, and Restrictions
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGEU	California Gas and Electric Utilities 2016 California Gas Report
CGS	California Geological Survey
CH ₄	methane
CHAPIS	Community Health Air Pollution Information System (CARB)
CHRIS	California Historical Resources Inventory System
CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CTP	Clean Truck Program
CUP	Conditional Use Permit

dB	decibel
dBA	A-weighted decibels
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EMS	Emergency Medical Services
ESA	Environmental Site Assessment
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act of 1973
FMMP	Farmland Mapping and Monitoring Program
gal/day	gallons per day
GHG	greenhouse gas
GWP	global warming potential
Handbook	Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005)
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HCA	Orange County Health Care Agency
HCP	Habitat Conservation Plan
HDT	Heavy Duty Trucks
HFCs	hydroflouorocarbons
Hot Spots Act	Air Toxics Hot Spots Information and Assessment Act of 1987
HP	horsepower
HPLV	High Pressure Low Volume
HVAC	heating, ventilating, and air conditioning
ICU	intersection capacity utilization
I	Interstate
I-15	Ontario Freeway
IEUA	Inland Empire Utilities Agency
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design
LEV	Low Emission Vehicle
LID	low impact development
LOS	level of service
LSTs	localized significance thresholds
MACT	maximum available control technology
MBTA	Migratory Bird Treaty Act of 1918
MCC	Material Culture Consulting
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MPO	metropolitan planning organization
MT	metric tons
MT CO _{2e}	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
N ₂ O	nitrous oxide
NAHC	Native American Heritage Commission
NALs	numeric action levels
NCCP	Natural Community Conservation Plan
NESHAP	national emissions standards for HAPs
NH ₃	ammonia

NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic and Safety Administration
NMC	New Model Colony
NOP	Notice of Preparation
NO ₂	nitrogen oxide
NO _x	nitrogen oxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	U.A. Department of Agriculture Natural Resources Conservation Service
O ₃	ozone
ODC	Ontario Development Code
ONT	Ontario International Airport
PA	Planning Area
Pb	lead
PDF	project design feature
PFCs	perfluorocarbons
PM _{2.5}	particulate matter less than 2.5 micrometers in aerodynamic diameter
PM ₁₀	particulate matter less than 10 micrometers in aerodynamic diameter
ppb	parts per billion
PPP	Plans, Programs, and Policies
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
PWS	public water supplier
REC	recognized environmental conditions
ROG	reactive organic gas
RP-5	IEUA Regional Water Recycling Plant No. 5
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB 18	California Senate Bill 18, Ch. 905 (2004)
SC	Standard Condition
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison Company
SCS	Sustainable Communities Strategy
SF	square feet
SF ₆	sulfur hexafluoride
SIP	state implementation plan
SO ₂	sulfur dioxide
SO ₃	sulfur trioxide
SO ₄	sulfates
SoCalGas	Southern California Gas Company
SO _x	sulfur oxides
SP	Specific Plan
SR	State Route
SR-60	Pomona Freeway
SR-83	Euclid Avenue
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	Storm Water Quality Management Plan
SWRCB	Storm Water Resources Control Board

TACs	toxic air contaminants
TCC	Tustin City Code
TIA	Traffic Impact Analysis
TOP	The Ontario Plan
tpy	tons per year
TTCP	traditional tribal cultural places
TUA	traditional use area
TUSD	Tustin Unified School District
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UTRs	utility tractors
UWMP	Urban Water Management Plan
VdB	velocity levels expressed in decibel notation
VMT	vehicle miles travelled
VOC	volatile organic compounds
WDR	Waste Discharge Requirements
WFA	Water Facilities Authority
Williamson Act	California Land Conservation Act of 1965
WQC	Water Quality Certification

1. Executive Summary

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the proposed Colony Commerce Center East Specific Plan (proposed Specific Plan or proposed project). This EIR has been prepared in conformance with State and City of Ontario environmental policy guidelines for implementation of the California Environmental Quality Act (CEQA).

The EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft EIR will be available for public review at the City's website: <http://www.ontarioca.gov/planning/reports/environmental-impact-reports/colony-commerce-center-specific-plan-draft-eir> or the following locations:

City of Ontario Planning Dept. 303 East B Street Ontario, CA 91764	Ovitt Family Community Library 215 East C Street Ontario, CA 91764-4111	Colony High Branch Library 3850 East Riverside Drive Ontario, CA 91761-2603
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Written comments related to environmental issues in the Draft EIR should be addressed to:

Richard Ayala, Senior Planner
City of Ontario Planning Department
303 East B Street
Ontario, CA 91764
Email: rayala@ontarioca.gov

A Notice of Availability of the Draft EIR was published concurrently with distribution of this document.

1.1 PROJECT LOCATION

The proposed Specific Plan area consists of six parcels containing 94.4 acres, with Assessor's Parcel Numbers (APNs) 218-311-02, -03, -07, -08, -10, -13, which are located in the southernmost portion of the City of Ontario, within the City's Ontario Ranch area. The Specific Plan area is located west of Archibald Avenue, south of Merrill Avenue, east of the Cucamonga Creek flood control channel (Cucamonga Creek Channel), and north of the County Line flood control channel, which are both concrete lined channels.

The Specific Plan area is immediately north of the City of Eastvale in Riverside County. Regional access to the area is provided via Interstate 15 (I-15) located approximately 2.5 miles east of the site, Euclid Avenue (State Route [SR]-83) located approximately 2.5 miles west of the site, and SR-60, approximately 3.2 miles to the north. Local access to the project site is provided by Merrill Avenue and Archibald Avenue, which are adjacent to the Specific Plan area.

1.2 PROJECT DESCRIPTION SUMMARY

The project proponent (Applicant) proposes the adoption of the Specific Plan for a 94.4-acre area, and development of 84.8-acres of the Specific Plan area with industrial warehouse/distribution, light manufacturing, and business uses pursuant to the proposed Specific Plan. In addition to the Specific Plan, the City will be considering a Tentative Tract Map, Development Plan, and a Development Agreement to

provide methods for financing, acquisition, and construction of infrastructure to implement development of the 84.8-acre area. The remaining 9.6 acres of the Specific Plan area, which is not proposed for development by the applicant, is under separate ownership and is anticipated to be developed, after the year 2040. Following is a discussion of each of the components of the proposed project.

Specific Plan

The City's General Plan designation for the project site is Industrial, which allows a maximum floor area ratio (FAR) of 0.55 and Business Park (0.60 FAR) and the project site is within the Chino Airport Overlay area. The City's zoning designation is SP/AG (Specific Plan/Agricultural Preserve). Both the City's General Plan and zoning designations for the project site require the approval of a Specific Plan for development to ensure that future development on the site would provide a specific development and phasing plan, and ensure consistency of development within the project site. The Specific Plan establishes permitted land uses, development standards, infrastructure requirements, and implementation requirements for development. In addition, the Specific Plan includes a comprehensive set of design guidelines and development regulations to guide and regulate site planning, landscape, and architectural character. Implementation of the proposed Specific Plan would achieve the intent of the City's General Plan for the area.

Specific Plan Land Use Plan

The Specific Plan area includes 94.4 acres of land that is divided into three Planning Areas (PAs). The land use plan provides for a range of industrial and business park uses. The planned business park area, PA-1, PA-2 and PA-3, would be developed consistent with the land use plan, and would include wholesale and distribution uses, light manufacturing uses and businesses with high-value, time-sensitive merchandise that would benefit from proximity to an airport and freeways.

The land use intensities identified in the Specific Plan for the three planning areas are shown on Table 1-1, *Specific Plan Identified Maximum Development*. The maximum FAR permitted in each Planning Area conforms to the maximum FAR permitted in the Ontario General Plan.

Table 1-1: Specific Plan Identified Maximum Development Potential

Planning Area	Land Use	Acres	Maximum Potential Intensity (Gross Floor Area)	Maximum Floor Area Ratio
1	Business Park	45.2	1,181,085 SF	0.60
2	Industrial	39.6	949,935 SF	0.55
3	Industrial	9.6	231,195 SF	0.55
Total		94.4	2,362,215 SF	

Buildout of the full potential identified in the Specific Plan, as shown in Table 3-1, is not possible due to physical site constraints, including required zoning setbacks, the provision of 10 percent (or a minimum of 9.44 acres) open land onsite for the purposes of emergency landing of aircraft that is required for projects located in Safety Zones 6 of the Chino Airport, and the setbacks from the Cucamonga Creek Channel. As discussed below, the proposed project includes, and this EIR analyzes, the anticipated buildout of the Specific Plan area (PA-1, PA-2 and PA-3) that has been proposed pursuant to a Development Plan, which is less than the maximum development potential shown in Table 1-1.

Buildout Under Proposed Development Plan

The Specific Plan area would be developed in two phases, as shown in Table 1-2. In addition to approval of the Specific Plan, the Applicant has submitted an application for a Development Plan for Phase 1. The Phase 1 Development Plan is analyzed at a project-level of detail throughout this EIR.

As described previously, due to physical constraints related to zoning setbacks, channel setbacks, and Chino Airport Safety Zone 6 open space requirements, the Development Plan contains less square footage of development than the maximum FAR allowed by the Specific Plan. The anticipated buildout of the Specific Plan is approximately 1,914,365 SF, which is delineated in Table 1-2, *Summary of Proposed Specific Plan Development*.

Table 1-2: Summary of Proposed Development Plan

	Planning Area	Parcels	Acreage	Proposed Use	Proposed SF	Planned Operations
Phase 1	PA-1	Portions of 218-311-02, -03, -08	45.2	Business Park	1,683,170 ¹	2019
	PA-2	218-311-10 and portions of -02, -03, -08	39.6	Industrial		
Phase 2	PA-3	218-311-07, -13	9.6	Industrial	231,195	By 2040
TOTAL			94.4		1,914,365	

The Applicant is proposing to develop PA-1 and PA-2 (identified as Phase 1) through implementation of a Tentative Tract Map, Development Plan, and a Development Agreement for 84.8 acres of the Specific Plan area. The Development Plan for Phase 1 includes nine industrial warehouse/distribution, light manufacturing, and business park buildings totaling approximately 1,683,170 SF, which are illustrated in Figure 3-6, *Site Plan*. As depicted in the site plan, Building 9 would be the largest at 998,680 SF. The other eight buildings, located to the east and north of Building 9, would range in size from 41,210 SF to 142,040 SF. Each building would have loading docks (a total of 240 loading docks would be included), and adjacent parking facilities. Operations within of PA-1 and PA-2 (Phase 1) are planned to commence by Spring of 2019.

Development of Phase 2 (PA-3) is not anticipated to occur until after 2040. PA-3 is 9.6 acres and because no Development Plan or Tentative Tract Map has been submitted for PA-3, the analysis in this EIR conservatively assumes the maximum FAR that would result in development of 231,195 SF of light manufacturing and industrial warehousing uses. Phase 2 is analyzed at a specific plan (program) level of detail. Currently, the timeline for development and operation of PA-3 is unknown, as it is dependent upon economic conditions and is under separate ownership. This analysis, therefore, conservatively assumes that PA-3 would be developed and operational no sooner than 2040.

If at some future time, development is proposed beyond the square footage identified in Table 1-2, or if refrigerated warehouses are proposed, such development would be subject to separate and additional CEQA review beyond that contained in this EIR.

¹ The technical studies throughout this EIR analyze the development plan, additional square footage equivalent to 1% of the PA 1 and PA 2 total (or 16,831 SF) to account for technical deviations during final the final engineering stage, or about 1,700,000 SF.

This EIR analyzes Phase 1 as non-refrigerated warehousing/distribution (high cube), light manufacturing, and general commercial in accordance with the Development Plan. Manufacturing use is assumed for 25 percent of the square footage for Buildings 1 through 8; warehousing use is assumed for 75 percent of the square footage for Buildings 1 through 8; and high-cube warehouse/distribution center use is assumed for 100 percent of the largest building on the site (Building 9). None of the warehouses would be refrigerated. Similarly, Phase 2 has been analyzed in this EIR as warehousing (75 percent), without refrigeration, with limited light manufacturing uses (25 percent), as the most likely future uses.

The Specific Plan would also implement roadway improvements to Archibald Avenue and Merrill Avenue, and utility improvements (including water, sewer, and drainage infrastructure) within and adjacent to the Specific Plan area, which are detailed in Section 3.0, *Project Description*.

The Specific Plan would permit the authorized uses to be operational 24 hours per day, seven days per week. Business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and the loading and unloading of trucks at designated loading bays. To limit energy expenditure from the 24-hour operation, the Specific Plan would implement energy-saving and sustainable design features and operational programs, consistent with the City of Ontario Climate Action Plan (CAP) and the California Green Building Standards Code (CALGreen; California Code of Regulations (CCR), Title 24, Part 11).

1.3 PROJECT OBJECTIVES

The Specific Plan lays out a series of project-specific objectives that have been carefully crafted to ensure the project develops with a quality industrial and business park development. The project objectives have been refined throughout the planning and design process for the project, and are listed below:

- To provide for the development of industrial and business facilities which utilize the site's prime location in proximity to Ontario International Airport and other regional transportation facilities.
- To create a high quality industrial and business development that attracts an array of businesses and provides employment opportunities to area residents.
- To provide industrial and business park uses within the project boundaries which are compatible with surrounding uses.
- To develop a flexible plan that meets the needs of an ever-changing business market, while assuring compliance with high development standards.
- To provide a plan for roadways, infrastructure, and utilities to support onsite land uses as the project evolves.
- Promote opportunities for water efficiency in the project architecture and project landscaping to promote water conservation.

1.4 SUMMARY OF ALTERNATIVES

Section 7.0, *Alternatives*, of this EIR analyzes a range of reasonable alternatives to the proposed Specific Plan. The alternatives that are analyzed in detail in Section 7.0 are summarized below.

Alternative 1: No Project/No Build Alternative. Under this alternative, the proposed Specific Plan would not be developed, and no development would occur. The dairy, row crops, and single-family residential uses would remain. In accordance with the CEQA Guidelines, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed as provided by Section 15126.6(e)(3)(B) of the CEQA Guidelines. Section 15126.6(e)(3)(B) provides that, “In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”

Accordingly, Alternative 1: No Project/No Build provides a comparison between the environmental impacts of the proposed Specific Plan as compared to the environmental conditions resulting from not approving, the proposed Specific Plan. Thus, this alternative is intended to meet the requirements of CEQA Guidelines Section 15126.6(e) for evaluation of a no project alternative.

Alternative 2: Reduced Intensity Alternative. Under this alternative, a 25 percent reduction in the building area of the proposed industrial warehousing uses would occur. The proposed specific plan would allow up to 2,362,215 SF of business, light manufacturing, and industrial uses, of which the project proposes to build 1,914,365 SF of business and industrial building space (1,683,170 SF of industrial warehousing, light manufacturing, and business uses in Phase 1, and 231,195 SF of industrial uses in Phase 2). Under this alternative, the square footage of development would be reduced by a total of 478,591 SF. Therefore, under the Reduced Intensity Alternative, Phase 1 would develop 1,262,378 SF of business, light manufacturing, and industrial warehousing space; and Phase 2 would develop 173,396 SF of industrial warehousing space. Buildout of the Reduced Intensity Alternative would result in a total of 1,435,774 SF of business, light manufacturing, and industrial warehousing space. A proportional reduction in the amount of surface parking area would also occur under the Reduced Intensity Alternative. This alternative assumes that access to the site would be similar to the proposed Specific Plan with access from driveways on Merrill and Archibald Avenues.

Alternative 3: Agricultural Retention Alternative. Under this alternative the northern portion of the Specific Plan area that includes the dairy (approximately 52.4 acres) would be developed at a 0.55 FAR into 1,255,399 SF industrial warehousing uses. The approximately 41.7 acres of southern portion of the site (consisting of 40 acres of prime farmland, and 1.7 acres of unique farmland) that contains row crops, and is within a Williamson Act contract would be retained in agricultural use. The Specific Plan area is within the City’s Agricultural Overlay Zoning District, contained in Section 9-1.2700 of the Ontario Municipal Code, which allows existing agricultural uses to continue.

1.5 SUMMARY OF IMPACTS

Table 1-3 summarizes the conclusions of the environmental analysis contained in this EIR. The level of significance of impacts after the proposed mitigation measures are applied are identified as significant and unavoidable, less than significant, and no impact. Relevant standard conditions of approval are identified, and mitigation measures are provided for all potentially significant impacts.

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Table 1-3: Summary of Impacts, Mitigation Measures, and Level of Significance

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.1 Aesthetics				
Impact AE-1: The project would not have a substantial adverse effect on a scenic vista.	<p>SC 3.28: Site lighting shall be reviewed and approved by the Planning Department and Police Department prior to the issuance of building permits.</p> <p>SC 3.29: Exterior lighting shall be arranged or shielded in such a manner as to contain direct illumination on the parking area and avoid glare on an adjoining site.</p> <p>SC 3.30: Along pedestrian movement corridors the use of decorative low mounted bollard lighting standards, which reinforce pedestrian scale, shall be used. Steps ramps and seatwalls shall be illuminated with built-in light fixtures.</p> <p>SC 3.31: All planned parking areas shall have a minimum maintained light level of one-foot candle or greater. The lighting shall be on from sunset to sunrise and be operated by a photocell. The site plan shall show all buildings, the parking areas, walkways, detailed landscaping and a point by point photometry calculation of required light levels.</p>	Less than significant	None required	Less than significant
Impact AE-3: The project would not substantially degrade the existing visual character or quality of the site and its surroundings.		Less than significant	None required	Less than significant
Impact AE-4: The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.2 Agriculture				
Impact AG-1: The project would convert prime farmland, unique farmland, or farmland of statewide		Significant	None feasible	Significant and Unavoidable

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
importance (farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.				
Impact AG-2: The project would conflict with an existing Williamson Act Contract.		Significant	None feasible	Significant and Unavoidable
Impact AG-5: The project would involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use.	PPP AG-1: Deed Disclosure. In order to reduce conflicting issues between sensitive receptors and agricultural uses, all new units in the Specific Plan shall be provided with a deed disclosure or similar notice approved by the City Attorney regarding the proximity and nature of neighboring agricultural uses. This disclosure shall be applied at the tentative map stage to the affected properties, or otherwise prior to finalizing the sale or lease agreement of any property. The written disclosure shall be supplied to the property purchaser or leaser by the vendor or vendor's agent. The content and text of the disclosure shall be approved by the City Attorney, and shall include language to inform new tenants that existing agricultural uses may create nuisances such as flies, odors, dust, night-light, and chemical spraying.	Significant	None feasible	Significant and Unavoidable
Cumulative		Significant	None feasible	Significant and Unavoidable
5.3 Air Quality				
Impact AQ-1: The project would not conflict with or obstruct implementation of the applicable air quality plan.		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact AQ-2: The project would violate an air quality standard or contribute substantially to an existing or projected air quality violation.</p>	<p>PPP AQ-1: The following measures shall be incorporated into construction plans and specifications as implementation of SCAQMD Rule 403 (4):</p>	<p>Significant</p>	<p>Mitigation Measure AQ-1: Low VOC: The construction plans and specifications shall state that project construction shall exceed the requirements of SCAQMD Rule 1113 by utilizing only “Low-Volatile Organic Compounds” paints that are no more than 50 gram/liter of VOC, as specified in the Table of Standards 1 of Rule 1113.</p>	<p>Significant and Unavoidable</p>
<p>Impact AQ-3: The project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.</p>	<ul style="list-style-type: none"> • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions. • The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. • The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less. <p>PPP AQ-2: The following measures shall be incorporated into construction plans and specifications as implementation of Rule 1113 (9). Only “Low-Volatile Organic Compounds” paints (no more than 100 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications consistent with SCAQMD Rule 1113 shall be used.</p>	<p>Significant</p>	<p>Mitigation Measure AQ-2: Tier 3: The construction plans and specifications shall state that project construction shall utilize all construction equipment greater than 150 horsepower (>150 HP) shall be CARB certified tier 3 or higher.</p> <p>Mitigation Measure AQ-3: Diesel Trucks: The construction plans and operational specifications shall state that contractors and building operators (by contract specifications) shall ensure that on-road heavy-duty diesel trucks with a gross vehicle weight rating greater than 14,000 pounds will have a 2010 model year engine or newer or will be equipped with a particulate matter trap, as available.</p> <p>Mitigation Measure AQ-4: Idling Regulations: The project plans and specifications shall include signs at loading dock facilities that identify CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park”, and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and CARB to report violations.</p>	<p>Significant and Unavoidable</p>
<p>Impact AQ-4: The project would not</p>	<p>PPP AQ-3: Plans, specifications,</p>	<p>Potentially significant</p>	<p>Mitigation Measures AQ-1 and AQ-2, listed</p>	<p>Less than significant</p>

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
expose sensitive receptors to substantial pollutant concentrations.	and contract documents shall note that a sign shall be posted on-site stating that construction workers shall not idle diesel engines in excess of 5 minutes.		above.	
Cumulative		Significant	Mitigation Measures AQ-1 through AQ-4, listed above.	Significant and Unavoidable
5.4 Biological Resources				
<p>Impact BIO-1: The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>		Potentially significant	<p>Mitigation Measure BIO-1: Burrowing Owl. Burrowing Owl focused surveys shall be conducted during the breeding season (February 1 through August 31) prior to approval of a demolition or grading permit to determine the presence or absence of burrowing owls within PA-1, PA-2 or PA-3. The surveys shall be conducted by a qualified biologist pursuant to the survey protocol provided in Appendix D of the CDFW Staff Report on Burrowing Owl Mitigation dated March 7, 2012. If burrowing owls are determined present, occupied burrows shall be avoided to the greatest extent feasible pursuant to the CDFW Burrowing Owl Mitigation guidelines that include, but is not limited to: conducting pre-construction surveys, avoiding occupied burrows during the nesting and non-breeding seasons, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. If occupied burrows cannot be avoided, acceptable methods may be used to exclude burrowing owl either temporarily or permanently, pursuant to a Burrowing Owl Exclusion Plan that shall be prepared and approved by CDFW. The Burrowing Owl Exclusion Plan shall be prepared in accordance with the guidelines in the Staff Report on Burrowing Owl Mitigation.</p> <p>Mitigation Measure BIO-2: Nesting Birds.</p>	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>Prior to the issuance of any grading permit that would remove potentially suitable nesting habitat for raptors or songbirds, the project applicant shall demonstrate to the satisfaction of the City of Ontario that either of the following have been or will be accomplished:</p> <ol style="list-style-type: none"> 1. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds. 2. Any construction activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected a buffer of 300 feet (500 feet for raptors) around the nest adjacent to construction will be delineated, flagged, and avoided until the nesting cycle is complete. The buffer may be modified and/or other recommendations proposed as determined appropriate by the biological monitor to minimize impacts. 	
<p>Impact BIO-2: The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.</p>	<p>SC BIO-2, listed above.</p>	<p>Potentially significant</p>	<p>Mitigation Measure BIO-3: Jurisdictional Areas. Prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features, the project applicant shall obtain regulatory permits from the USACE, RWQCB, and CDFW. If the regulatory agencies or an updated jurisdictional delineation determine</p>	<p>Less than significant</p>

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>that the area(s) identified as jurisdictional features are not jurisdictional, no mitigation is required. Otherwise, the following shall be incorporated into the permitting, subject to approval by the regulatory agencies:</p> <ol style="list-style-type: none"> 1. On-site or off-site enhancement, restoration, and/or creation of USACE/RWQCB jurisdictional "waters of the U.S." within the Santa Ana Watershed at a ratio no less than 0.5:1 or within an adjacent watershed at a ratio no less than 1:1 for permanent impacts, and for any temporary impacts, restoration of the impact area to pre-project conditions (i.e., pre-project contours and revegetate, where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, permittee-responsible mitigation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program. 2. On-site or off-site enhancement, restoration and/or creation of CDFW jurisdictional streambeds within the Santa Ana Watershed at a ratio no less than 0.5:1 or within an adjacent watershed at a ratio no less than 1:1 for permanent impacts, and for any temporary impacts. restoration of the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in- 	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>perpetuity preservation, permittee-responsible mitigation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program.</p> <p>Purchase of any mitigation credits through an agency-approved mitigation bank or in-lieu fee program should occur prior to any impacts to jurisdictional drainages. Any mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, enhancement, restoration, and/or creation, of similar habitat pursuant to a future Habitat Mitigation and Monitoring Plan (HMMP) that may be required as part of regulatory permitting. The HMMP shall be prepared prior to any impacts to jurisdictional features, and shall provide details as to the implementation of the mitigation, maintenance, and future monitoring. The HMMP shall include location information, project description, mitigation measures and location of measures, objectives of mitigation (i.e., required mitigation by USACE), description of existing ecological functions needing to be replaced, the entity responsible for the mitigation, and the plant palette to be implemented. In addition, the HMMP shall include the short-term and long-term maintenance, monitoring, performance standards and adaptive management activities. The goal of the compensatory mitigation shall be to preserve, enhance, restore, and/or create similar habitat with equal or greater function and value than the impacted habitat.</p>	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact BIO-3: The project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</p>	<p>SC BIO-2, listed above.</p>	<p>Potentially significant</p>	<p>Mitigation Measure BIO-3, listed above.</p>	<p>Less than significant</p>
<p>Impact BIO-4: The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.</p>		<p>Potentially significant</p>	<p>Mitigation Measure BIO-2, listed above.</p>	<p>Less than significant</p>
<p>Cumulative</p>	<p>SC BIO-1, listed above. SC BIO-2, listed above.</p>	<p>Potentially significant</p>	<p>Mitigation Measures BIO-1 through BIO-3, listed above.</p>	<p>Less than significant</p>
<p>5.5 Cultural Resources</p>				
<p>Impact CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.</p>		<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact CUL-2: The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.</p>		<p>Potentially significant</p>	<p>Mitigation Measure CUL-1 Archaeological Resources: Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Ontario Building Department, or designee, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologist has been retained to provide on-call services in the event archeological resources are discovered. The archeologist shall be present at the pre-grading conference to establish procedures</p>	<p>Less than significant</p>

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>for archeological resource surveillance. In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease and the City shall be immediately notified. The archeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. A qualified archeologist and a Native American Monitor of Gabrieleño Ancestry shall evaluate all archaeological resources unearthed by project construction activities. If the resources are Native American in origin, they shall have the opportunity to consult with the City and/or project developer on appropriate treatment and curation of these resources. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archeologist. Resources shall be identified and curated into an established accredited professional repository. The archeologist shall have a repository agreement in hand</p>	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>prior to initiating recovery of the resource. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project.</p>	
<p>Impact CUL-3: The project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p>		<p>Potentially significant</p>	<p>Mitigation Measure CUL-2: Paleontological Resources: Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Ontario Building Department, or designee, from a paleontologist selected from the roll of qualified paleontologists maintained by San Bernardino County, stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall require paleontological monitoring of excavation that exceeds depths of five feet. The PRIMP shall state that the project paleontologist may re-evaluate the necessity for paleontological monitoring after 50 percent or greater of the excavations deeper than four feet have been completed.</p> <p>In the event that paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and</p>	<p>Less than significant</p>

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.</p> <p>Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.</p>	
Cumulative		Potentially significant	Implement Mitigation Measures CUL-1 and CUL-2.	Less than significant
5.6 Geology and Soils				
<p>Impact GEO-6: The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.</p>	<p>SC 3.6: The project shall comply with the adopted California Building Code California Code of Regulations, Title 24, Part 2.</p>	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact GEO-7: The project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	SC 3.6, listed above.	Less than significant	None required	Less than significant
Cumulative	SC 3.6, listed above.	Less than significant	None required	Less than significant
5.7 Greenhouse Gas Emissions				
Impact GHG-1: The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	<p>PPP GHG-1: GHG Screening Threshold Table: Prior to issuance of building permits, the applicant shall provide documentation to the City of Ontario Planning Department demonstrating that the project features included on construction and building plans shall achieve a minimum of 100 points on the City of Ontario's Greenhouse Gas Emissions Screening Table or shall achieve equivalent emission reductions from other measures approved by the City of Ontario.</p> <p>SC 3.10: The project shall comply with the adopted California Energy Code (Code of Regulations, Title 24 Part 6).</p>	Potentially significant	None required	Less than significant
Impact GHG-2: The project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	PPP GHG-1 and SC 3.10, listed above.	No impact	None required	No impact
Cumulative	PPP GHG-1 and SC 3.10, listed above.	Potentially significant	None required	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.8 Hazards and Hazardous Materials				
<p>Impact HAZ-1: The project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.</p>		Less than significant	None required	Less than significant
<p>Impact HAZ-2: The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.</p>	<p>PPP HAZ-1: Prior to issuance of demolition permits, the project applicant shall submit verification to the City Building Department that an asbestos survey has been conducted at all existing buildings located on the project site. If asbestos is found, the project applicant shall follow all procedural requirements and regulations of South Coast Air Quality Management District Rule 1403. Rule 1403 regulations require that the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.</p> <p>PPP HAZ-2: Prior to issuance of demolition permits, the project applicant shall submit verification to the City Building Department that a lead-based paint survey has been conducted at all existing buildings located on the project site. If lead-based paint is found, the project applicant shall follow all procedural requirements and regulations for proper removal and</p>	Potentially significant	<p>Mitigation Measure HAZ-1: Prior to approval of grading permits, the project applicant shall hire a qualified environmental consultant to conduct a limited soils investigation to identify the hazards related to the soils: 1) in the vicinity of the diesel and oil tanks; 2) in the east central agricultural irrigation well-head area where mixing and storage of agricultural chemicals occurs and where discarded herbicide containers were observed; 3) near the septic systems; and 4) in maintenance areas where petroleum and hazardous substances have been used and stored.</p> <p>Soil remediation and/or export of hazardous materials must be performed in accordance with applicable regulatory requirements from the Regional Water Quality Control Board, Department of Toxic Substances Control, and the South Coast Air Quality Management District requirements. A Soil Management Plan shall be prepared to ensure the appropriate reporting, oversight, and protocols used during construction to protect the health and safety of workers and the environment. The Soil Management Plan shall include methodology and procedures to perform additional testing during soil disturbance activities if unknown potentially hazardous materials are identified. If additional contamination is discovered, soil disturbance</p>	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>disposal of the lead-based paint. Cal-OSHA has established limits of exposure to lead contained in dusts and fumes. Specifically, CCR Title 8, Section 1532.1 provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead.</p> <p>SC 3.5: Projects located within the New Model Colony must comply with the Methane Assessment for Projects in the New Model Colony guideline.</p> <p>SC 3.66: Prior to the approval of a Grading Plan and issuance of Grading Permits, an Erosion and Sediment Control Plan shall be submitted to and approved by the Engineering Department. The Erosion and Sediment Control Plan shall specifically identify the BMPs that will be implemented in this project during construction, to reduce the discharge of sediment and other pollutants into the City's storm drain system.</p> <p>SC 3.67: Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the Engineering Department. The WQMP shall be submitted on the San Bernardino County Stormwater Program's model form and shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best</p>		<p>activities within the area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up remedial measures in accordance with the Soil Management Plan are completed.</p>	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.</p> <p>SC 3.68: All projects that develop 1 acre or more of total land area or which are part of a larger phased development that will disturb at least one acre of land, are required to obtain coverage under the State Water Resources Control Boards General Permit for Storm Water Discharge Associated with Construction Activity. Proof of filing a Notice of Intent (NOI) with the state for coverage under this permit is required prior to approval of the grading plan and issuance of grading permits. The applicant shall submit a copy of the Waste Discharge Identification Number (WDID) for coverage under the General Construction Permit to the Engineering Department.</p> <p>SC 3.69: A SWPPP Plan. All projects that develop one 1 acre or more of total land area or which are part of a large phased development that will disturb at least one acre of land are re to prepare a Storm Water Pollution Prevention Plan SWPPP utilizing the model form in Appendix B of the 2003 CASQA Stormwater BMP Handbook for Construction and submit a copy of the plan to the City Engineering Department for review. A copy of the adopted SWPPP shall be maintained in the</p>			

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	construction site office at all times during construction.			
Impact HAZ-4: The project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.		No impact	None required	No impact
Impact HAZ-5: The project would not result in a safety hazard for people residing or working in the project area for a project located within an airport land use plan or, where such plan has not been adopted, be within 2 miles of a public airport use airport or public use airport.		Less than significant	None required	Less than significant
Impact HAZ-7: The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.	<p>SC 3.24: The site plan shall allow for adequate turning radii for emergency apparatus, and access turns shall be designed to meet the minimum requirements/standards per Ontario Fire Department Standard #B-005.</p> <p>SC 3.25: The site plan shall allow for adequate ingress and egress to and from the project. Additional access points may be required.</p>	Less than significant	None required	
Cumulative		Less than significant	None required	Less than significant
5.9 Hydrology and Water Quality				
Impact WQ-1: The project would not violate any water quality standards or waste discharge requirements.	<p>SC 3.66, listed above.</p> <p>SC 3.67, listed above.</p> <p>SC 3.68, listed above.</p>	Less than significant	None required	Less than significant
Impact WQ-3: The project would not substantially alter the existing	SC 3.64: A hydrology study and drainage analysis prepared and	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	signed by a Civil Engineer registered in the State of California in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines is required. Additional drainage facilities may be required as a result of the findings of this study. SC 3.66, listed above. SC 3.67, listed above. SC 3.69, listed above.			
Impact WQ-4: The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	SC 3.64, listed above.	Less than significant	None required	Less than significant
Impact WQ-5: The project would not create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.	SC 3.64, listed above.	Less than significant	None required	Less than significant
Impact WQ-6: The project would not otherwise substantially degrade water quality.	SC 3.66, listed above. SC 3.67, listed above. SC 3.68, listed above.	Less than significant	None required	Less than significant
Impact WQ-9: The project would not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Cumulative	SC 3.66, listed above. SC 3.67, listed above. SC 3.68, listed above. SC 3.69, listed above.	Less than significant	None required	Less than significant
5.10 Land Use and Planning				
Impact LU-2: The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required.	Less than significant
5.11 Noise				
Impact NOI-1: The project would not expose persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	SC 1.4: Noise sources associated with, or vibration created by, construction repair remodeling or grading of any real property shall not take place between the hours of 10:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday. Noise levels created by said activities shall not exceed the noise standard of 65 dBA plus the limits specified in Section 9-1.3305. SC 5.3: Detailed construction plans shall be approved and signed by an acoustical engineer to certify that noise abatement measures required to meet City standards have been incorporated (applies to all projects requiring an acoustical	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	analysis and to any project within the 60 CNEL contour of any area source.			
Impact NOI-2: The project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels.		Less than significant	None required	Less than significant
Impact NOI-3: The project would not result in a substantial permanent increase in ambient noise levels in the project vicinity or above levels existing without the project.		Less than significant	None required	Less than significant
Impact NOI-4: Would the project cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		Less than significant	None required	Less than significant
Impact NOI-5: The project would not expose people residing or working in the project area to excessive airport noise levels.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.12 Public Services				
Impact PS-1: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.		Less than significant	None required	Less than significant
Impact PS-2: The project would not result in substantial adverse physical impacts associated with the provision		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police services.				
Cumulative		Less than significant	None required	Less than significant
5.13 Transportation and Circulation				
Impact TR-1: The project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.		Significant	Mitigation Measure TR-1: Prior to issuance of occupancy permits for the buildings that are proposed by the Specific Plan, project applicants/developers shall make fair-share payments to the City of Ontario toward construction of the traffic improvements listed below. The following traffic improvements and facilities are necessary to mitigate impacts of the proposed Specific Plan and shall be included in the fee mechanism(s) as implemented by the City of Ontario: Existing Plus Project Improvements <ul style="list-style-type: none"> Archibald Avenue/Limonite Avenue (#26 Eastvale): Improve the operation of this intersection by installing a 2nd southbound left turn lane. Opening Year (2019) Plus Project Improvements <ul style="list-style-type: none"> Euclid Av./Merrill Av. (#1 Caltrans, Chino, Ontario): Modify the intersection to provide a 3rd northbound through lane, a 2nd southbound left turn lane, a 3rd southbound through lane, a 2nd westbound left turn lane, a westbound right turn lane, and modify the traffic signal to implement overlap phasing 	Significant and Unavoidable
Impact TR-2: The project would conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways		Significant		Significant and Unavoidable

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>on the westbound right turn lane.</p> <ul style="list-style-type: none"> • Grove Av./Merrill Av. (#7 Chino, Ontario): Modify the intersection to provide an eastbound left turn lane, 2nd eastbound through lane, and a 2nd westbound through lane. • Flight Av./Merrill Av. (#8 Chino, Ontario): Modify the intersection to install a traffic signal, restripe to provide a northbound left turn lane within the painted median, provide a 2nd eastbound through lane, and a 2nd westbound through lane. • Hellman Av. / Merrill Av. (#9 Chino, Ontario): Modify the intersection to install a traffic signal, provide a northbound left turn lane and right turn lane, provide a 2nd eastbound through lane, provide an eastbound right turn lane, provide a westbound left turn lane, and provide a 2nd westbound through lane. • Archibald Av./SR-60 WB Ramps (#14 Caltrans, Ontario): Modify the intersection to provide a 2nd northbound left turn lane and a westbound left turn lane. • Archibald Av./Riverside Dr. (#17 Ontario): Modify the intersection to provide a 2nd northbound left turn lane, a 2nd southbound left turn lane, an eastbound right turn lane, and modify the traffic signal to implement overlap phasing on the westbound right turn lane. • Archibald Av./Schaefer Av. (#19 Ontario): Modify the intersection to install a traffic signal, provide a northbound left turn lane, provide a 	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>shared eastbound left-through-right turn lane, and provide a shared westbound left-through-right turn lane.</p> <ul style="list-style-type: none"> • Archibald Av./Ontario Ranch Rd. (#20 Ontario): Modify the intersection to provide a 2nd northbound left turn lane, and modify the traffic signal to implement overlap phasing in the northbound right turn lane. • Archibald Av./Merrill Av. (#22 Ontario): Modify the intersection to provide a 2nd eastbound left turn lane, a 2nd eastbound through lane, an eastbound free-right turn lane, a 2nd northbound left turn lane, a 3rd northbound through lane, a 3rd southbound through lane, a southbound right turn lane, 2nd eastbound left turn lane, 2nd eastbound through lane, eastbound free-right turn lane, 2nd westbound through lane, and modify the traffic signal to implement overlap phasing in the southbound right turn lane. • Archibald Av./Limonite Av. (#26 Eastvale): Modify the intersection to provide 2nd northbound and southbound through lanes, a 2nd westbound left turn lane, and 2nd westbound right and left turn lanes. • Harrison Av./Limonite Av. (#28 Eastvale): Modify the intersection to provide a 3rd westbound through lane. • I-15 Southbound Ramps/Limonite Av. (#35 Caltrans, Eastvale): Modify the intersection to provide 3rd eastbound and westbound through lanes. 	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>Horizon Year (2040) Plus Project Improvements</p> <ul style="list-style-type: none"> • Euclid Av./Kimball Av. (#2 Caltrans, Chino): Modify the intersection to provide a 3rd northbound through lane, a 3rd southbound through lane, a 2nd southbound left turn lane, a southbound right turn lane, 2nd eastbound left turn lane, westbound right turn lane, a 2nd westbound left turn lane, and modify traffic signal to implement overlap phasing on the southbound and westbound right turn lanes. • Euclid Av./Pine Av. (#4 Caltrans, Chino): Modify the intersection to provide a 3rd northbound through lane, a 3rd southbound through lane, a northbound free-right turn lane, a 2nd southbound left turn lane, southbound right turn lane, 2nd eastbound through lane, 2nd westbound through lane, westbound channelized right turn lane. • Grove Av./Merrill Av. (#7 Chino, Ontario): Install a traffic signal. • Flight Av./Merrill Av. (#8 Chino, Ontario): Modify the intersection to install a southbound left turn lane, southbound shared through-right turn lane, eastbound left turn lane, and modify the traffic signal to implement overlap phasing on the eastbound right turn lane. • Hellman Av./Merrill Av. (#9 Chino, Ontario): Modify the intersection to install a 2nd northbound through lane, an additional northbound through lane, a southbound left turn lane, a southbound shared through-right turn 	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>lane, an eastbound left turn lane, a westbound right turn lane, and modify traffic signal to implement overlap phasing on the northbound right turn lane.</p> <ul style="list-style-type: none"> • Archibald Av./SR-60 EB Ramps (#15 Caltrans, Ontario): Restripe the intersection to provide 3 northbound through lanes, a northbound right turn lane, and a 2nd southbound left turn lane. • Archibald Av./Chino Av. (#18 Ontario): Modify the intersection to provide a 3rd southbound through lane. • Archibald Av./Ontario Ranch Rd. (#20 Ontario): Modify the intersection to provide 3rd northbound, southbound, and eastbound through lanes, provide a 2nd and 3rd westbound through lane. • Archibald Av. / Eucalyptus Av. (#21 Ontario): Modify the intersection to provide a northbound left turn lane, 3rd northbound and southbound through lanes, eastbound left turn lane, eastbound shared through-right turn lane, and a westbound left turn lane. • Archibald Av./Merrill Av. (#22 Ontario): Modify the intersection to provide a 2nd westbound left turn lane. • Archibald Av./Limonite Av. (#26 Eastvale): Modify the intersection to provide a northbound left turn lane, a 3rd northbound and southbound through lane, a southbound right turn lane, 2 eastbound left turn lanes, 2 westbound left turn lanes, and 2 	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			eastbound through lanes. <ul style="list-style-type: none"> • Sumner Av./Limonite Av. (#29 Eastvale): Modify the intersection to provide a 2nd northbound left turn lane. • I-15 Southbound Ramps/Limonite Av. (#35 Caltrans, Eastvale): Redesign the interchange. • I-15 Northbound Ramps/Cantu Galleano Rd. (#36 Caltrans, Eastvale): Modify the traffic signal to implement a 120-second cycle length. 	
Impact TR-3: The project would not result 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.		No impact	None required	No impact
Impact TR-4: The project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).		Less than significant	None required	Less than significant
Impact TR-6: The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.		Less than significant	None required	Less than significant
Cumulative		Significant	Mitigation Measure TR-1, listed above.	Significant and Unavoidable
5.14 Tribal Cultural Resources				
Impact TCR-1: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).</p>				
<p>Impact TCR-2: The project would not cause a substantial adverse change in the significance of a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe.</p>		<p>Potentially significant</p>	<p><i>Mitigation Measure CUL-1, listed above.</i></p> <p>Mitigation Measure TCR-1: Native American Monitoring. Prior to commencement of any excavation activities, the project developer shall retain a Native American Monitor of Gabrieleño Ancestry to:</p> <ul style="list-style-type: none"> • Conduct a Native American Indian Sensitivity Training for construction personnel. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry, and the general steps the Monitor would follow in conducting a salvage investigation. • Monitor all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, and grubbing) of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. At their discretion and expense, a Native American Monitor of Gabrieleño Ancestry can be present during the removal of dairy manure to native soil. <p>Mitigation Measure TCR-2: Native American Human Remains. Prior to the start of ground disturbing activities, the</p>	<p>Less than significant</p>

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>project developer shall designate a location within the footprint of the project site for the respectful reburial of Native American human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the San Bernardino County Coroner. Pursuant to California Health and Safety Code, Section 7050.5, all construction activity shall be diverted while the San Bernardino County Coroner determines if the remains are Native American.</p> <p>If the San Bernardino County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the San Bernardino County Coroner. Reburial will be in an appropriate setting. If the San Bernardino County Coroner determines the remains to be modern, the San Bernardino County Coroner shall take custody of the remains.</p> <p>If Native American, the San Bernardino County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. The discovery shall be confidential and secure to prevent further disturbance. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can</p>	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Native American Tribe of Gabrieleño Ancestry shall make every effort to recommend diverting the project and keep the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. No scientific study or the utilization of any invasive diagnostics shall be allowed to any Native American human remains. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project developer shall consult with the Tribe regarding avoidance of all cemetery sites.</p> <p>Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container onsite if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site, but at a location agreed upon between the Tribe and the developer and protected in perpetuity.</p>	

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			There shall be no publicity regarding any cultural materials recovered. Once complete, a final report of all activities shall be submitted to the NAHC.	
Cumulative		Potentially significant	Mitigation Measures CUL-1, TCR-1, and TCR-2 listed above.	Less than significant
5.15 Utilities and Service Systems				
Impact UT-1: The project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.		No impact	None required	No impact
Impact UT-2: The project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant
Impact UT-3: The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.		No impact	None required	No impact
Impact UT-4: There are sufficient water supplies available to serve the project from existing entitlements and resources, and no new or expanded entitlements are needed.		No impact	None required	No impact
Impact UT-5: The project would not require or result in the construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Plan, Program, Policy	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact UT-6: The project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant
Impact UT-7: The project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.		Less than significant	None required	Less than significant
Impact UT-8: The project would comply with federal, state, and local statutes and regulations related to solid waste.		No impact	None required	No impact
Cumulative		Less than significant	None required	Less than significant
5.16 Energy				
Impact E-1: The project would not use large amounts of energy or fuel, or consume energy or fuel in a wasteful manner.	SC 3.10, listed above.	Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant

2. Introduction

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the proposed project. This EIR has been prepared by the City of Ontario in its capacity as Lead Agency, as that term is defined in Section 15367 of the CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.) and in conformance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.). This EIR has been prepared to identify, analyze, and mitigate the significant environmental effects of the proposed Specific Plan and the development of Planning Areas (PA) 1 and 2 in accordance with the Specific Plan. The project, as articulated in Section 3, *Project Description*, involves development of the proposed Specific Plan area in conformance with the General Plan land use and zoning designations of the area, and also includes design guidelines to provide for a unified and coordinated development.

CEQA requires each EIR to reflect the independent judgment of the Lead Agency, including but not limited to the thresholds of significance used to analyze project impacts, analyses and conclusions regarding the level of significance of impacts both before and after mitigation, the identification and application of mitigation measures to avoid or reduce project-related impacts, and the consideration of alternatives to the proposed project. In preparing this EIR, the City of Ontario has employed CEQA and environmental technical specialists; however, the analyses and conclusions set forth in this EIR reflect the independent judgment of the City as Lead Agency.

2.1 PURPOSE OF AN EIR

CEQA requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. Pursuant to the provisions of CEQA Guidelines Section 15121(a), this EIR is intended as an informational document to inform public agency decision makers and the general public of the significant environmental effects of the proposed project, identify possible ways to avoid or minimize those significant effects, and describe reasonable alternatives to the project that might avoid or lessen significant environmental effects. Thus, this EIR is intended to aid the review and decision-making process.

The CEQA Guidelines provide the following information regarding the purpose of an EIR:

- **Project Information and Environmental Effects.** An EIR is an informational document that will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (CEQA Guidelines Section 15121(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to enable decision makers to make an intelligent decision that takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (CEQA Guidelines Section 15151).

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency's decision-making process.

2.2 EIR PROCESS

Notice of Preparation/Initial Study

Pursuant to the requirements of CEQA, the City of Ontario, as Lead Agency, prepared a Notice of Preparation (NOP)/Initial Study for the proposed Specific Plan Project, which was distributed on March 17, 2017 for a 30-day public review and comment period that ended on April 17, 2017. The NOP/Initial Study requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the EIR being prepared. Comments received on the NOP/Initial Study are included in Appendix A and summarized in Table 2-1, which also includes a reference to the EIR section(s) in which issues raised in the comment letters are addressed.

Table 2-1: Summary of NOP/Initial Study Comment Letters

Comment Letter and Comment	Relevant EIR Section
California Office of Planning and Research, March 17, 2017	
This letter is a copy of the notice to state responsible agencies informing them of the receipt of the Notice of Preparation (NOP) and reminding the agencies to comment in a timely manner, advising them that the NOP public review period begins on March 17, 2017 and ends on April 17, 2017.	1.0 Introduction
California Department of Fish and Wildlife, April 17, 2017	
This letter requests that the EIR provide a complete assessment of the flora and fauna within and adjacent to the project footprint, with an emphasis on rare, threatened, endangered, and other sensitive species and their habitats. The letter also requests an assessment of direct, indirect, and cumulative impacts to biological resources, alternatives analysis, and provision of mitigation measures. In addition, the letter requests notification prior to any activity that could affect a streambed. The letter also requests installation of drought tolerant landscaping and water-efficient irrigation systems to conserve water.	5.4 Biological Resources
California Department of Transportation, March 22, 2017	
This letter requests that the Traffic Impact Analysis (TIA) evaluate the potential impacts of the project to the existing state facilities within a 5-mile radius of the project area, and be based on the 2016 SCAG Regional Transportation Model. In addition, the letter provides design recommendations, and requests that the TIA be submitted to the department for review.	5.8 Hazards and Hazardous Materials; 5.10 Land Use; 5.11 Noise; 5.13 Transportation and Circulation
California Department of Transportation Division of Aeronautics, April 17, 2017	
This letter states that the project site appears to be located within Safety Zone 6, also known as the Traffic Pattern Zone, for Chino Airport, and that airport-related noise, safety and land use concerns should be thoroughly addressed in the EIR. In addition, because the project includes a Specific Plan, Public Utilities Code Section 21676 et seq. requires the City to refer the project to the Airport Land Use Commission (ALUC).	5.13 Transportation and Circulation
California Native American Heritage Commission, March 28, 2017	
This letter describes statutory requirements related to Native American resources and Tribal Consultation. In addition, the letter provides recommendations for the assessment of cultural resources.	5.5 Cultural Resources; 5.14 Tribal Cultural Resources

South Coast Air Quality Management District, April 6, 2017	
This letter references the SCAQMD's CEQA Air Quality Handbook, and recommends using the methodologies therein to evaluate impacts of the Specific Plan, including use of the CalEEMod model, recommended regional significance thresholds, and localized significance thresholds or dispersion modeling. Copies of the analysis including technical documents showing emissions calculations, assumptions and modeling files are requested. A mobile health risk assessment is recommended, as is use of the California Air Resources Board (CARB) land use compatibility guidance. Impacts associated with implementing mitigation measures are also recommended.	5.3 Air Quality
Southern California Association of Governments, April 17, 2017	
This letter states that Southern California Association of Governments (SCAG) is the designated Regional Transportation Agency and the clearinghouse for regionally significant projects, and reviews projects for consistency with local and regional plans. The letter provides a list of the 2016 Regional Transportation Plan and Sustainable Communities Strategy(RTP/SCS) Goals and Strategies that may be applicable to the proposed Specific Plan. In addition, the commenter provides the SCAG Regional Growth Forecast and recommends review of the SCAG recommended mitigation measures from the 2016 RTP/SCS Final EIR.	5.10 Land Use and Planning
County of San Bernardino Department of Public Works, April 12, 2017	
This letter states that the project is subject to the 2012 Ontario Master Plan of Drainage, and any work affecting the right-of-way of the Cucamonga Creek or County Line Channel would require a Flood Control Permit. The letter also states that any facilities built by the Army Corps of Engineers (ACOE) would require a 408 Permit from the ACOE. In addition, the letter states that the project area is known to support several sensitive species, and that impacts and necessary mitigation measures should be identified. Furthermore, the comment requests to be included in future project noticing.	5.9 Hydrology and Water Quality; 5.15 Utilities and Service Systems; 5.4 Biological Resources
City of Chino, April 14, 2017	
This letter states that the City of Chino would like to review the project's traffic study scoping agreement to evaluate trip distribution and study area intersections.	5.13 Transportation and Circulation
Johnson, Smith & Foy, April 12, 2017	
This letter provides recommendations relating to the location of vehicle parking and landscaping to potentially reduce air quality emissions, noise, and visual impacts to the nearby residential uses. The letter requests evaluation of the project's potential to impact mountain views, agriculture, and Williamson Act contracts. The letter also requests evaluation of potential hazards related to past and current agricultural uses, potential impacts to biological resources, and potential impacts related to traffic congestion and traffic hazards.	5.1 Aesthetics; 5.2 Agriculture; 5.3 Air Quality; 5.4 Biological Resources; 5.8 Hazards and Hazardous Materials; 5.11 Noise; 5.13 Transportation and Circulation; 6.0 Alternatives

Public Scoping Meeting

Pursuant to Section 15082(c)(1) of the CEQA Guidelines, the City of Ontario hosted a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the EIR for the proposed Specific Plan. The scoping meeting was held on March 27, 2017 at 6:00 p.m. in the City of Ontario Department Community Room, located at 2500 South Archibald Avenue. A summary of the issues that members of the public raised at the scoping meeting is presented below.

Table 2-2: Summary of Scoping Meeting Comments

Environmental Topic	Comment Summary	Issue Addressed In
Traffic	The EIR should evaluate the vehicle and truck trips that would be generated from the project.	Section 5.13, <i>Traffic</i>
Adequate fire access	The project should provide adequate access for the fire department.	Section 5.8, <i>Hazards</i> and Section 5.12, <i>Public Services</i>
High pressure gas line	EIR should evaluate potential impacts related to the existing high-pressure gas line onsite.	Section 5.8, <i>Hazards</i>
Odors and flies related to the existing dairy	Supportive of the project to help eliminate the existing odors and flies generated by the existing dairy farm.	Appendix A, Initial Study.
Cumulative projects in Eastvale	EIR should include evaluation of development projects in Eastvale.	The cumulative sections, within each section of Chapter 5.

Scope of this EIR

Impacts Found Not to Be Significant. Based upon the Initial Study, the City of Ontario determined that an EIR should be prepared for the proposed Specific Plan. The scope of the EIR was determined based upon the Initial Study, and comments received in response to the NOP/Initial Study, as previously listed. Pursuant to Sections 15126.2 and 15126.4 of the State CEQA Guidelines, this EIR will identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

In addition, CEQA Guidelines Section 15126.2(a) states that “[a]n EIR shall identify and focus on the significant effects on the environment”, and CEQA Guidelines Section 15063(a) allows the use of an Initial Study to document project effects that are less than significant. Furthermore, CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a project were determined not to be significant, and were therefore not discussed in detail in the EIR.

The NOP/Initial Study (included as Appendix A) prepared for the proposed Specific Plan project determined that the impacts listed below would have no impact or have a less than significant impact. Consequently, they have not been further analyzed in the EIR. Please refer to Appendix A of this EIR for a detailed explanation of the basis of these conclusions. Table 2-3 lists the environmental issues per Appendix G of State CEQA Guidelines that were found to result in no impacts or less than significant impacts from implementation of the proposed Specific Plan.

Table 2-3: Impacts Found Not to Be Significant

Environmental Issue	Initial Study Determination
Aesthetics. Would the project:	
a) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No impact
Agriculture and Forestry Resources. Would the project:	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No impact
d) Result in the loss of forest land or conversion of forest land to non-forest use??	No impact
Air Quality. Would the project:	
e) Create objectionable odors affecting a substantial number of people?	Less than significant impact
Biological Resources. Would the project:	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No impact
Cultural Resources. Would the project:	
d) Disturb any human remains, including those interred outside of formal cemeteries?	Less than significant impact
Geology and Soils. Would the project:	
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? 	No impact
b) Result in substantial soil erosion or the loss of topsoil?	Less than significant impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Less than significant impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Less than significant impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No impact
Hazards and Hazardous Materials. Would the project:	
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than significant impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	No impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands area adjacent to urbanized areas or where residences are intermixed with wildlands?	No impact
Hydrology and Water Quality. Would the project:	

Environmental Issue	Initial Study Determination
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Less than significant impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	No impact
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	No impact
i) Inundation by seiche, tsunami, or mudflow?	Less than significant impact
Land Use and Planning. Would the project:	
a) Physically divide an established community?	No impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	No impact
Mineral Resources. Would the project:	
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No impact
Noise. Would the project:	
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	No impact
Population and Housing. Would the project:	
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than significant impact
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Less than significant impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Less than significant impact
Public Services.	
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	
Schools?	Less than significant impact
Parks?	Less than significant impact
Other public facilities?	Less than significant impact
Recreation.	
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than significant impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than significant impact
Transportation/Traffic. Would the project:	
e) Result in inadequate emergency access?	Less than significant impact
Utilities and Service Systems. Would the project:	
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less than significant impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	No impact

Impacts Found to Be Potentially Significant. Sixteen environmental factors have been identified as potentially significant impacts if the proposed Specific Plan is implemented. Each of the following factors are described and evaluated in Section 5.0:

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

Public Review of the Draft EIR

The City of Ontario filed a Notice of Completion with the Governor's Office of Planning and Research, State Clearinghouse, indicating that this EIR has been completed and is available for review. A Notice of Availability of the Draft EIR was published concurrently with distribution of this document. The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft EIR will be available for public review at the City's website: <http://www.ontarioca.gov/planning/reports/environmental-impact-reports/colony-commerce-center-specific-plan-draft-eir> or the following locations:

City of Ontario Planning Dept. 303 East B Street Ontario, CA 91764	Ovitt Family Community Library 215 East C Street Ontario, CA 91764-4111	Colony High Branch Library 3850 East Riverside Drive Ontario, CA 91761-2603
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Written comments related to environmental issues in the Draft EIR should be addressed to:

Richard Ayala, Senior Planner
City of Ontario Planning Department
303 East B Street
Ontario, CA 91764
Email: rayala@ontarioca.gov

Final EIR

Upon completion of the 45-day review period, written responses to all comments related to the environmental issues in the Draft EIR will be prepared and incorporated into a Final EIR. The written responses to comments will be made available at least 10 days prior to the public hearing at which the certification of the Final EIR will be considered. These comments, and their responses, will be included in the Final EIR for consideration by the City, as well as other responsible agencies per CEQA. The Final EIR may also contain corrections and additions to the Draft EIR, and other information relevant to the environmental issues associated with the project. The Final EIR will be available for public review prior to its certification by the City. Notice of the availability of the Final EIR will be sent to all who responded to the Notice of Preparation.

2.3 ORGANIZATION OF THIS DRAFT EIR

The Draft EIR is organized into the following Sections. To help the reader locate information of interest, a brief summary of the contents of each chapter of this Draft EIR is provided.

- **Section 1 Executive Summary:** This section provides a brief summary of the Specific Plan area, the proposed project, and alternatives. The section also provides a summary of environmental impacts and mitigation measures that lists each identified environmental impact, applicable project design features, standard conditions, proposed mitigation measure(s) (if any), and the level of significance after implementation of the mitigation measure. The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either less than significant or significant and unavoidable.
- **Section 2 Introduction:** This section provides an overview of the purpose and use of the EIR, the scope of this EIR, a summary of the legal authority for the EIR, a summary of the environmental review process, and the general format of the document.
- **Section 3 Project Description:** This section provides a detailed description of the proposed project, its objectives, and a list of project-related discretionary actions.
- **Section 4 Environmental Setting:** This section provides a discussion of the existing conditions within the Specific Plan area.
- **Section 5 Environmental Impact Analysis:** This section includes a summary of the existing statutes, ordinances and regulations that apply to the environmental impact area being discussed; the analysis of the project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the proposed Specific Plan; any applicable project design features; standard conditions and plans, policies, and programs that could reduce potential impacts; and the feasible mitigation measures that would reduce or eliminate the significant adverse impacts identified. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable.
- **Section 6 Significant and Unavoidable Impacts and Effects Found Not to be Significant:** This section summarizes the significant and unavoidable impacts that would occur from implementation of the proposed project. In addition, this section provides a summary of the environmental effects of the implementation of the proposed project that were found not to be significant.
- **Section 7 Alternatives:** This section describes and analyzes a reasonable range of alternatives to the proposed project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Specific Plan. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.
- **Section 8 CEQA Mandated Considerations:** This section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the proposed Specific Plan.
- **Section 9 Report Preparation:** This section lists authors of the Draft EIR and City staff that assisted with the preparation and review of this document.

2.4 INCORPORATION BY REFERENCE

In accordance with Section 15150 of the CEQA Guidelines and to reduce the size of the report, the following documents are hereby incorporated by reference into this EIR and are available for public review on the City's website (<http://www.ontarioca.gov/>) and at the City of Ontario Planning Department, 303 East B Street, Ontario, CA 91764. A brief summary of the scope and content of these documents is provided below.

City of Ontario General Plan: The City's General Plan was comprehensively updated and adopted as a component of The Ontario Plan on January 27, 2010. The Ontario Plan provides a framework to shape the City of Ontario for 20 years or more into the future. The General Plan consists of a six-part Component Framework: 1) Vision, 2) Governance Manual, 3) Policy Plan, 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback.

City of Ontario General Plan EIR: This EIR addresses the short and long-term effects of build out of the City's General Plan, which includes development of the Specific Plan area. Mitigation measures were imposed for impacts determined to be significant or potentially significant, and significant and unavoidable impacts were identified for agricultural resources, air quality, cultural resources, greenhouse gas emissions, and noise. The General Plan policies that are related to the proposed Specific Plan are cited in various sections of this EIR.

City of Ontario Municipal Code and Development Code: The City has adopted a Development Code to aid in implementation of federal and state planning, zoning, development, subdivision, and environmental laws; and to guide the orderly development of the City in a manner that promotes and protects the public health, safety, comfort, convenience, prosperity, and welfare of its inhabitants. The Development Code guides the land uses, in compliance with General Plan goals, objectives, and policies. The Development Code is included as Title 9 of the City's Municipal Code. The Development Code and Municipal Code are referenced throughout this document as regulations governing development and land use activities within the City. Regulatory information from the Municipal Code and Development Code are cited in various sections of this EIR.

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3. Project Description

3.1 PROJECT LOCATION

The Colony Commerce Center East Specific Plan (Specific Plan or proposed project) consists of six parcels containing 94.4 acres, with Assessor's Parcel Numbers (APNs) 218-311-02, -03, -07, -08, -10, -13. The Colony Commerce Center East Specific Plan area (Specific Plan area or project site) is within the U.S. Geological Survey 7.5-minute Corona North topographic quadrangle map within Section 22, Township 2 South, Range 7 West.

The Specific Plan area is located in the southernmost portion of the City of Ontario, immediately north of the City of Eastvale in Riverside County. The project site is located west of Archibald Avenue, south of Merrill Avenue, east of the Cucamonga Creek control channel, and north of the County Line flood control channel, which are both concrete lined channels. The proposed project's location is shown in Figure 3-1, *Regional Location Map*, Figure 3-2, *Local Area Map*, and Figure 3-3, *Aerial of Project Site*.

Regional access to the project site is provided via Interstate 15 (I-15) located approximately 2.5 miles east of the site, Euclid Avenue (State Route [SR]-83) located approximately 2.5 miles west of the site, and SR-60, approximately 3.2 miles to the north. Local access to the project site is provided by Merrill Avenue and Archibald Avenue, which are adjacent to the Specific Plan area.

3.2 PROJECT BACKGROUND

The Specific Plan area is located within the City's Ontario Ranch area (formerly known as New Model Colony), which comprises a portion of the former San Bernardino County Agricultural Preserve annexed by the City of Ontario in 1999. In 2010, the City of Ontario adopted The Ontario Plan (TOP), which serves as the City's business plan and includes a long-term vision and a principle-based Policy Plan, which functions as the City's General Plan. The TOP and its Policy Plan are henceforth referred to as the General Plan in this Draft Environment Impact Report (EIR). The General Plan Exhibit LU-01 designates the project site for industrial uses at a maximum 0.55 floor area ratio (FAR) and for business park uses at 0.60 FAR. Additionally, the project site is zoned AG-Specific Plan. The General Plan also identifies the project site as being within the Chino Airport Overlay zone; and the site is within the Ontario International Airport Influence Area.

The project site has historically been used for agricultural purposes, primarily dairy operations and field crops. The site is otherwise mostly undeveloped, with existing ongoing agricultural uses scattered throughout the area. Rural residential housing, farm buildings, and other ancillary facilities occupy those areas not in active agricultural production. The existing land uses and conditions of the project site are described in Chapter 4, *Environmental Setting*.

3.3. PROJECT OBJECTIVES

The Specific Plan lays out a series of project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the proposed project and its associated environmental impacts. The project objectives have been refined throughout the planning and design process for the proposed project, and are listed below:

- To provide for the development of industrial and business facilities which utilize the site's prime location in proximity to Ontario International Airport and other regional transportation facilities.
- To create a high quality industrial and business development that attracts an array of businesses and provides employment opportunities to area residents.
- To provide industrial and business park uses within the project boundaries which are compatible with surrounding uses.
- To develop a flexible plan that meets the needs of an ever-changing business market, while assuring compliance with high development standards.
- To provide a plan for roadways, infrastructure, and utilities to support onsite land uses as the project evolves.
- Promote opportunities for water efficiency in the project architecture and project landscaping to promote water conservation.

3.4 PROJECT CHARACTERISTICS

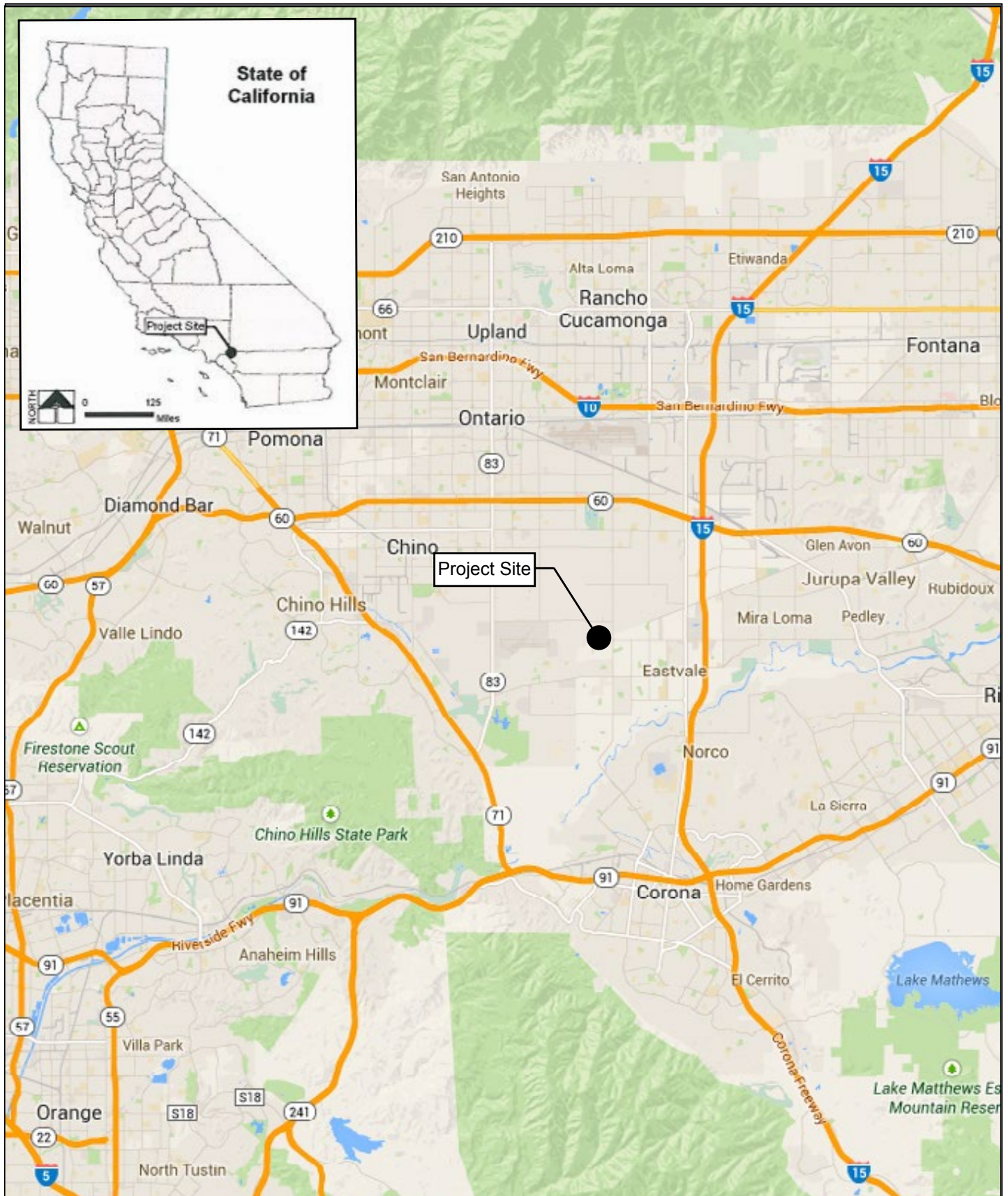
“Project,” as defined by the State CEQA Guidelines, means:

the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700.” (14 Cal. Code of Reg. § 15378(a).)

The project analyzed in this EIR is the adoption of the Colony Commerce Center East Specific Plan and the buildout of the initial phase of the Specific Plan. The Specific Plan has three Planning Areas (PAs) and would be developed in two phases. The EIR analyzes buildout (2019) of Phase 1 of the Specific Plan (PA-1 and PA-2) at a project level of detail, based upon the entitlement applications that are being considered by the City, compared to the existing conditions. The EIR also provides a programmatic level of analysis of the buildout potential for Phase 2 of the Specific Plan (PA-3).

3.5 DESCRIPTION OF THE PROJECT

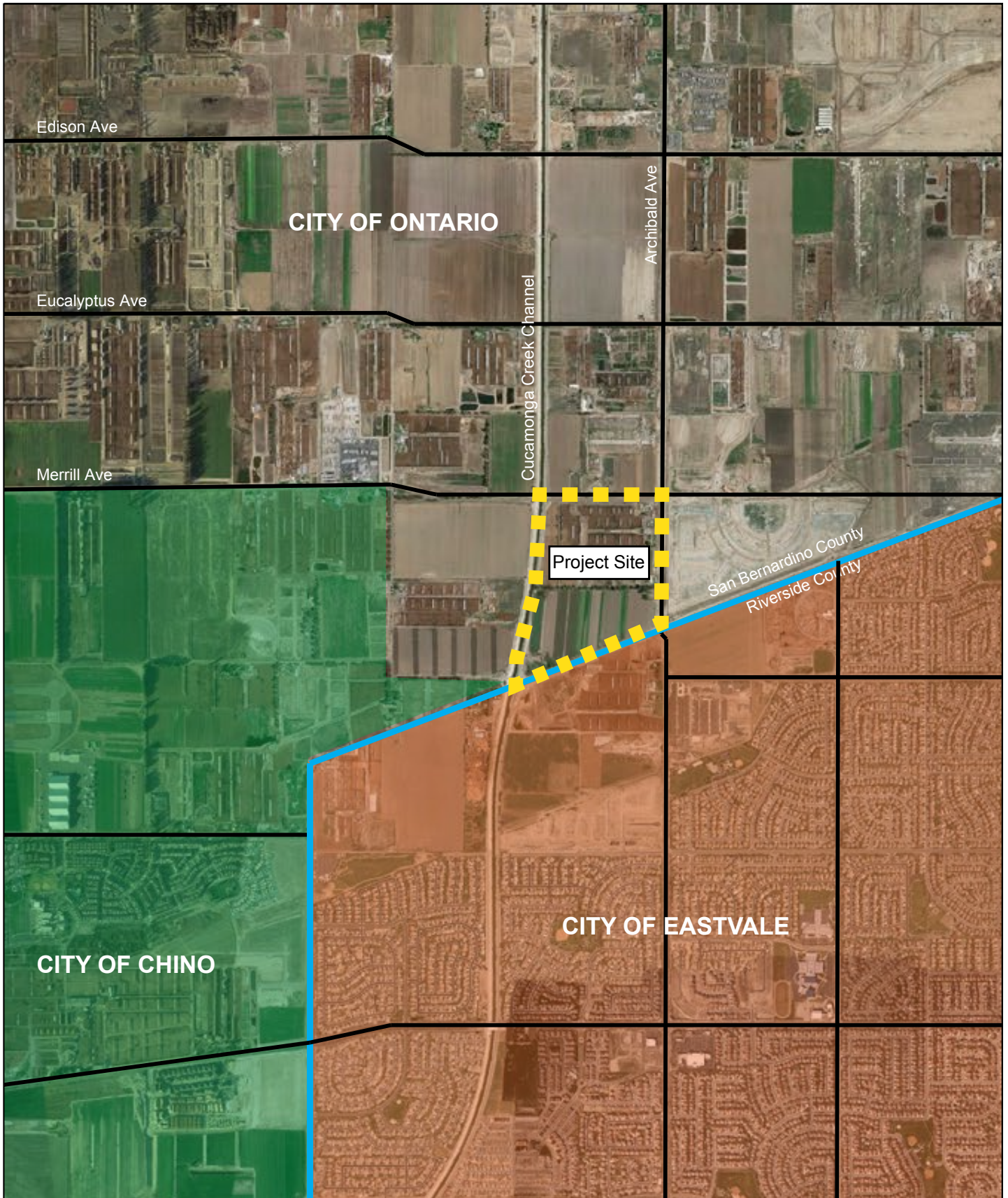
The project proponent (Applicant) proposes the adoption of the Specific Plan for a 94.4-acre project site, and development of an 84.8-acre portion of the Specific Plan area as Phase 1 of the project with industrial warehouse/distribution and business park uses. In addition to the Specific Plan, the City will be considering a Tentative Tract Map, which will reconfigure and subdivide the existing four lots within the Phase 1 area into nine numbered lots and additional lettered lots to accommodate the buildings, access roads, and retention basins on the Phase 1 site plan. City review of the Phase 1 site plan would be through a Development Plan permit. A Development Agreement is also proposed to provide methods for financing, acquisition, and construction of infrastructure to implement the proposed project. Finally, cancellation of a Williamson Act contract is also required for project implementation. Following is a discussion of each of the components of the proposed project.



Source: Google Maps

N. T. S.

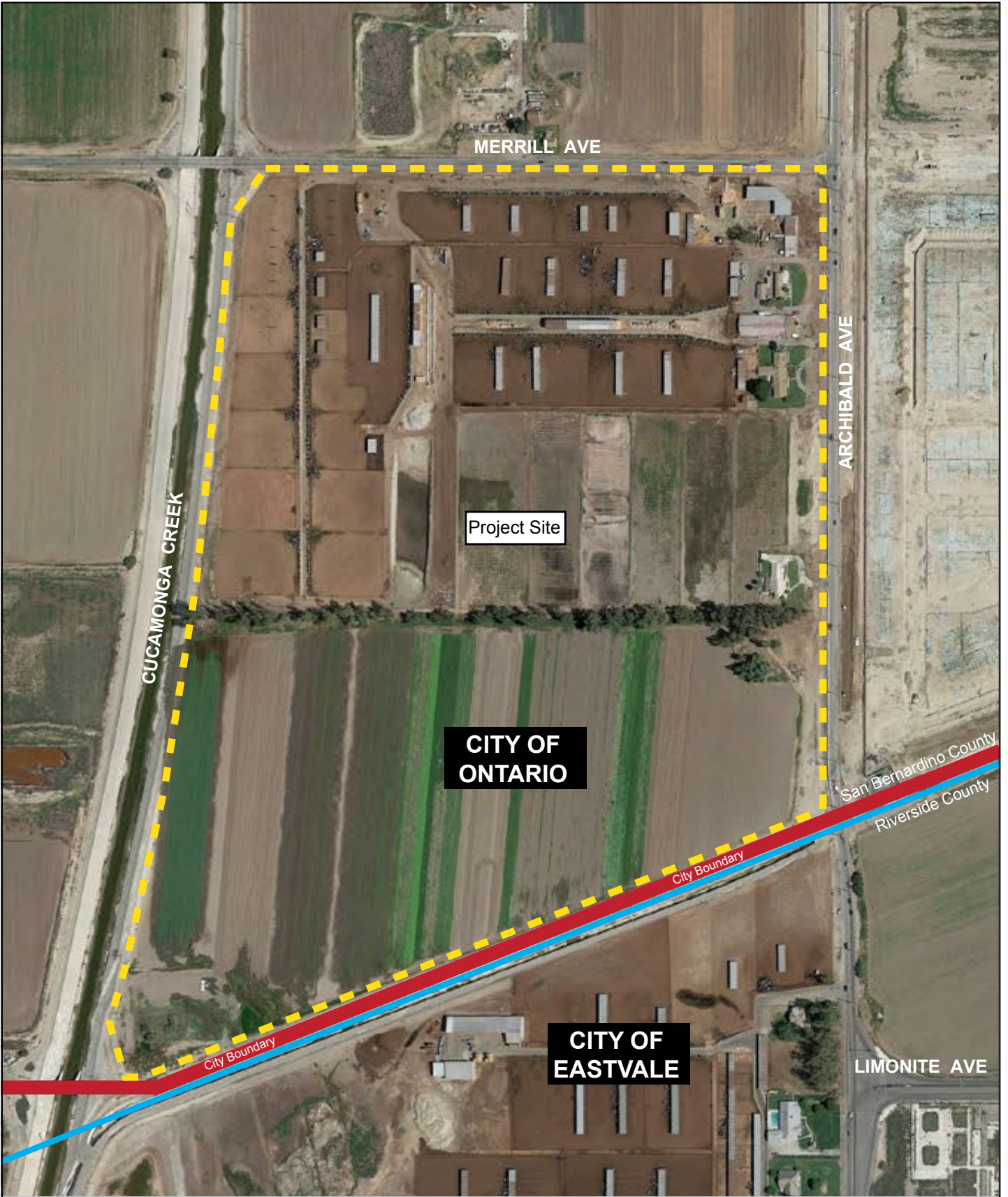
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Source: Google Maps



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Source: Google Maps

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Specific Plan

The City's General Plan designation for the project site is Industrial (FAR 0.55) and Business Park ((0.60 FAR). The Specific Plan area is within the Chino Airport Overlay area the Ontario International Airport Area of Influence. The City's zoning designation is SP/AG (Specific Plan/Agricultural Preserve). Both the City's General Plan and the zoning designation for the project site require the approval of a specific plan for development within the Ontario Ranch area to ensure that future development on the site would provide a specific development and phasing plan, and ensure consistency of development within the project site. The Specific Plan establishes permitted land uses, development standards, infrastructure requirements, and implementation requirements for development. In addition, the Specific Plan includes a comprehensive set of design guidelines and development regulations to guide and regulate site planning, landscape, and architectural character of the proposed project. Implementation of the Specific Plan would achieve the intent of the City's General Plan for the area.

Land Use Plan

The Specific Plan area includes 94.4 acres of land that is divided into three Planning Areas, which are shown in Figure 3-4, *Land Use Plan*. The land use plan provides for a range of industrial and business park uses. The planned business park area, PA-1, would include primarily office, commercial uses, and multi-tenant/flex space buildings. The planned industrial area, PA-2 and PA-3, would include wholesale and distribution uses, light manufacturing uses and businesses with high-value, time-sensitive merchandise that would benefit from proximity to an airport and freeways.

The land use intensities identified in the Specific Plan for the three planning areas are shown on Table 3-1, *Maximum Development Potential Intensity*. The maximum floor area ratio (FAR) permitted in each Planning Area conforms to the maximum FAR permitted in the General Plan.

Table 3-1: Maximum Development Potential Intensity

Planning Area	Land Use	Acres	Maximum Potential Intensity (Gross Floor Area)	Maximum Floor Area Ratio
1	Business Park	45.2	1,181,085 SF	0.60
2	Industrial	39.6	949,935 SF	0.55
3	Industrial	9.6	231,195 SF	0.55
Total		94.4	2,362,215 SF	

Buildout of the full potential identified in the Specific Plan, as shown in Table 3-1, is not possible due to site constraints, including necessary setbacks, the provision of 10 percent (or a minimum of 9.4 acres) open land onsite for the purposes of emergency landing of aircraft required for projects located in Safety Zones 6 of the Chino Airport, and the Cucamonga Creek Channel. As discussed below, the proposed project includes, and this EIR analyzes, the proposed buildout of PA-1 and PA-2 (Phase 1) of the Specific Plan which is less than the maximum development potential shown in Table 3-1.

Specific Plan Buildout Under Proposed Development Plan

The Specific Plan area would be developed in two phases, which is shown in Figure 3-5, *Conceptual Phasing Plan*. In addition to the Specific Plan, a Development Plan is proposed for the first phase of development – i.e., PA-1 and PA-2, and is analyzed in this EIR. Because of physical constraints, the Development Plan contains less intense uses than the maximum FAR allowed by the Specific Plan. Therefore, the total anticipated buildout of the Specific Plan, in accordance with the accompanying

Development Plan, would be approximately 1,914,365 SF, as summarized in Table 3-2, *Summary of Proposed Specific Plan Development*.

Table 3-2: Summary of Proposed Specific Plan Development

	Planning Area	Parcels	Acreage	Proposed Use	Proposed SF	Planned Operations
Phase 1	PA-1	Portions of 218-311-02, -03, -08	45.2	Business Park	1,683,170 ¹	2019
	PA-2	218-311-10 and portions of -02, -03, -08	39.6	Industrial		
Phase 2	PA-3	218-311-07, -13	9.6	Industrial	231,195	After 2040
TOTAL			94.4		1,914,365	

The total anticipated buildout shown in Table 3-2 includes the Applicant's proposed Development Plan for Phase 1 and the maximum permitted FAR for Phase 2 under the Specific Plan, since no development is proposed at this time.

The Applicant proposes to develop PA-1 and PA-2 or Phase 1, consisting of about 84.8 acres of the Specific Plan area in the near term. The Development Plan for Phase 1 includes nine industrial warehouse/distribution and business park buildings totaling approximately 1,683,170 SF, which are illustrated in Figure 3-6, *Site Plan*. As depicted in the site plan, Building 9 would be the largest at 998,680 SF. The other eight buildings, located to the east and north of Building 9, would range in size from 41,210 SF to 142,040 SF. Each building would have loading docks (a total of 240 loading docks would be included), and adjacent parking facilities. Operations within PA-1 and PA-2 are planned to commence by Spring of 2019.

Development of PA-3 would occur in the future as Phase 2 of the proposed project. PA-3 is 9.6 acres and because no development plan has been submitted for PA-3, the analysis in this EIR conservatively assumes the maximum FAR for PA-3, with a development potential of 231,195 SF of office and industrial warehousing uses. Phase 2 is analyzed at a specific plan (program) level of detail. Currently, the timeline for development and operation of PA-3 is unknown, as it is under separate ownership and it is dependent upon economic conditions. The analysis within this EIR, therefore, assumes that PA-3 would be developed and operational no sooner than 2040.

If at some future time, development is proposed beyond the square footage identified in Table 3-2, such development would be subject to separate and additional CEQA review beyond that contained in this EIR.

Permitted Uses and Operations

The Specific Plan provides for a range of industrial uses and opportunities to accommodate a changing industrial business environment, and the Specific Plan allows some flexibility in the mix and intensity of the industrial warehousing uses to provide a sustainable development that would respond to changes in market demands.

¹ The technical studies throughout this EIR analyze the development plan, additional square footage equivalent to 1% of the PA 1 and PA 2 total (or 16,831 SF) to account for technical deviations during final the final engineering stage, or about 1,700,000 SF.

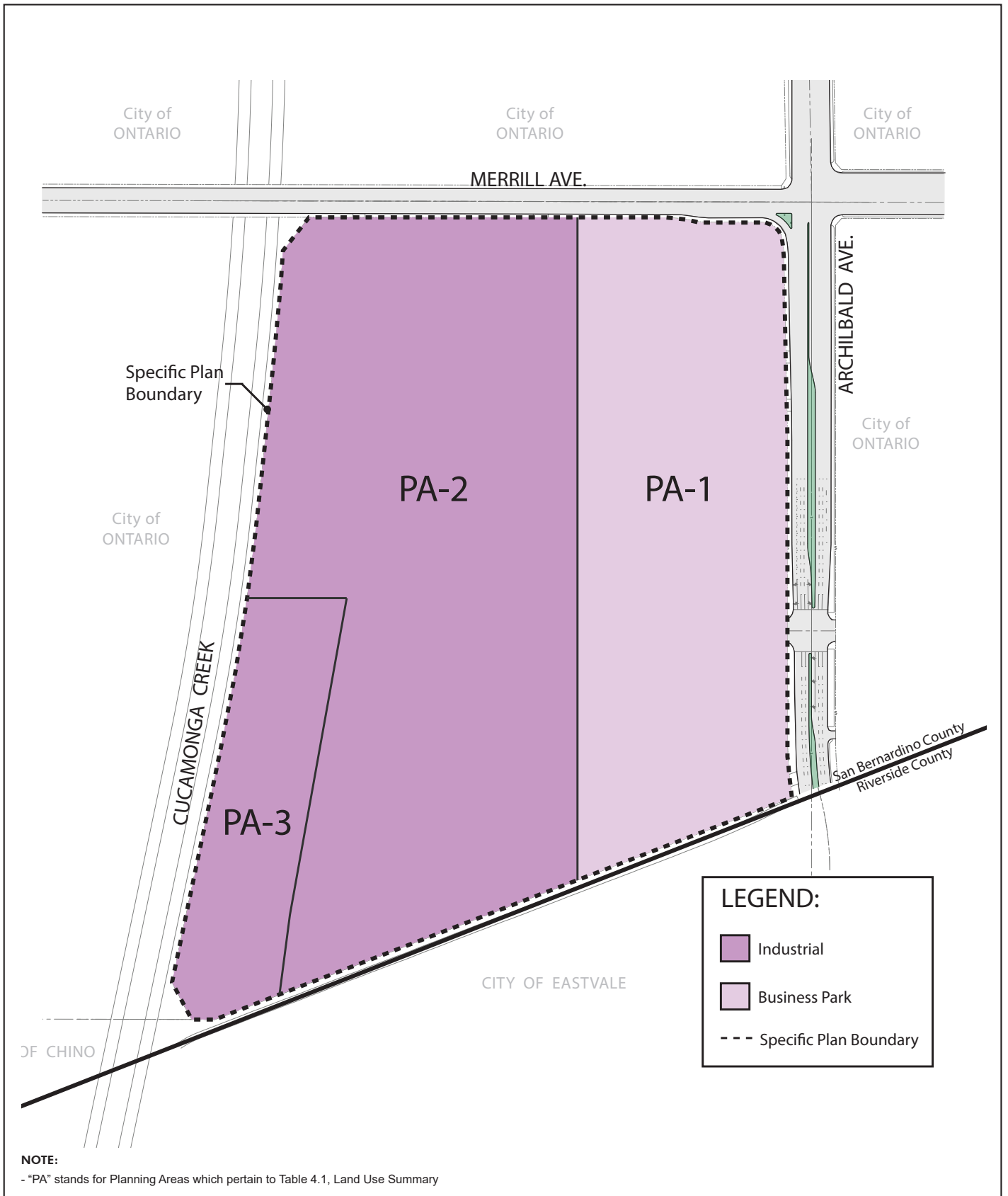
The proposed Specific Plan establishes permitted land uses, and provides a list of accessory uses that would be allowed in conjunction with a permitted use, as identified in Table 3-3, *Permitted Uses*. Permitted uses include the following: warehouse/distribution facilities; agricultural uses; business services; repair services; radio and television broadcasting studios; restaurants; and light manufacturing uses that do not produce odors, noise, vibration, or particulates.

The Specific Plan would permit the authorized uses to be operational 24 hours per day, seven days per week. Business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and the loading and unloading of trucks at designated loading bays.

This EIR analyzes Phase 1 as warehousing/distribution (high cube), light manufacturing, and general commercial in accordance with the Development Plan. Manufacturing use is assumed for 25 percent of the square footage for Buildings 1 through 8; warehousing use is assumed for 75 percent of the square footage for Buildings 1 through 8; and high-cube warehouse/distribution center use is assumed for 100 percent of the largest building on the site (Building 9). None of the warehouses would be refrigerated.

Similarly, Phase 2 has been analyzed in this EIR as warehousing (75 percent), without refrigeration, with limited light manufacturing uses (25 percent), as the most likely future uses.

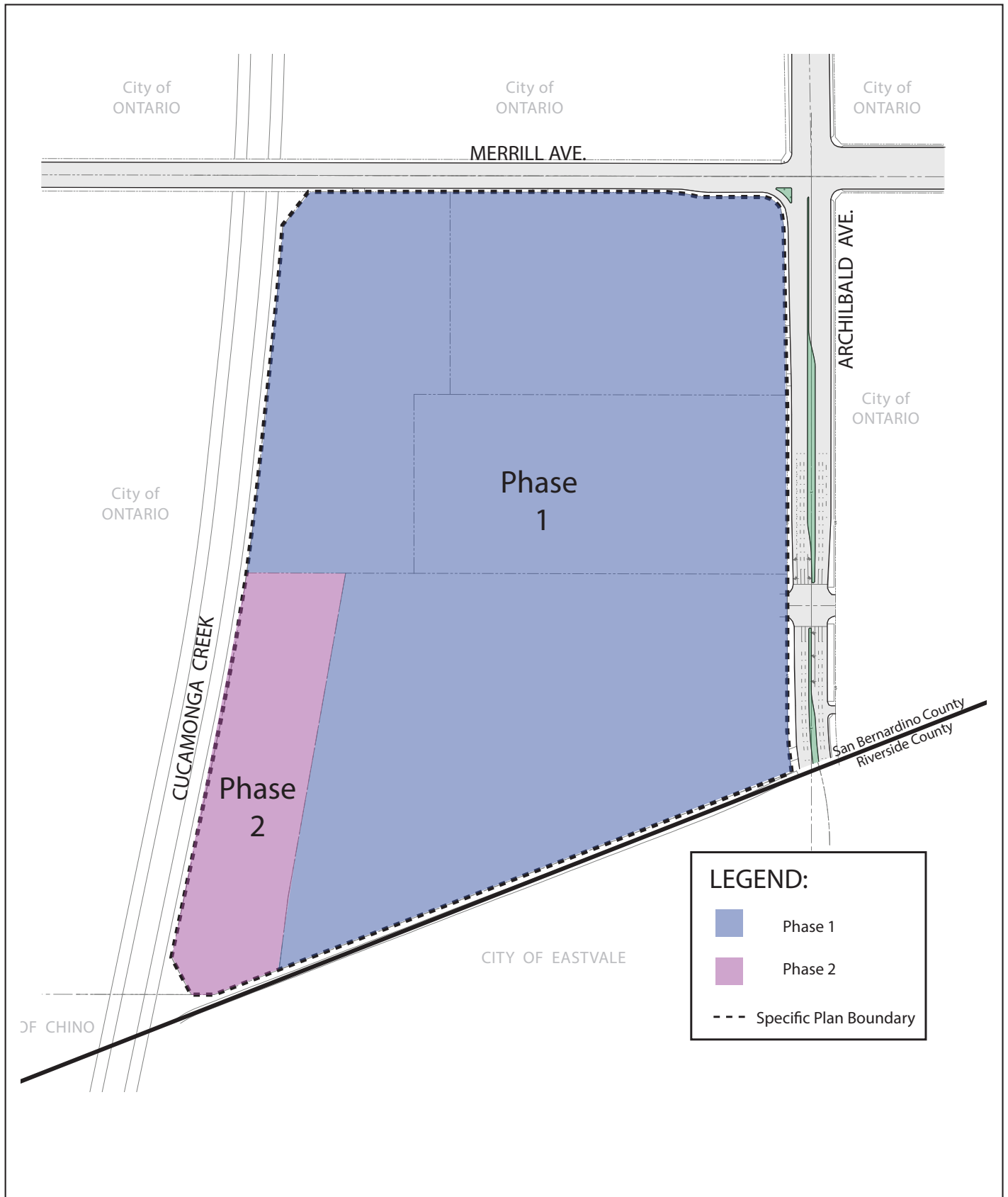
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Source: Douglas Franz Architects

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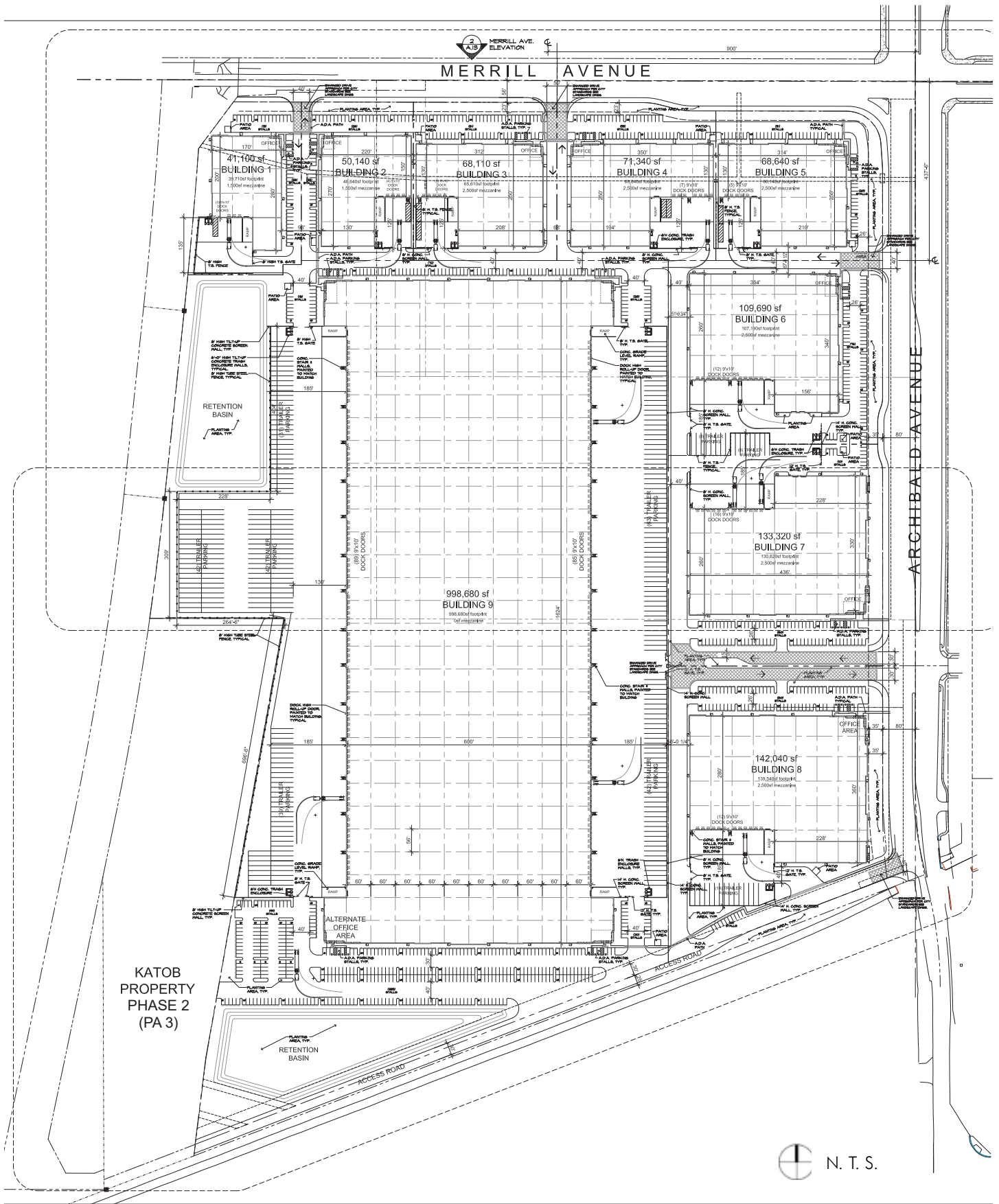
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Source: KTG Group



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COLONY COMMERCE CENTER EAST SPECIFIC PLAN

Draft EIR
City of Ontario

FIGURE 3-6
Phase 1 Site Plan

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Table 3-3: Permitted Uses

Land Use Types	Industrial	Business Park
AGRICULTURAL USES		
Commercial Growing Establishment - Activities typically include, but are not limited to the commercial growing of produce by row, field, tree, and crop	P	---
Wholesale and Retail Plant Nurseries - Activities typically include, but are not limited to, sales of indoor and outdoor plants, including, but not limited to, trees, shrubs, groundcovers, and grass sod, as well as seeds, pots and potting supplies,	P	---
RESIDENTIAL USES		
Caretaker's Unit - Area devoted to use not to exceed 1,000 square feet.	A/C	---
INSTITUTIONAL USES		
Educational Facilities - Universities, Colleges, and Vocational Training:		
• Private	---	C
• Public	---	P
• Trade School	C	C
Healthcare Facilities - Health care offices & clinics, including medical, dental, psychiatry/psychology, acupuncture, chiropractic, physical therapy and other similar therapeutic offices and clinics, substance abuse clinics, and other related	---	C
Industrial Clinics	P	C
Religious Facilities - Religious assembly and places of worship.	---	C
Public Utility/Service structure	C	C
Public Utility Office	---	P
Water Systems - Water wells, water storage, treatment and filtration	C	C
COMMERCIAL USES		
Alcohol Beverage Sales - Activities typically include the sale, subject to required	---	C
Auto Repair (Minor) - Activities include, but are not limited to automotive and light truck repair; retail sales of goods and services for automobiles and light trucks; and the cleaning and washing of automobiles and light trucks. Uses typically include, but are not limited to, repair of brakes, tires, electrical, etc. and	P	---

Land Use Types	Industrial	Business Park
Auto Repair (Major) - In addition to the types of repair operations included as part of Automobile and Light Truck Repair - Major, activities typically include, but are not limited to, automotive body work, painting, and installation of major accessories; automobile customizing; engine and transmission repair/rebuild and	C	---
Car Wash - Full service activities typically include the washing and polishing of automobiles. Uses typically include automobile laundries; car washes, excluding self-service washes.	A	---
Offices - Administrative, professional and other offices	A	A
Business Services - Advertising agencies, photocopying printing, and duplicating services.	P	P
Repair Services - Computers, home electronics and small home appliances. Electrical equipment, Furniture refinishing/re-upholstery. Lawnmower and garden equipment.	P	P
Child day care centers (more than 14 children)	C	C
COMMUNICATION USES		
Radio and Television Broadcasting Studios. Activities typically include, but are not limited to, broadcasting and other information relay services accomplished primarily through the use of electronic and telephonic mechanisms. Uses	P	P
EATING AND DRINKING PLACES & FOOD SERVICES		
Eating Establishments - Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises		
<ul style="list-style-type: none"> • Full-service restaurants, serving ready-to-eat food and beverages for on-site 	P	P
<ul style="list-style-type: none"> • Fast-food restaurants, serving ready-to-eat food and beverages for on-site or 	P	P
MANUFACTURING		
Light Manufacturing - Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products, assembly of component parts (including required packaging for retail sale), and treatment and fabrication operation. Light manufacturing activities do not produce odors, noise, vibration, or particulates which would adversely affect uses within the		
<ul style="list-style-type: none"> • Apparel Manufacturing 	P	P

Land Use Types	Industrial	Business Park
• Computer and Home Electronic Manufacturing	P	P
• Bakery (Industrial)	P	P
• Electrical Components	P	P
• Furniture and Related Products Manufacturing	P	P
• Home Appliance and Equipment Manufacturing	P	P
• Instrument Manufacturing (Navigational, Measuring, etc.)	P	P
• Leather Product Manufacturing (excluding tanning and finishing)	P	P
MACHINERY MANUFACTURING		
Machinery Manufacturing - Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products; assembly of component parts (including required packaging for retail sale); blending of materials such as lubricating oils, plastics, and resins; and treatment and		
• Miscellaneous Manufacturing (jewelry, office supplies, sporting goods, toys,	P	P
• Printing and Related Activities	P	P
WAREHOUSE/STORAGE & TRANSPORTATION		
Warehouse/Distribution Facility - Activities typically include, but are not limited	P	P
OTHER		
Trailers and trailer storage for the use of construction	P	---
Any use deemed similar to permitted uses by the Planning Director	P	P

Source: Colon Commerce Center East Specific Plan, Table 6-3, *Permitted Uses*.

Development Standards and Design Guidelines

The Specific Plan includes design guidelines that have been developed to provide criteria to ensure a quality, cohesive architectural design for the development of the project site. The design guidelines included in the Specific Plan include the following:

- Building massing, scale and roof forms, as the primary design components, require articulation in their architectural expression as they relate to the public realm.
- Buildings should be oriented to define the streetscene and provide for an aesthetically pleasing streetscape.
- Major vehicular and pedestrian entries to the site from the public street system should be readily visible. Major entries to planning areas, other than truck entries, should be marked by accent pavement with accent trees and other landscape features.
- Typical ground-mounted equipment (such as transformers and heating units) should be screened by landscaping where they would otherwise be within public view.
- Where long, linear walls or fences are needed, a combination of wall/fence with dense landscaping is encouraged.
- The mass of new structures, as visible from public views, should be softened by landscaping or lessened by small-scale elements such as windows, panels, entrances, and other detail features to avoid monotony in design.
- Parking spaces adjacent to planters shall have a 12-inch wide curb for ease in stepping out from vehicles.
- Parking lot trees in planter islands shall be provided at the ratio of one tree for every 10 parking spaces. The trees shall consist of 24-inch and 36-inch box sized trees.
- All outdoor refuse collection areas shall be decorative and should be visually screened.
- All loading areas shall be screened from public view by buildings or by six-foot high wall (minimum).
- The design of lighting fixtures shall be compatible with the architectural style of the buildings. Architectural lighting of building facades is encouraged to enhance and emphasize the building's identity.

The Specific Plan would allow for a maximum building height of 55 feet for the main structures, and up to 65 feet for architectural projections, and focal elements such cupolas or towers. The Specific Plan also requires a setback of 30 feet from Archibald Avenue, 23 feet from Merrill Avenue, and 10 feet from Cucamonga Creek Channel.

The Development Plan for Phase 1 includes building heights and setbacks that are consistent with the Specific Plan's development standards and design guidelines.

Sustainable Design Strategies

This Specific Plan encourages the implementation of sustainable design strategies with the goal of reducing greenhouse gas emissions. The Specific Plan proposes various energy-saving and sustainable design features and operational programs, consistent with the reduction measures set forth in the City of Ontario Climate Action Plan (CAP). These features and programs would be incorporated into all facilities

developed pursuant to the Specific Plan. In addition, development would comply with the California Green Building Standards Code ([CALGreen]; California Code of Regulations, Title 24, Part 11) as implemented by the City of Ontario.

The Development Plan for Phase 1 would be consistent with Specific Plan's sustainability requirements and incorporates the following Project Design Features as policies that promote energy efficiency and sustainability.

- Use of modestly enhanced insulation (walls R-13, roof/attic R-38) for energy efficiency;
- Installation of enhanced window insulation (0.32 U-factor, 0.25 solar heat gain coefficient (SHGC));
- Use of light-colored roofing with high solar reflectance to reduce heat island effects (Cool Roof Rating Council [CRRC] Rated 0.15 aged solar reflectance, 0.75 thermal emittance);
- Implement energy distribution loss reduction with inspection (Home Energy Rating Systems [HERS] Verified Duct Leakage or equivalent);
- Identify opportunities to provide natural lighting to reduce reliance on artificial lighting;
- Install high-efficiency lighting systems with advanced lighting controls (25 percent of in-unit fixtures considered high efficacy)
- Use energy star commercial appliances in the development including water efficient appliances;
- Align building orientation to take advantage of natural heating, cooling, and lighting conditions;
- Use smart irrigation controllers that automatically adjust frequency/duration of irrigation of landscape areas in response to changing weather conditions;
- Use of recycled water to irrigate landscape areas;
- Use of swaled landscape areas for storm runoff capture and retention/infiltration;
- Choose construction materials and interior finish products with zero or low emissions to improve indoor air quality;
- Provide adequate ventilation and high-efficiency in-duct filtration system;
- Use low or moderate water use plants, including native plant materials where appropriate; minimize turf areas;
- Provide public charging stations for use by electric vehicles;
- Use low volatile organic compound paints and wallpapers;
- Use recycle base, crushed concrete base, recycle content asphalt, shredded tired in base and asphalt roads, parking areas, and drive aisles where feasible and economically available;
- Use ultra low-flush toilets, low-flow shower heads and other water conserving fixtures; and
- All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) would be powered by non-diesel fueled engines and all indoor forklifts would be powered by electricity.

Circulation

The circulation plan for Specific Plan reinforces the objective of moving vehicles, pedestrians, cyclists, and public transit safely and efficiently through and around the project. Figure 3-7, *Circulation Plan*, establishes the hierarchy and general location of roadways serving the Specific Plan area.

Roadway Improvements and Site Access

The Specific Plan identifies frontage half-width improvements along Merrill Avenue and Archibald Avenue to comply with the Mobility Element of Ontario's General Plan, which would be constructed as part of the Development Plan for Phase 1. Merrill Avenue is an east-west oriented roadway located along the Specific Plan's northern boundary. Phase 1 of the Specific Plan would construct Merrill Avenue from the western Specific Plan boundary to Archibald Avenue at its ultimate half-section width as a 4-lane collector roadway, consistent with the City of Ontario's General Plan. The roadway is proposed to have two travel lanes in each direction, with an ultimate curb-to-curb width of 84-feet. The Merrill Avenue roadway improvement also includes a bridge widening across the Cucamonga Creek Channel. In addition, a Class II bikeway and a sidewalk would be installed.

Archibald Avenue is a north-south oriented roadway located along the eastern boundary of the Specific Plan area. Phase 1 of the Specific Plan would require the construction of Archibald Avenue from Merrill Avenue to the Specific Plan's southern boundary at its ultimate half-section width as a 6-lane Principal Arterial (165-foot ultimate right-of-way, with an ultimate curb-to-curb width of 130 feet) in compliance with the General Plan. For Archibald Avenue, the Specific Plan includes an ultimate curb-to-curb width of 94-feet with three travel lanes in each direction and a sidewalk.

Five driveways would provide access to the project site and would be constructed as part of Phase 1: a 40-foot-wide right-in/right-out driveway and a 50-foot-wide signalized driveway would be located from Merrill Avenue, and two 40-foot-wide right-in/right-out driveways and one 60-foot-wide signalized driveway would be located from Archibald Avenue. The 60-foot-wide driveway would be the main entrance and have two inbound and two outbound lanes, while the other four driveways would include one inbound lane and one outbound lane. The southernmost access driveway on Archibald Avenue would follow the entire southern boundary of the site and provide access to PA-3. No onsite circulation improvements are proposed for Phase 2 of the Specific Plan.

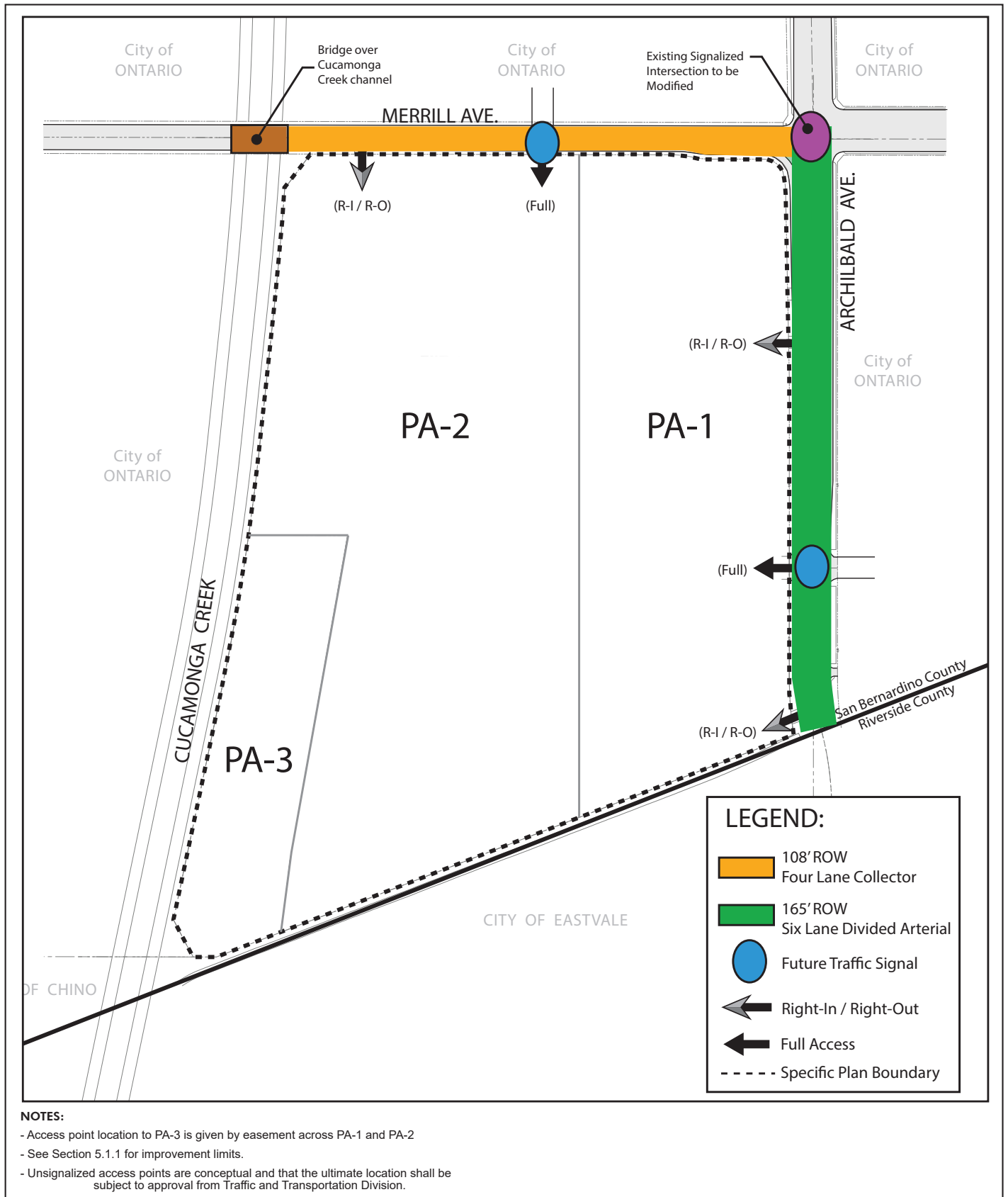
Detailed circulation improvements required to mitigate the Phase 1 Development Plan are provided in Section 5.13, *Traffic and Circulation*.

Pedestrian and Bicycle Circulation

Pedestrian and bicycle circulation is shown in Figure 3-8, *Pedestrian and Bicycle Circulation Plan*. Pedestrians would utilize peripheral sidewalks (5-foot width) along all streets abutting the Specific Plan area. A Class I bicycle bikeway would be provided within the Cucamonga Creek Channel. As indicated previously, a Class II bikeway and multipurpose trail would be provided along Merrill Avenue. These bike paths would provide linkages to the City's master planned bike path system.

Parking

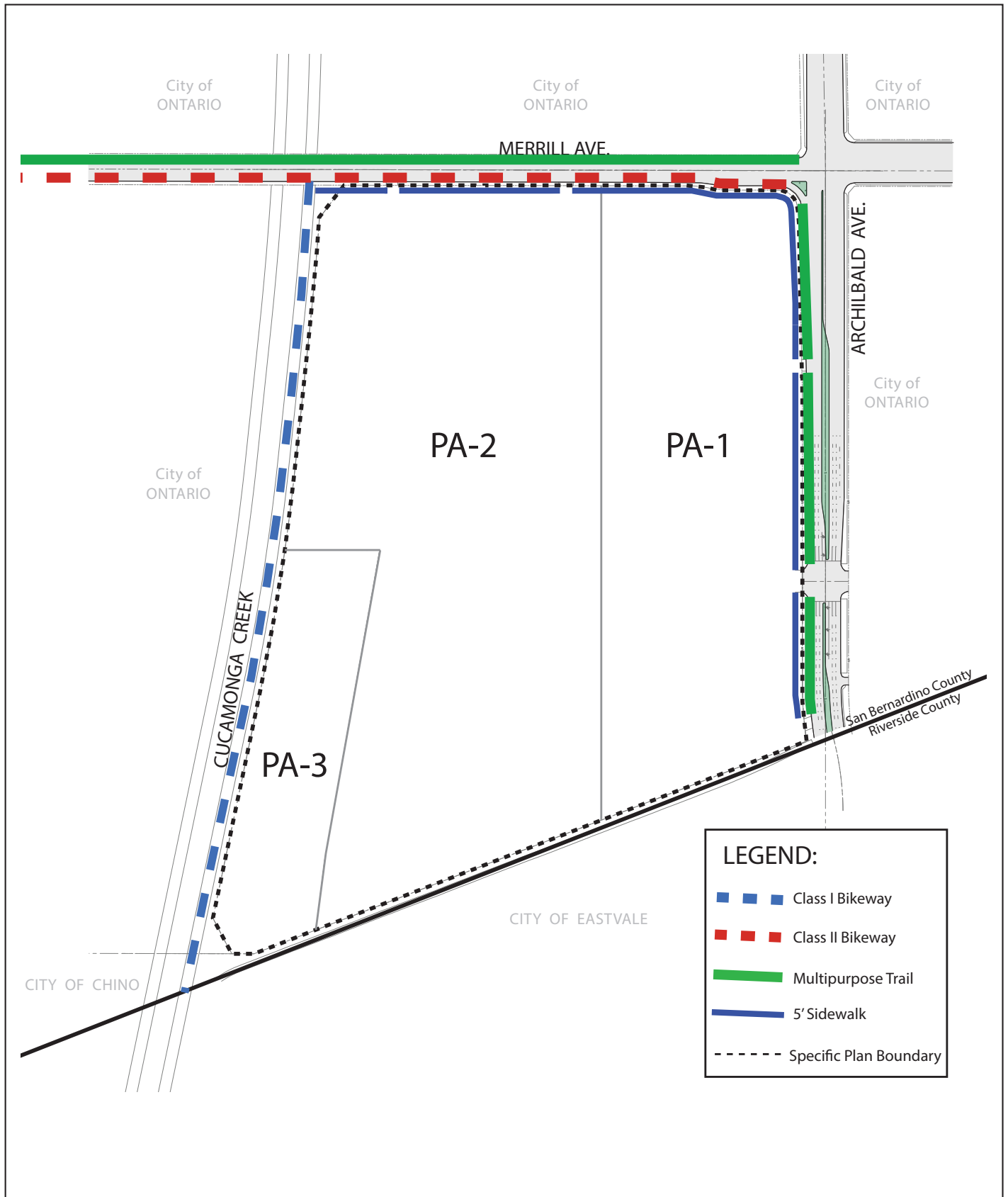
The Development Plan for Phase 1 provides 1,047 parking spaces throughout Phase 1, as shown in Figure 3-6, *Site Plan*.



Source: KTG Group
 NOTE: Reference the City's most current Master Plan for sizing/alignment.



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Source: KTGy Group
 NOTE: Reference the City's most current Master Plan for sizing/alignment.



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Landscaping

The Specific Plan includes landscape design guidelines and minimum landscape standards required for all public and private improvements, which promote the aesthetic character and value of the Specific Plan area. The minimum landscape coverage for industrial uses is 10 percent (15 percent for corner lots) and 15 percent for business park uses.

The Development Plan for Phase 1 would feature 622,526 SF of landscaping built throughout PA-1 and PA-2, which is approximately 17 percent of the total site area. The majority of the landscaping area would be constructed on the northern and eastern boundaries of Phase 1, and would serve as setbacks between the buildings and parking areas from Merrill Avenue (23 feet of landscaping outside the roadway right-of-way) Figure 3-7, *Circulation Plan* and Archibald Avenue (35 feet of landscaping outside the roadway right-of-way). The landscape design would incorporate a mix of various trees that would include 48-inch box, 36-inch box, and 24-inch box sizes. In addition, the landscaping would include tall shrubs, low shrubs, and groundcover.

Domestic and Recycled Water System

The Specific Plan area currently contains private agricultural wells that would be removed during the site preparation phase of construction. The removal of the wells would be in compliance with the regulations of the California Department of Water Resources in accordance with a permit issued by the San Bernardino County Health Department.

Existing water infrastructure is located within Archibald Avenue, east of the project site. Because the Specific Plan area is currently served by onsite wells, new offsite water distribution infrastructure would be installed to connect the Specific Plan area to the existing infrastructure. These new facilities are part of the City's Water Master Plan, which has identified water facilities to serve the southern portion of the City. The offsite water infrastructure installed in accordance with the Phase 1 Development Plan would include installation of 12-inch potable and 12-inch reclaimed water mains in Merrill Avenue which would extend from the existing 12-inch water main in Archibald Avenue to the Cucamonga Creek Channel. In addition, a 12-inch water main along the southerly property line, parallel to the County Line Channel, to the Cucamonga Creek Channel where it feeds Colony Commerce West, would be installed as part of Phase 1, as depicted on Figure 3-9, *Domestic Water System*. Due to the location of Phase 1, the 12-inch water line would serve Phase 2 as well.

Within Phase 1 of the Specific Plan area, a network of 8-inch and 10-inch potable and reclaimed water lines would be installed to serve each proposed building and the adjacent irrigation needs, and would connect to the new water mains in Merrill Avenue. See Figure 3-10, *Recycled Water System*.

Sewer System

Sewer service for the entire Specific Plan area would be provided by the City of Ontario. The City of Ontario Master Plan of Sewer shows an existing 42-inch sewer main in Archibald Avenue joining the existing 42-inch Inland Empire Utilities Agency (IEUA) Eastern Trunk Sewer at the intersection of Archibald Avenue and Remington Avenue and continues southwest along the Specific Plan southerly property line, parallel to the County Line Channel where it crosses Cucamonga Creek Channel. The proposed project, as part of the Phase 1 Development Plan, would install sewer lines on PA-1 and PA-2 that would serve the proposed uses for PA-1 and PA-2 and connect into the existing system that is in the roadway right-of-way adjacent to the project site. The size and location of the onsite sewer system required to serve the building in Phase 1 would be engineered during preparation of the final construction documents. See Figure 3-11, *Sewer Master Plan*.

Drainage System

Stormwater runoff from the Specific Plan area currently discharges into the County Line Channel, which runs along the site's southern boundary. The Development Plan for Phase 1 includes installation of a subsurface storm drain system that would discharge runoff into one of two onsite infiltration basins; one basin near the southwest corner of the Specific Plan area and the other basin near the northwest corner as depicted on Figure 3-12, Conceptual Grading Plan. These basins would retain, slow, and filter the runoff before its discharge through storm drain connections to County Line Channel. These drainage improvements to serve the site are included in the City of Ontario Storm Drain Master Plan.

In addition to the storm drain system, landscaped areas within the Specific Plan area would be developed as swales and designed to accept runoff water from impervious surfaces. This includes building roofs and paved areas draining into swaled landscape areas to capture, retain, and infiltrate.

Construction

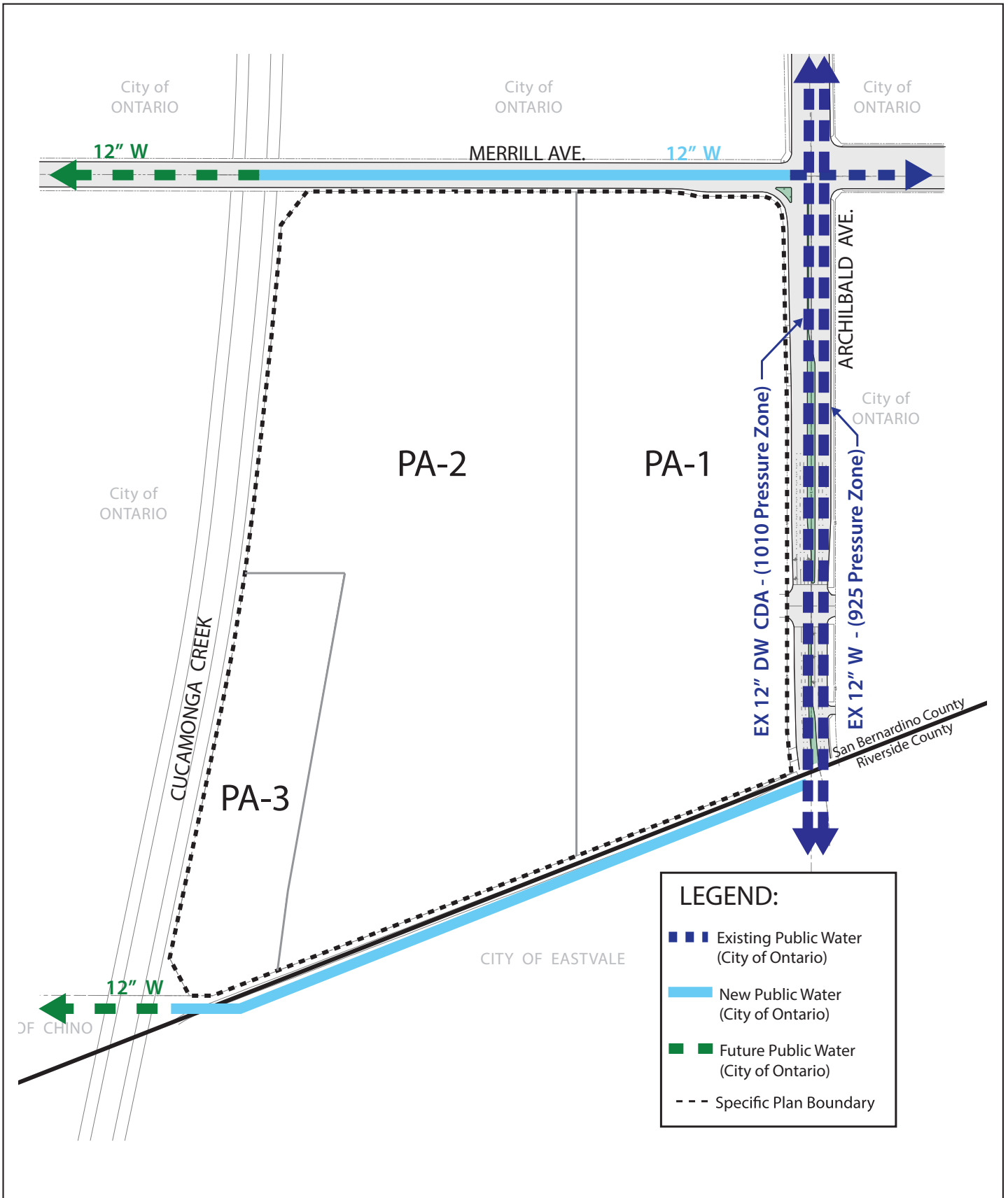
The buildings within Phase 1 of the project (PA-1 and PA-2) would be developed concurrently, and the construction duration is anticipated to be 18 months. Construction of Phase 1 would be initiated with demolition of approximately 100,000 SF of existing structures that were used for agricultural operations. The site would then be graded, and approximately 10,000 cubic yards of soils would be exported. The final construction steps would be the application of architectural coatings and paving of roads and parking areas. Operation of Phase 1 is expected to commence by the Spring of 2019. Development of Phase 2 is anticipated to occur after 2040. Table 3-4 provides the anticipated schedules.

Table 3-4: Construction Schedules

Construction Activity	Work Days
Phase 1 (PA 1 & 2)	
Demolition	20
Grading	45
Building Construction	300
Architectural Coating	150
Paving	45
Phase 2 (PA 3)	
Demolition	10
Grading	20
Building Construction	230
Architectural Coating	45
Paving	150

The cattle pens on Phase 1 are underlain 3 to 4± inches in thickness with manure that requires removal and disposal offsite. In addition, due to the existing onsite soil conditions, the development of Phase 1 would excavate soils to a minimum of 3 feet below the bottom of the building footings or 5 feet below the ground surface (bgs) (whichever is greater), recondition it, and recompact it as engineered fill under the proposed building structures. The depth of excavation is anticipated to extend to a maximum depth of 7 feet below the surface.

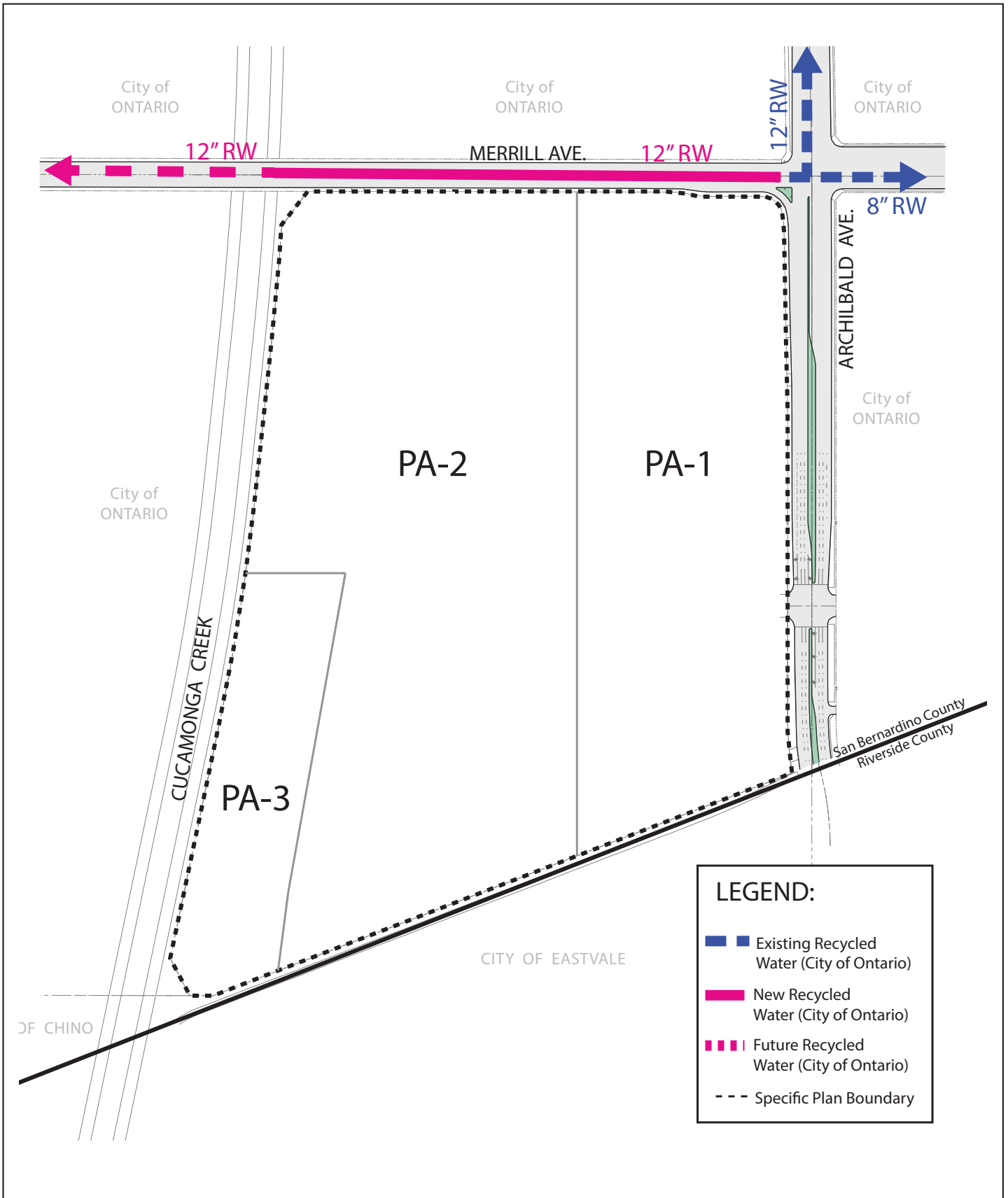
Grading of the Phase 1 would require approximately 240,000 cubic yards of cut and 230,000 cubic yards of fill; approximately 10,000 cubic yards would be exported. See Figure 3-12, Conceptual Grading Plan.



Source: David Evans & Associates
 NOTE: Reference the City's most current Master Plan for sizing/alignment.

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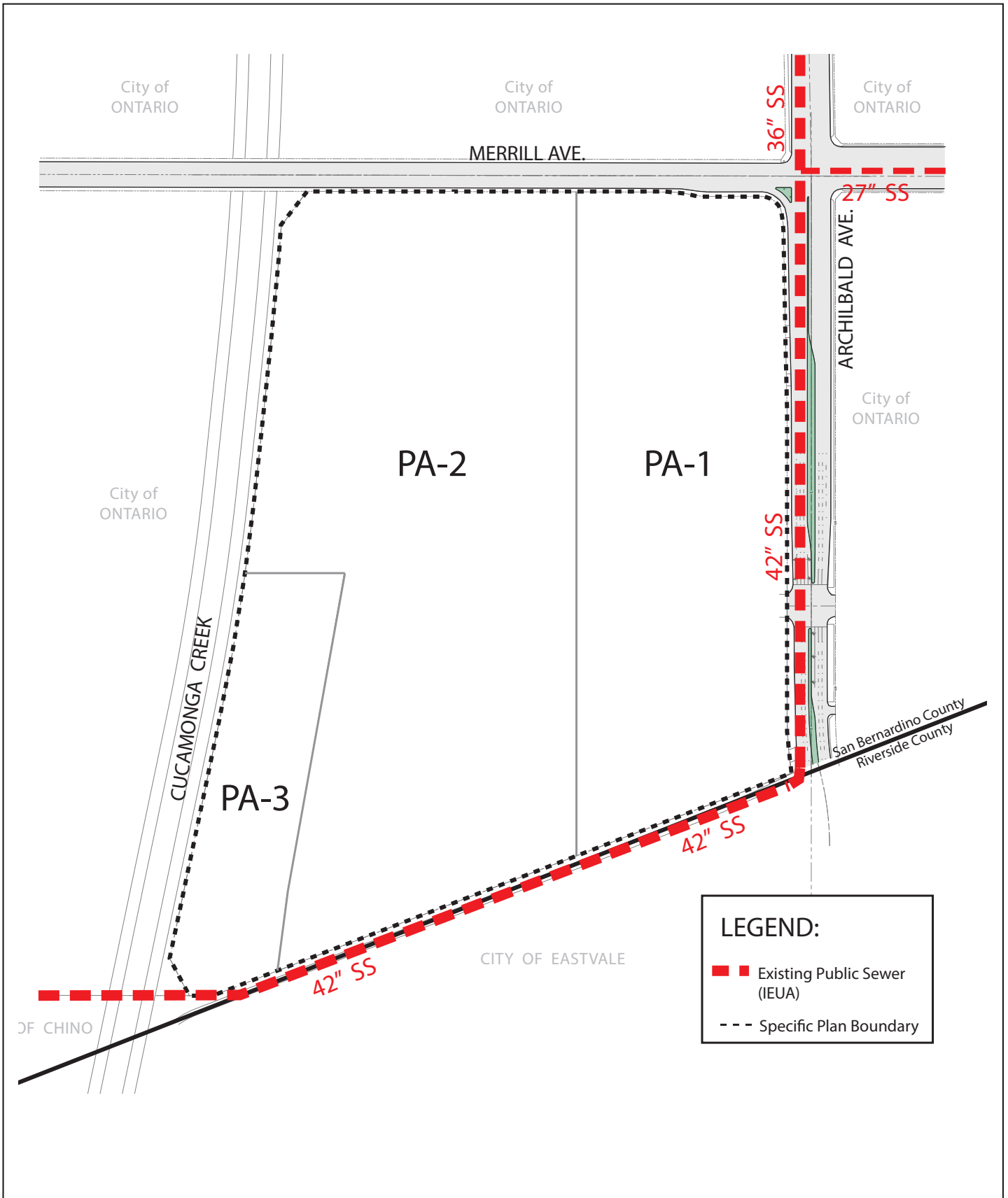
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Source: David Evans & Associates
 NOTE: Reference the City's most current Master Plan for sizing/alignment.

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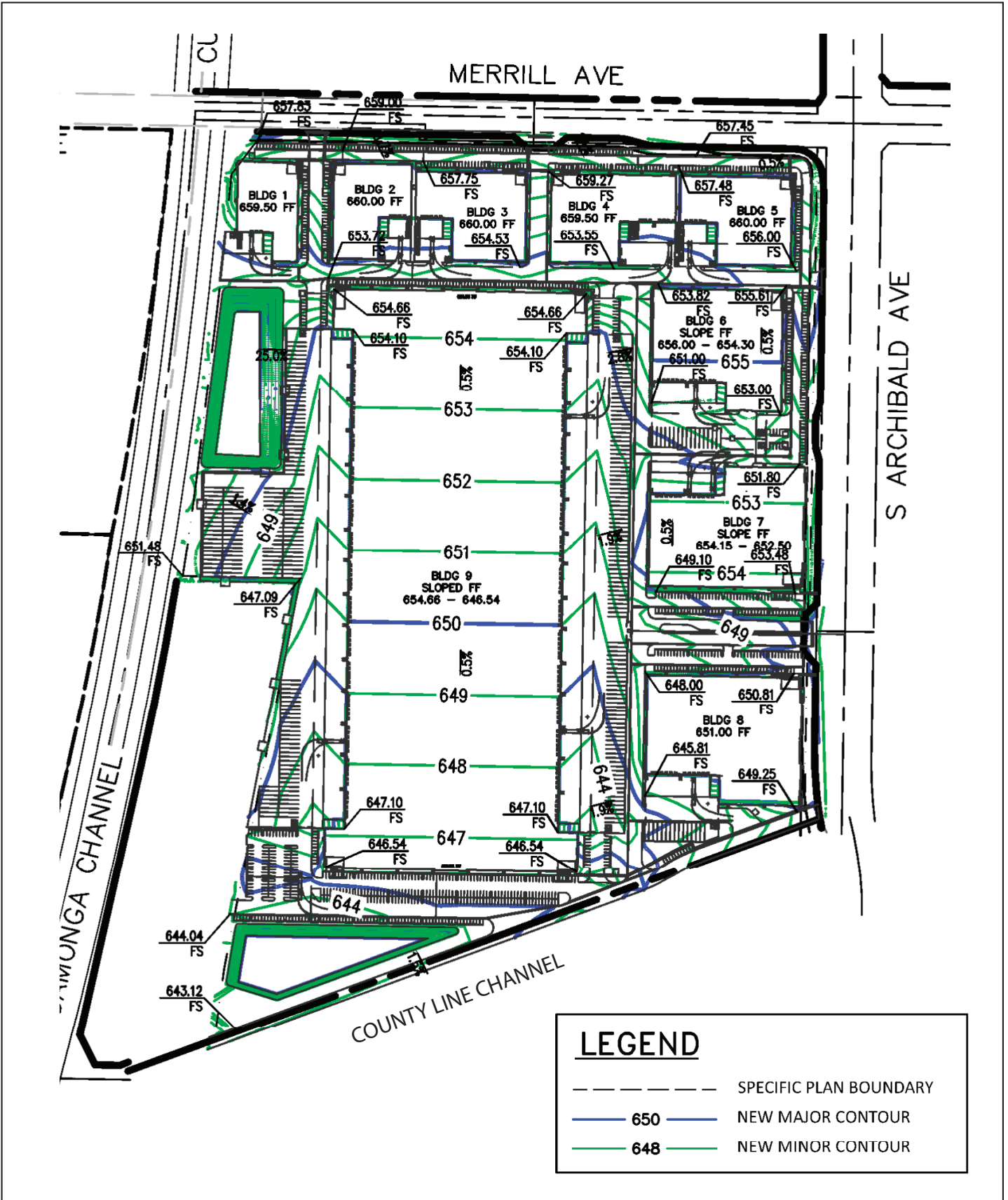
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Source: David Evans & Associates
 NOTE: Reference the City's most current Master Plan for sizing/alignment.

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Source: David Evans & Associates



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3.6 PROJECT DESIGN FEATURES AND STANDARD CONDITIONS/EXISTING PLANS, PROGRAMS, OR POLICIES

Throughout the impact analysis in this EIR, reference is made to existing Standard Conditions (SCs) applied to all development on the basis of federal, state, or local law, and Existing Plans, Programs, or Policies (PPPs) currently in place which effectively reduce environmental impacts. Where applicable, SCs and PPPs are listed to show their effect in reducing potential environmental impacts. The project proponent has also incorporated into the project various measures which serve to reduce potentially significant impacts. These voluntary measures are referred to as Project Design Features (PDFs) and are identified and discussed in the impact analysis. Where the application of these measures does not reduce an impact to below a level of significance, project-specific mitigation is introduced. The City will include these SCs, PPPs, and PDFs along with mitigation measures in the Mitigation Monitoring and Reporting Program (MMRP) for the project to ensure their implementation.

3.7 GOVERNING DOCUMENTS AND INTENDED USES OF THE EIR

Development of the Colony Commerce Center East Specific Plan will be governed by the following:

- General Plan (January 2010), as amended, which establishes policies governing land use, circulation, housing, conservation and open space, noise, safety, and public facilities within the Colony Commerce Center East Specific Plan area.
- The Colony Commerce Center East Specific Plan which includes a Land Use Plan, Infrastructure Plan, Design Guidelines, and Development Regulations. Where the Colony Commerce Center East Specific Plan is silent, the City of Ontario Development Code shall govern.
- A development agreement to include methods for financing, acquisition, and construction of infrastructure.

This EIR is intended to serve as the primary environmental document for all actions associated with the proposed project, including all discretionary approvals requested or required to implement the project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation monitoring program for the proposed project.

This EIR examines the potential environmental impacts of the proposed project, and will be considered by the City and others in adopting and implementing the Specific Plan. The function of the EIR is to enable the City of Ontario, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project, and make informed decisions with respect to the requested entitlements.

3.8 DISCRETIONARY APPROVALS AND PERMITS

The proposed project would require the following discretionary approvals and permits:

City of Ontario

- Certification of the Colony Commerce Center East EIR
- Approval of The Colony Commerce Center East Specific Plan
- Adoption of the Mitigation Monitoring and Reporting Program
- Approval of a Tentative Tract Map
- Approval of a Development Plan
- Approval of a Williamson Act Contract Cancellation

	<ul style="list-style-type: none"> • Approval of a Development Agreement
San Bernardino County	<ul style="list-style-type: none"> • Well removal permit from County Health Department
San Bernardino County Flood Control District	<ul style="list-style-type: none"> • Issuance of permits for connections to facilities
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit • Issuance of a Construction General Permit
South Coast Air Quality Management District	<ul style="list-style-type: none"> • Issuance of Air Quality permits for construction permits
U.S. Army Corps of Engineers	<ul style="list-style-type: none"> • Issuance of a 404 Permit

4. Environmental Setting

The purpose of this section is to provide a “description of the physical environmental conditions in the vicinity of the project [the proposed Specific Plan], as they exist at the time the notice of preparation is published, from both a local and a regional perspective” pursuant to CEQA Guidelines Section 15125(a). In addition to the summary below, detailed environmental setting descriptions are provided in each subsection of Section 5 of this Draft EIR.

4.1 PROJECT LOCATION

The proposed Specific Plan area is located in southwestern San Bernardino County, within the City of Ontario. The City is located approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County. The City comprises approximately 50 square miles (31,958 acres). Regional circulation to and through the City is provided by I-10 and SR-60 east-west, and by I-15 and SR-83 (Euclid Avenue) north-south.

The proposed Specific Plan is located in the southern portion of the City, adjacent to the City of Eastvale and on the San Bernardino/Riverside County boundary (see Figures 3-1 and 3-2 in Section 3.0, *Project Description*). The project site is located north of County Line flood control channel, south of Merrill Avenue, west of Archibald Avenue, and east of the Cucamonga Creek flood control channel.

Surrounding Land Uses

- North: Merrill Avenue and agricultural uses designated for future residential development.
- West: Cucamonga Creek Channel and agricultural uses designated for future industrial development.
- South: County Line Channel flowing into Cucamonga Creek Channel and dairy farms designated for future industrial development.
- East: Archibald Avenue and single-family residential development.

See Figure 4-1, *Surrounding Land Use Map* and Figure 4-2, *Aerial Photograph*.

4.2 AESTHETICS

The City is in the southwestern corner of San Bernardino County, south of the San Gabriel Mountains, in the upper Santa Ana Valley. The dominant visual characteristic in the City are the long-range views of San Gabriel Mountain range in the background to the north, the Jurupa Mountains and the San Bernardino Mountains to the east, the Santa Ana Mountains to the south, and Chino Hills to the southwest.

The southern half of the City, which includes the Specific Plan area, is a relatively flat and open area that contains a grid system of roadways and is characterized by interspersed areas of agricultural (dairies, poultry farms, and row crops), rural residential, and industrial uses.

The Specific Plan area is characterized by agricultural uses. The northern portion of the site contains dairy uses that include six buildings in total; one maintenance building, one storage building, one milking-operations building, and three single-family residences. In addition, numerous three-sided storage and feeding structures containing grain and hay are located throughout the dairy. Manure from the cows is stored in a large pile located in the northcentral portion of the dairy and a large stock pond for wastewater is located adjacent to the west of the manure pile (Partner 2015).

Low lying field crops in active agricultural production are located in the southern portion of the site. A row of eucalyptus trees and a chain link fence crosses the middle of the project site from Cucamonga Creek to Archibald Avenue, and can be seen from Archibald Avenue. The project site is relatively flat, with exception of the manure piles and minor fluctuations in surface topography that primarily resulted from grading for agricultural activities.

A medium density single-family housing tract is located across Archibald Avenue to the east and is adjacent to dairy and row crop agricultural lands to the south beyond the concrete lined County Line channel, to the west beyond the concrete lined Cucamonga Creek channel, and to the north across Merrill Avenue. The areas adjacent to the west and north are currently proposed for industrial business park development.

Views adjacent to the Specific Plan area also includes urban infrastructure that includes Archibald Avenue to the west of the site, Merrill Avenue to the north of the site, the County Line (concrete lined) drainage channel to the south, and the Cucamonga Creek (concrete lined) drainage channel to the west.

4.3 AGRICULTURE

The County of San Bernardino had approximately 921,431 acres of agricultural land in 2014; however, agricultural land uses within the County have been decreasing. Between 2000 and 2014, San Bernardino County lost 23,772 acres of Important Farmland and 56,479 acres of grazing land. Most of this land was converted to urban uses. Likewise, agricultural lands have historically made up a large portion of the City, including land for citrus and olive trees, dairy farms, and vineyards. The City's existing General Plan has designated most of the remaining agricultural lands for residential, commercial, and industrial land uses.

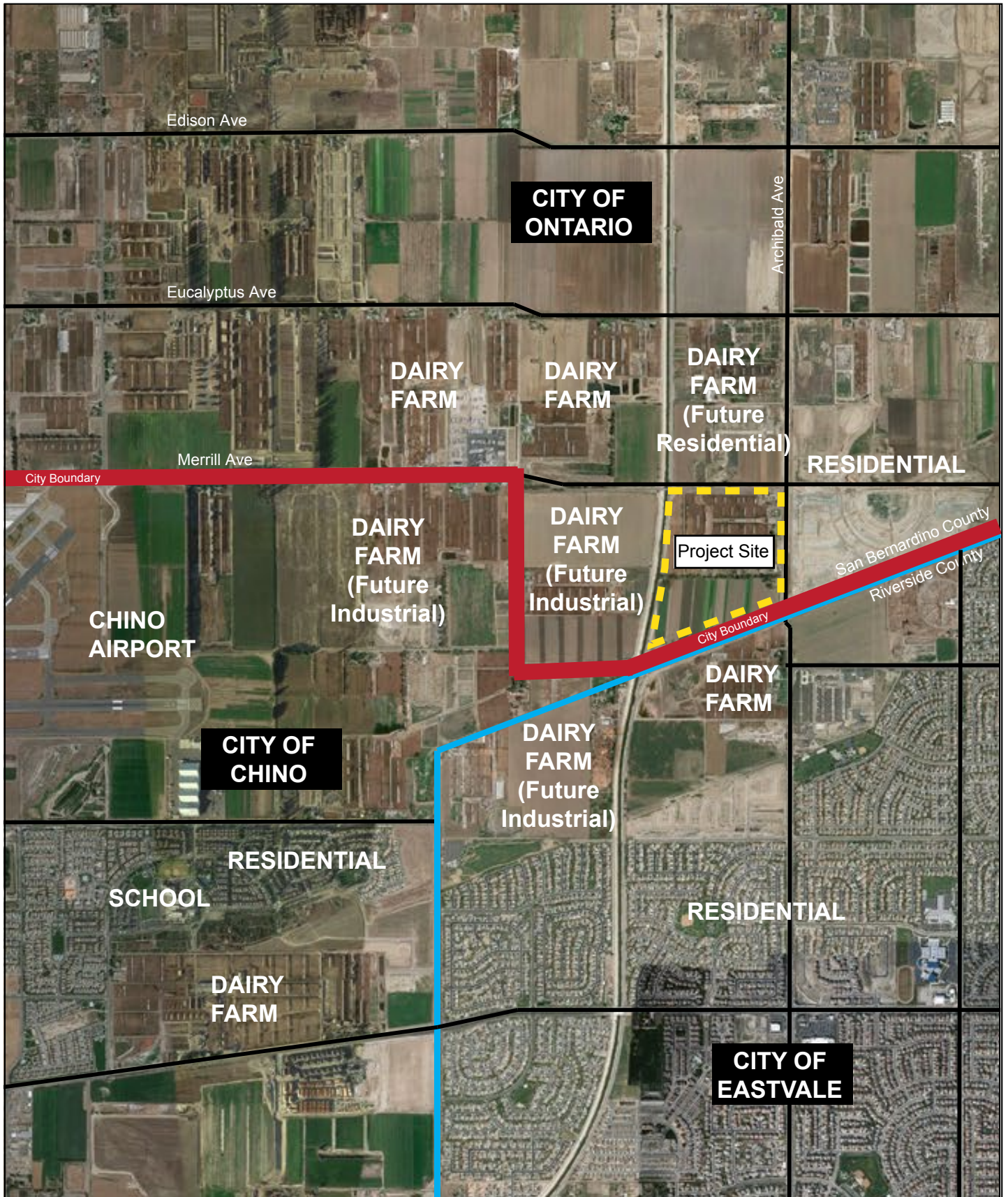
The Specific Plan area currently includes agricultural uses including a dairy in the northern half of the Specific Plan area that is used to house approximately 1,400 mature and 400 young cattle. The southern portion of the Specific Plan area contains row crop farming operations, and is comprised of 40 acres of Prime Farmland and 1.7 acres Unique Farmland. This Prime and Unique Farmland is within an active Williamson Act contract, recorded February 27, 1970.

Areas to the east, west, and north of the Specific Plan area are identified as Prime Farmland. Additionally, the Specific Plan is adjacent to the north, southwest, and west of existing dairy farm uses that are planned for industrial land uses. In addition, lands to the east of the project site (across Archibald Avenue) consist of residential uses.

4.4 AIR QUALITY

The Specific Plan area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

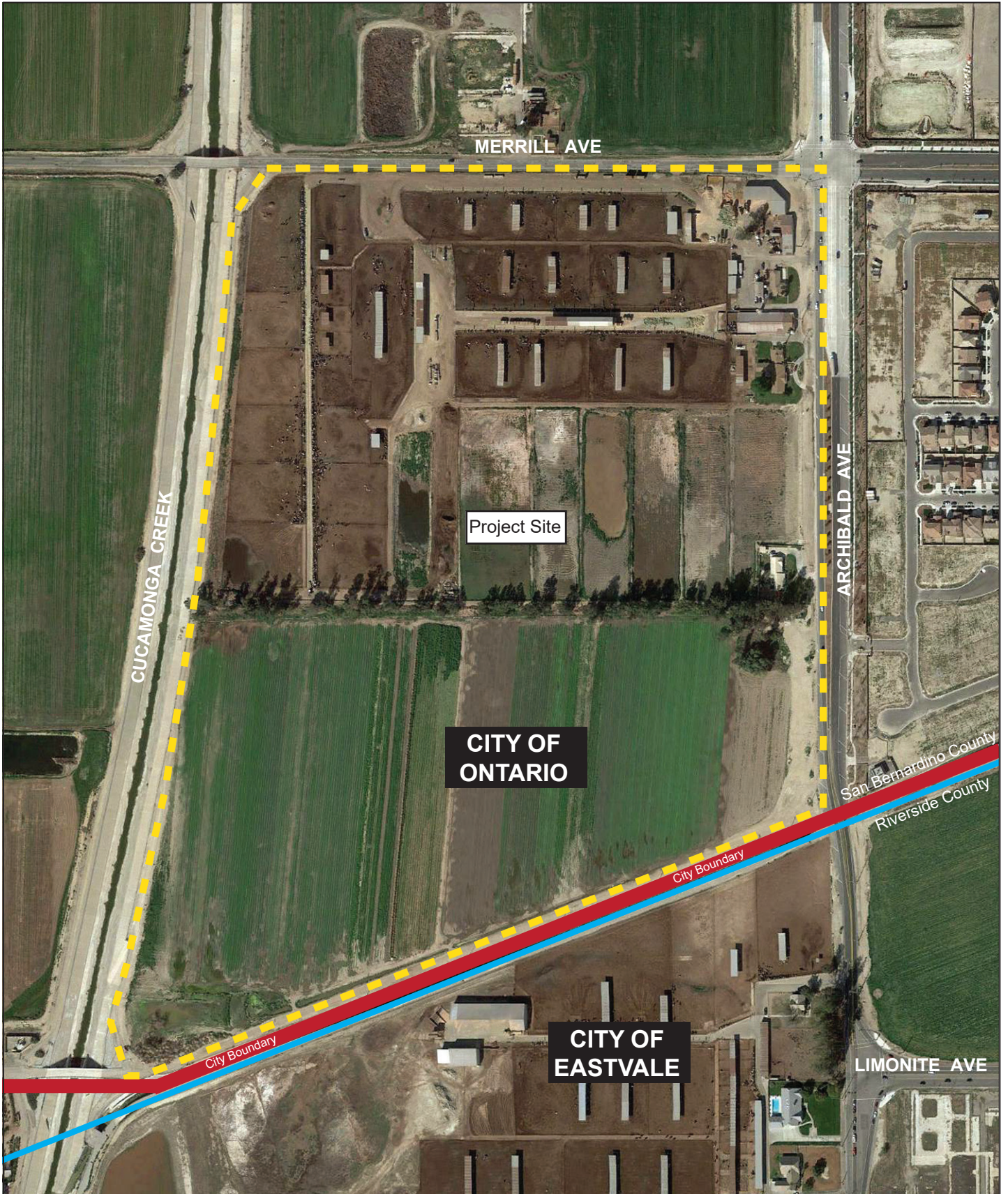
The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.



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The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

SCAQMD maintains monitoring stations that monitor air quality and compliance with associated ambient standards. The Basin currently does not meet state standards for ozone, PM_{10} , and $PM_{2.5}$; and does not meet federal standards for ozone, $PM_{2.5}$, and lead. The project site is currently used for dairy operations that generate air quality emissions related to volatile organic compounds (VOC) and PM_{10} .

4.5 BIOLOGICAL RESOURCES

The southern portion of the City has been extensively altered from natural conditions to agricultural and urban uses; however, the land still provides foraging and breeding habitat for a variety of common and sensitive species, including special status plants (mesa horkelia and smooth tarplant), special status wildlife (burrowing owl and white-tailed kite), and migratory birds and raptors.

The northern portion of the Specific Plan area is currently occupied by an active dairy farm. The soils on the dairy operation area are heavily disturbed; however, the dairy portion of the site supports scattered ruderal vegetation, such as prickly Russian thistle and cheeseweed. The Specific Plan is divided in half by a eucalyptus grove in the center of the area that extends from South Archibald Avenue west to Cucamonga Creek channel. The understory of the eucalyptus grove supports a small linear patch of cattails and other hydrophytic vegetation associated with runoff from the irrigation that provides water to the active crop field that exists in the southern portion of the Specific Plan area.

The Cucamonga Creek channel is located along the western Specific Plan area boundary and County Line channel is located along the southern boundary. In addition, an irrigation ditch exists adjacent to the row crops in the most south of the study area. A small portion of this irrigation ditch is a wetland.

4.6 CULTURAL RESOURCES

Historic

The southern portion of the City of Ontario has historically been used for agricultural operations. Consistent with the history of the area, the Specific Plan area was vacant before its use for agricultural and related single-family residential uses, which began in the late 1930s (as assessed via historic aerial photographs and maps). The existing structures on the project site are over 50 years of age, but have been extensively remodeled and various animal enclosure structures that are typical of agricultural operations are in varied states of upkeep.

Archaeological

Most researchers agree that the earliest occupation for the Ontario area dates to the early Holocene (11,000 to 8,000 years ago). The earliest sites known in the area are attributed to the San Dieguito

culture, who hunted with flaked stone tools. The tools related to this time period includes scrapers, hammer stones, large flaked cores, drills, and choppers, which were used to process food and raw materials.

Around 8,000 years ago, subsistence patterns changed, and tools from this time period include large, bifacially worked dart points and grinding stones, handstones and metates. Then approximately 3,500 years ago, Pauma groups in the general vicinity of the Specific Plan area adopted new mortar and pestle technology, and started storing food that could be processed and saved for the leaner, cooler months of the year.

At approximately 1,500 years ago, bow and arrow technology started to emerge, and the Palomar Tradition is attributed to this time, which is characterized by soapstone bowls, arrowhead projectile points, pottery vessels, rock paintings, and cremation sites. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east.

Although there is a long history of human occupation in the Ontario region, the Specific Plan and the areas in the vicinity have been heavily disturbed by agricultural and residential activities and are not known to contain any existing archaeological resources (MCC 2017).

Paleontological

The Specific Plan area is located in the San Bernardino Basin, adjacent to the Transverse Ranges Geomorphic Province. This province is comprised of a series of mountain ranges that run transverse to most mountain ranges in southern California – roughly east/west trending. The mountains within the province, including the San Gabriel and San Bernardino mountains to the north and northeast, were uplifted by tectonic activity, and provide a major sedimentary source of alluvium. The geologic units underlying the Specific Plan area are mapped as alluvial fan deposits that date from the Holocene period to the Late Pleistocene period, which are considered highly sensitive for significant vertebrate fossils. However, the Specific Plan area has been heavily disturbed by previous agricultural activity to an unknown depth below surface. In addition, there are no recorded localities of paleontological resources within the Specific Plan area or within a 1-mile radius (MCC 2017).

4.7 GEOLOGY AND SOILS

Regional Setting

The site is approximately 52 miles inland from the Pacific Ocean, and lies within the Northeastern Block of the Transverse Ranges geomorphic province of California that extends southward about 320 miles from Point Arguello on the west to the mountains of Joshua Tree National Park on the east. The province is between 40 and 60 miles wide and is bound on the north by the San Andreas Fault. The province has numerous valleys, ranges, and faults (including the San Andreas, San Gabriel, Cucamonga, San Jacinto, and Whittier fault zones) all having a general east-west trend.

Faults

There are no active faults known to occur within or adjacent to the Specific Plan Area. However, there are several faults within the project region, including the Chino fault that is 5.5 miles from the project site, the Elsinore fault that is 9.1 miles from the project site, and the San Jose fault that is 10.5 miles from the project site (MTGL 2015).

Groundshaking

All of southern California is seismically active. Groundshaking is a major cause of structural damage from earthquakes. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology.

Onsite Soils

Soils in the project vicinity are generally characterized by a deep clastic valley fill from the nearby San Gabriel Mountains and non-marine alluvial deposits from creeks and drainages that are mapped as younger fan deposits. The project site is underlain by deposits of silty sand, coarse sands, silts, pebbles, gravels, and gravelly sand. Exploratory borings identified subsurface materials that are classified as silty sand to sandy silt (MGTL 2015).

Liquefaction

The Seismic Hazards Map for the Corona North, California 7.5 Minute Quadrangle, published by the California Geological Survey (CGS) indicates that the subject site is not located within a designated liquefaction hazard zone.

Landslides and Mudflows

The Corona North 7.5 Minute Quadrangle, which contains the Specific Plan area does not show any landslide areas. Additionally, the project site is generally flat, and has a 1 percent grade to the south. The site is not located within a hillside area, and there are no reported occurrences of landslides or mudflows in the project vicinity.

Subsidence

The City is above the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin, from which groundwater has been extracted for decades. The thick alluvial deposits composing the subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid groundwater withdrawal. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater production have been reported in the City of Chino to the southwest of Ontario.

Expansive Soils

The project site is underlain by deposits of silty sand, coarse sands, silts, pebbles, gravels, and gravelly sand. Exploratory borings identified subsurface materials that are classified as silty sand to sandy silt (MGTL 2015), which are not considered expansive soils.

4.8 GREENHOUSE GAS

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). California produced 441.5 gross MMT/yr

CO₂e in 2014. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions accounting for 36 percent of total GHG emissions in the state. This sector was followed by the electric power sector (including both in-state and out-of-state sources) (21 percent) and the industrial sector (19 percent). The project site is currently used for dairy operations that generate greenhouse gas emissions.

4.9 HAZARDS AND HAZARDOUS MATERIALS

The Specific Plan area has historically been, and is currently, used as a dairy farm and agricultural operation that has resulted in potential concern related to existing hazardous materials onsite that are described below.

Soils

Due to the historic agricultural uses on the project site, there is a potential for agricultural related chemicals such as pesticides, herbicides, and fertilizers to be in soils, particularly in the southern portion of the site where the row crops exist. The Phase I Environmental Site Assessment (ESA) identified empty herbicide containers, which is likely used as an additive to the irrigation system in the southern portion of the Specific Plan area. As such, it is possible that the onsite soil contains contaminants. This condition represents a recognized environmental condition (Partner 2015).

The dairy in the northern portion of the Specific Plan area is subject to Regional Water Quality Control Board (RWQCB) waste discharge requirements to control and contain dairy wastes to not cause pollution. As a result of past violations to these requirements that occurred in 1986 and 1999, the site is listed as a Historic Hazardous Waste and Substance (HIST CORTESE) and Enforcement Action Listing (ENF) site (Partner 2015). The site currently operates in compliance with existing regulations; however, the livestock yard areas may represent an environmental concern due to the manure affected near surface soils (nitrate/phosphate loading) (Partner 2015).

Three aboveground storage tanks (AST) – one 900-gallon diesel AST, one less than 100-gallon oil AST, and one emergency power generator diesel AST (about 50-gallons) are present are located in the northeastern portion of the Specific Plan area. Dark petroleum-like staining of the ground surface was observed in the vicinity of both the 900-gallon diesel AST and oil AST, which have been in-service since at least the 1980s. This condition represents a recognized environmental condition (Partner 2015).

Asbestos and Lead

Due to the age of the structures on the project site, there is a potential that asbestos-containing material (ACM) and/or lead-based paint (LBP) are present. Thus, prior to demolition activities, the potential ACMs and LBP would need to be sampled to confirm the presence or absence of asbestos and/or lead in order to prevent potential exposure to workers and/or building occupants (Partner 2015).

Airport

Chino Airport is operated by San Bernardino County (Department of Airports) and is designated a reliever airport for the Ontario International Airport. The project site is located one mile east of the Chino Airport, within the Compatibility Zone D that is identified as an area not appropriate for highly noise-sensitive outdoor nonresidential uses, and hazards to flight related to objects and structures that are taller than 70-feet in height.

4.10 HYDROLOGY AND WATER QUALITY

Regional Hydrology

The City of Ontario is located within the Santa Ana River Basin, a 2,700-square-mile area in the Coastal Range Province of Southern California located roughly between Los Angeles and San Diego. The upper Basin drainage in southwestern San Bernardino County consists mainly of snowmelt and storm runoff from the San Gabriel Mountains, which feeds into the Cucamonga Creek. The creek is a major drainage that flows through the City of Ontario and along the eastern boundary of Armstrong Ranch, adjacent to the east of the Specific Plan area. Cucamonga Creek flows southwesterly to the El Prado control dam, and then continues to the Pacific Ocean via the lower Santa Ana River.

Watershed

The City of Ontario is in the Chino Watershed, which consists of most of the Upper Santa Ana River Valley and portions of the San Gabriel Mountains and Puente and Chino Hills. The Santa Ana River forms the southern boundary of the Watershed. The primary direction of drainage flow in the watershed is from the San Gabriel Mountains southward to the Santa Ana River, then southwest in the river.

Water Quality

The high organic content of the soils in the Specific Plan vicinity has contributed incrementally to the degradation of surface and groundwater quality over several decades. Additionally, storm water in the City of Ontario includes a variety of common contaminants including primarily suspended sediments, fertilizers, pesticides, animal waste, and contaminants that are commonly associated with automobiles (e.g., petroleum compounds such as oil, grease, and hydrocarbons). Cucamonga Creek, into which the Specific Plan area ultimately drains, is currently listed as impaired (303(d) list) by unknown non-point sources due to high coliform counts, cadmium, copper, lead and zinc levels.

Groundwater Basin

The depth to groundwater within the project area is approximately 120-feet bgs (Partner 2015). The City overlies the Chino Groundwater Basin, which is one of the largest groundwater basins in southern California, covering approximately 235 square miles of the Upper Santa Ana River Valley. The basin is bounded by the Rialto-Colton Fault on the northeast, the Jurupa Mountains and La Sierra Hills to the southeast, the Central Avenue Fault to the southwest, and the San Jose Fault and Red Hill Fault to the northwest (Ontario 2009). The basin currently contains approximately 5,000,000 acre-feet (AF) of water and has an unused storage capacity of about 1,000,000 AF. The City of Ontario currently draws all of its groundwater supply from the Chino Basin. The water supply in the basin is adjudicated and managed by the Chino Basin Watermaster.

Dam Inundation

A large portion of the City, including the Specific Plan area, is included in the inundation area of the San Antonio Dam (Ontario 2009). The City's General Plan EIR describes that a catastrophic failure of the San Antonio Dam when it is at or near capacity could spread water two to four feet deep over the western and central parts of the City, which includes the Specific Plan area. The City's General Plan EIR estimates that the Specific Plan area would be inundated with flood water 7.5 hours after failure of the San Antonio Creek Dam.

4.11 LAND USE AND PLANNING

The Specific Plan area is designated by the Ontario General Plan as Industrial (0.55 FAR) and Business Park uses (0.60 FAR). In addition, the Specific Plan area is within the Chino Airport Overlay area because the Chino airport is one mile west of the project area.

The Specific Plan area has a zoning designation of SP/AG (Specific Plan/Agricultural Preserve), which requires a Specific Plan be developed to guide development of the area. The AG (Agricultural Preserve) designation identifies that agriculture onsite is planned to continue until implementation of the urban development identified by the General Plan occurs, and that a deed disclosure related to agricultural nuisances be provided to new landowners and tenants in the project vicinity. See Figure 4-3, *General Plan Land Use Designations* and Figure 4-4, *Zoning Designations*.

4.12 NOISE

The primary sources of noise in the City include those related to urban development, such as vehicles on roadways and noise from commercial, industrial, residential land uses. In the Specific Plan area, current onsite noise levels are generated by cows, vehicles, dairy and agriculture machinery, and low density residential uses.

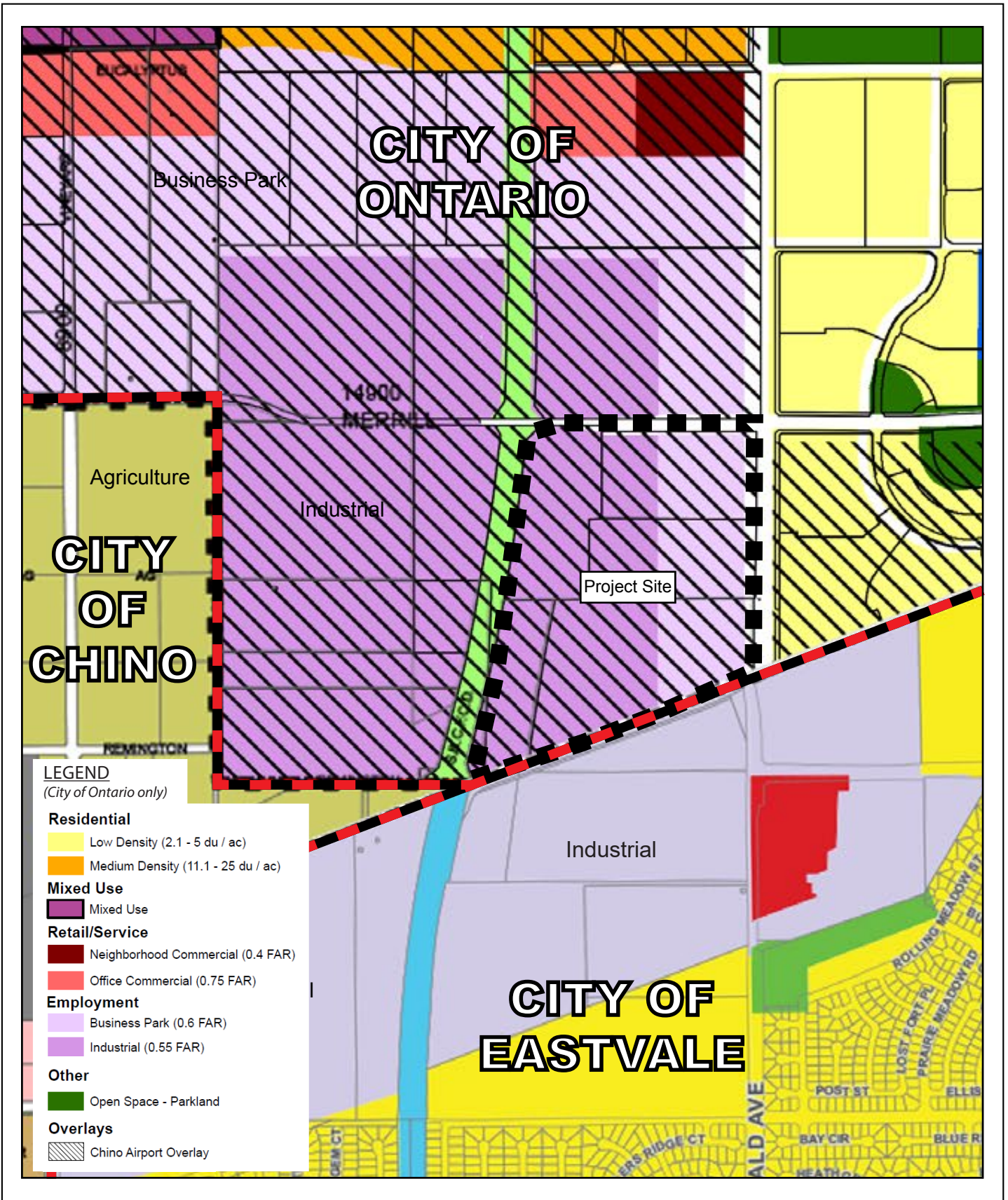
The ambient noise in the project vicinity is generally caused by vehicular roadway traffic, adjacent dairy and agricultural uses, and the single-family residences located across from Archibald Avenue. In addition, The Specific Plan area is located approximately 1.3 miles east of the nearest runway at the Chino Airport. The Chino Airport Master Plan shows that the Specific Plan area is partially located within the 55 to 60 dBA CNEL 2030 noise contour boundaries.

4.13 TRANSPORTATION AND CIRCULATION

The City's circulation system includes freeways, a system of arterial and local streets, and transit facilities. Freeway access is provided by I-15 (Ontario Freeway), providing north south circulation; SR-60 (Pomona Freeway), providing east-west circulation; and SR-83 (Euclid Avenue), also providing north south circulation. The major arterial roadways in the southern portion of the City include the following east-west roadways: Riverside Drive, Chino Avenue, Schaefer Avenue, Ontario Ranch Road, Eucalyptus Avenue, and Merrill Avenue. The major arterials providing north-south circulation include the following: Euclid Avenue, Bon View Avenue, Grove Avenue, Baker Avenue, Archibald Avenue, Haven Avenue, and Milliken Avenue.

Omnitrans Transit Agency provides local transit service throughout San Bernardino County, including the City. Omnitrans currently has five bus routes in the City that provide connections between rail stations, Ontario Airport, major employment and shopping centers, and residential areas. However, there are no bus routes in the vicinity of the Specific Plan area.

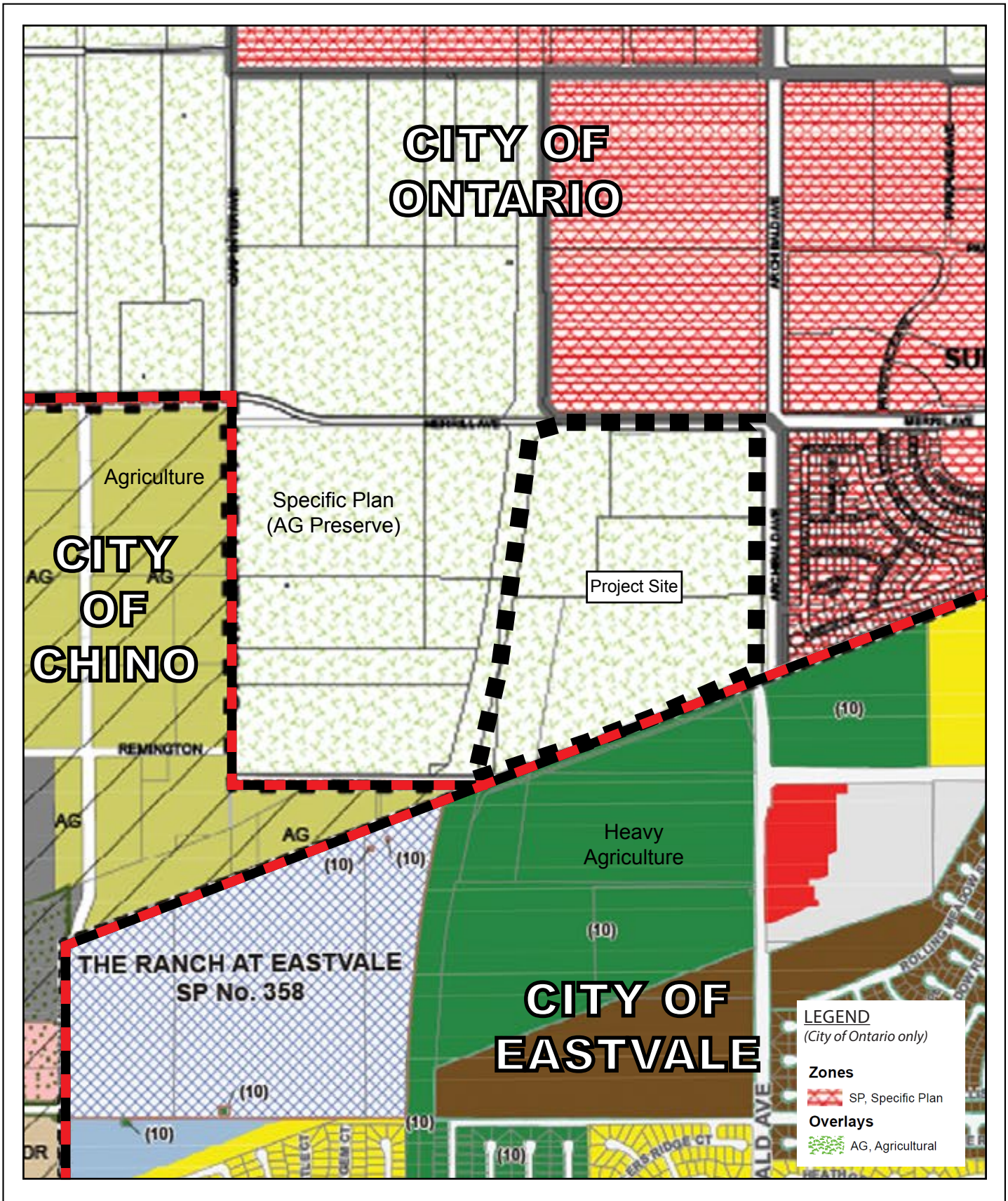
Commuter train service in the City is provided by Metrolink, which operates six commuter rail lines throughout Southern California. There is one Metrolink station in Ontario off Haven Avenue on Francis Street that is served by Omnitrans Bus Route 81. In addition, Amtrak has one route that regularly stops in Ontario, the Sunset Limited route, which travels between Los Angeles and New Orleans, Louisiana.



Source: Exhibit LU-01 (Land Use Plan) 2010

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Source: City of Ontario Zoning Map

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4.14 TRIBAL CULTURAL RESOURCES

As identified by a Sacred Lands File search, there are no known/known sacred lands within 0.5 mile of the Specific Plan area. In compliance with SB 18, on March 2, 2018, the City has sent letters to Native American groups or individuals that may have knowledge regarding tribal cultural places in the project area, and no response was received from the following contacts:

- Gabrieliño/Tongva Nation
- Gabrieliño-Tongva Tribe
- Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Gabrieliño-Tongva Indians of California Tribal Council
- Gabrieleño Band of Mission Indians – Kizh Nation
- San Fernando Band of Mission Indians
- Pauma Band of Luiseno Indians

In compliance with AB 52, the following five Native American contacts were sent letters on March 2, 2017, requesting any information related to cultural resources or heritage sites within or adjacent to the Specific Plan area:

- Desert Cahuilla Indians
- Gabrieleño Band of Mission Indians – Kizh Nation
- San Gabriel Band of Mission Indians
- San Manuel Band of Mission Indians
- Soboba Band of Luiseno Indians

Only one response was received; Mr. Andrew Salas, Chairman of the Gabrieleño Band of Mission Indians – Kizh Nation provided information on the proximity of known Native American village sites to the proposed Specific Plan area. No traditional cultural sites were identified on the project site or in the immediate vicinity. However, Mr. Salas stated that the Ontario Ranch area was a tribal hunting ground and that locations along waterways, such as the Cucamonga Creek Channel, were areas used to store caches of hunting and food processing tools.

4.15 PUBLIC SERVICES

Fire

The City of Ontario Fire Department provides fire protection services to the Specific Plan area, in addition to the rest of the City. The Ontario Fire Department provides services related to fire, medical emergency, rescue emergency, hazardous material emergency, and catastrophic disaster. The Fire Department is divided into four bureaus consisting of Technical Services and Emergency Medical Service (EMS), Fire Operations, Fire Prevention, and Emergency Management. The Fire Operations Bureau includes several specialized teams in the areas of Bomb Squad, Hazardous Materials, and Urban Search and Rescue. The Fire Prevention Bureau is responsible for developing and implementing programs and policies that prevent or reduce the magnitude of emergency occurrences (i.e., loss of life and property, or environmental damage).

The Ontario Fire Department currently has eight fire stations, which are comprised of eight 4-man paramedic engine companies and two 4-man truck companies. The closest existing fire station to the project area is Station 6, which is located at 2931 East Philadelphia Avenue; 4.1 miles north of the project

site. The next closest is Station 6, which is located at 1408 East Francis Street; 5.9 miles north of the project site. Additionally, the City is in the process of developing Station 9 near the intersection of Archibald Avenue and Ontario Ranch Road.

Law Enforcement

Law enforcement service in the City are provided by the City of Ontario Police Department. The Police Department's headquarters is located at 2500 South Archibald Avenue, approximately 3.5 miles north of the Specific Plan area. The Police Department has three main service bureaus: Uniform Bureau, Investigations Bureau, and Service Bureau. Within these bureaus, the department provides Police Administration, Air Support Unit, Community Oriented Problem Solving unit, Special Weapons and Tactics Team, Traffic Division, Communications Division, Investigation Division, and Crime Prevention Division. The police department is equipped with patrol cars, motorcycles, K-9 units, detective units, undercover units, two helicopters, bicycle units, a SWAT van, command armored rescue vehicle, and crime prevention vans to provide services.

4.16 UTILITIES AND SERVICE SYSTEMS

Wastewater

The existing sewer collection system in the Specific Plan vicinity is made up of a network of gravity sewers, pump stations, and force mains that convey wastewater to the Inland Empire Utilities Agency (IEUA) trunk sewer. An existing 42-inch sewer main is located in Archibald Avenue; and connects to the 42-inch IEUA Eastern Trunk Sewer at the intersection of Archibald Avenue and Future Remington Avenue that conveys wastewater to the IEUA Regional Water Recycling Plant No. 5 (RP-5). RP-5 is located in the City of Chino at the southeast corner of Kimball Avenue and El Prado Road, and currently treats 9 million gallons per day (mgd), has the capacity to treat 16.3 mgd, and has two plant expansion projects planned that would expand capacity of the facility to 22.5 mgd (IEUA 2017).

Water System Infrastructure

The existing City water system consists of 12 storage reservoirs, four active and one inactive booster pumping stations, 22 active groundwater wells, 16 pressure-reducing stations, and approximately 546 miles of transmission and distribution pipelines. However, the Specific Plan area does not currently connect to the water distribution system. Water on the project site is currently supplied by private water wells. The crop field in the southern portion of the Specific Plan area is irrigated by a well that serves a mainline pipe that runs in an east-west direction parallel to the eucalyptus grove. The water from the mainline is then conveyed to the crops south via lateral irrigation lines.

Water Supply and Groundwater

The City sits on the Chino Groundwater Basin and in the Santa Ana River Watershed. The City's 2015 Urban Water Management Plan (UWMP) describe that water supply is derived from a combination of local and imported water, obtained primarily from four sources: City of Ontario wells and treatment in the Chino Groundwater Basin; the Chino Desalter Authority (CDA) wells and treatment in the Chino Groundwater Basin; treated State Water Project water from the Water Facilities Authority (WFA); and recycled water from the IEUA. In 2015, approximately 69 percent of Ontario's water supply came from groundwater, 20 percent of supply was available from imported water, and 11 percent was recycled water. In 2015, the City's total demand was 36,153 AFY. Potable water demand was 28,945 AFY and recycled water demands was 7,208 AFY (UWMP 2015).

Drainage

Several existing drainage features are adjacent to the Specific Plan area. Existing storm drains include a 96-inch drain located in Archibald Avenue to the east of the Specific Plan area; and a 48-inch storm drain on Merrill Avenue, east of Archibald Avenue. Channelized drainages include Cucamonga Creek, that consists of a trapezoidal concrete channel to the west of the Specific Plan area, and the County Line Channel that is located along the southern Specific Plan area boundary. The Specific Plan area does not currently contain any drainage infrastructure improvements, and stormwater currently absorbs into the pervious surfaces on the project site, and excess runoff drains to the County Line Channel through three existing channel inlets along the southern boundary of the Specific Plan area.

The County Line Channel is a regional, vertical-walled concrete channel that drains runoff to Cucamonga Creek. The County Line Channel was developed as part of the Master Plan of Drainage for the area, and originates at the intersection of Milliken Avenue and Bellegrave Avenue, approximately 2.15 miles to the northwest of the Specific Plan area. The channel extends southwest along Bellegrave Avenue/Remington Avenue and flows along the southern Specific Plan area boundary for approximately 0.40 mile, and drains into Cucamonga Creek Channel. Cucamonga Creek originates to the north of the Specific Plan area in the San Bernardino Mountains and flows to the Pacific Ocean south of Huntington Beach in Orange County.

Gas

Two underground high-pressure natural gas transmission lines are located near the southwest corner of the Specific Plan area; two easements, approximately 17 feet wide, run southwest across the bottom of Planning Areas 1 and 3 between the County Line Channel and the Cucamonga Creek Channel.

4.17 ENERGY

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Ontario. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In the project region, SCE is currently implementing the Circle City Substation and Mira Loma-Jefferson Sub-transmission Project that will serve the Cities of Ontario, Corona, Norco, Chino, and Eastvale. The project would construct a 66 kV sub-transmission line approximately 10.7 miles in length. A combination of both overhead and underground construction, it would be constructed from the existing Mira Loma Substation in Ontario to an existing substation in Corona (SCE 2017).

Natural Gas

The Southern California Gas Company (SoCalGas) is the electrical purveyor in the City of Ontario, and is the principal distributor of natural gas in Southern California. SoCalGas projects that gas demand will decline at an annual rate of 0.6 percent from 2016 to 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (CGEU 2016). The gas supply available to SoCalGas from California sources averaged 122 MMcf/day in 2015; however, southwestern U.S. sources of natural gas supply most of Southern California's natural gas demand, which are provided by interstate pipeline deliveries (CGEU 2016).

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<http://sce.com/wps/portal/home/about-us/reliability>.

5. Environmental Impact Analysis

This section focuses on evaluating the significant environmental effects of the proposed Specific Plan (proposed project), which is described in Chapter 2, *Project Description*. This Chapter describes the existing physical environmental setting (also referred to as “baseline”) for each environmental topic, and the impacts that would result from implementation of proposed project. Because existing federal, state, and local regulations will also shape how the proposed project is implemented, and provide requirements for avoiding and reducing environmental impacts, a discussion of relevant plans, programs, and policies pertinent to each environmental issue addressed in each environmental topic section is provided. Additionally, as necessary, feasible mitigation measures are identified to reduce the significant impacts of proposed project.

ENVIRONMENTAL TOPICS

The following sections in this chapter analyze the environmental topics listed below:

- | | |
|-------------------------------------|---|
| 5.1 Aesthetics | 5.10 Land Use and Planning |
| 5.2 Agriculture | 5.11 Noise |
| 5.3 Air Quality | 5.12 Transportation and Traffic |
| 5.4 Biological Resources | 5.13 Tribal Cultural Resources |
| 5.5 Cultural Resources | 5.14 Public Services |
| 5.6 Geology and Soils | 5.15 Utilities and Service Systems |
| 5.7 Greenhouse Gas Emissions | 5.16 Energy |
| 5.8 Hazards and Hazardous Materials | 5.17 Mandatory Findings of Significance |
| 5.9 Hydrology and Water Quality | |

This EIR evaluates the direct and indirect impacts resulting from construction and ongoing operations of the proposed Specific Plan project. Under CEQA, EIRs are intended to focus their discussion on significant impacts, and may limit discussion of other impacts to a brief explanation of why the impacts are not significant. The Notice of Preparation (NOP)/Initial Study that was prepared for the proposed Specific Plan Project was used to help determine the scope of the environmental issues to be addressed in the EIR. Consistent with CEQA Guidelines Section 15128, issues considered Potentially Significant are addressed in this EIR. Issues identified as Less Than Significant or No Impact in the NOP/Initial Study are not addressed beyond the discussion contained in the Initial Study (included as Appendix A).

FORMAT OF ENVIRONMENTAL TOPIC SECTIONS

Each environmental topic section generally includes the following main subsections:

- *Regulatory Setting*, describes applicable federal, state, and local plans, policies, and regulations that the proposed Specific Plan must address, and will shape its implementation.

- *Existing Conditions*, describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- *Thresholds of Significance*, sets forth the thresholds of significance (significance criteria) used to determine whether impacts are “significant.”
- *Methodology*, provides a description of the methods used to analyze the impact and determine whether it would be significant or less than significant.
- *Environmental Impacts*, provides an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
 - A statement of the CEQA threshold being analyzed,
 - The EIR’s conclusion as to the significance of the impact.
 - An impact assessment that evaluates the changes to the physical environment that would result from proposed project.
 - An identification of significance comparing identified impacts of the proposed Specific Plan to the significance threshold with implementation of any existing Standard Conditions and Plans Programs, or Policies, prior to implementation of any required mitigation.
 - A discussion of potential cumulative impacts that could occur from implementation of the proposed Specific Plan and other cumulative projects.
 - A list of any existing Standard Conditions and Plans Programs, or Policies.
 - For each impact determined to be potentially significant, feasible mitigation measure(s) to be implemented are provided. Mitigation measures include enforceable actions to:
 - avoid a significant impact;
 - minimize the severity of a significant impact;
 - rectify an impact by repairing, rehabilitating, or restoring the effected physical environment;
 - reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the project; and/or
 - compensating for the impact by replacing or providing substitute resources or environmental conditions.
 - Actions to be taken to ensure effective implementation of required mitigation measures.

ENVIRONMENTAL SETTING/BASELINE

The “Environmental Setting” subsections describe current conditions regarding the environmental resource area reviewed. CEQA Guidelines Section 15125 states that “An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, from both a local and regional perspective. The environmental setting will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to gain an understanding of the significant effects of the proposed project and its alternatives.”

CEQA Guidelines and case law recognize that the date for establishing an environmental baseline cannot be rigid (see CEQA Guidelines Sections 15146, 15151, and 15204). In some instances, information is

presented in the environmental setting that differs from the precise time of the NOP/Initial Study. This information is considered representative of baseline conditions. Furthermore, environmental conditions may vary from year to year, and in some cases it is necessary to consider conditions over a range of time periods.

A NOP/Initial Study was prepared for the proposed Specific Plan Project, and was distributed on March 17, 2017 for a 30-day public review and comment period that ended on April 17, 2017. This time period would generally consist of the baseline, however, the baseline conditions relevant to the environmental issues being analyzed are described within Section 4.0, Environmental Setting, and within each subsection of this section. In some cases, (such as in Section 5.1, *Aesthetics*), discussion of baseline conditions is also provided in the impacts analyses to provide context for the impact in the most reader-friendly format and organization.

THRESHOLDS OF SIGNIFICANCE/SIGNIFICANCE CRITERIA

CEQA Guidelines Section 15382 defines a significant effect on the environment as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.”

The “Thresholds of Significance” subsections provide the specific thresholds of significance by which impacts are judged to be significant or less than significant in this EIR. These include identifiable quantitative or qualitative standards or sets of criteria pursuant to which the significance of each given environmental effect can be determined. Exceedance of a threshold of significance normally means the effect will be determined to be “significant” (CEQA Guidelines Section 15064.7(a)). However, an iron-clad definition of a “significant” effect is not always possible because the significance of an activity may vary with the setting (CEQA Guidelines Section 15064(b)). Therefore, a Lead Agency has the discretion to determine whether to classify an impact described in an EIR as “significant,” depending on the nature of the area affected. The thresholds of significance used to assess the significant of impacts are based on those provided in Appendix G of the CEQA Guidelines.

IMPACT SIGNIFICANCE CLASSIFICATIONS

The following classifications are used throughout the impact analysis in this EIR to describe the level of significance of environmental impacts:

- **Significant Impact:** A significant impact is defined by Section 15382 of the CEQA Guidelines as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself “shall not be considered a significant effect on the environment ... [but] may be considered in determining whether the physical change is significant.” As defined in this EIR, a significant impact exceeds the defined significance criteria and therefore requires mitigation.
- **No Impact:** No adverse effect on the environment would occur, and mitigation measures are not required.
- **Less than Significant Impact:** The impact does not reach or exceed the defined threshold (criterion) of significance. Therefore, no mitigation is required.

- **Less than Significant Impact with Mitigation Incorporated:** The impact reaches or exceeds the defined threshold (criterion) of significance, and mitigation is therefore required. Feasible mitigation measures, including standard conditions of approval and applicable plans, programs, and policies, when implemented, will reduce the significant impact to a less-than-significant level.
- **Significant and Unavoidable Impact:** The impact reaches or exceeds the defined threshold (criterion) of significance, and mitigation is therefore required. However, application of all feasible mitigation measures, standard conditions of approval, and applicable plans, programs, and policies would not reduce the impact to a less-than-significant level.

While CEQA requires that an EIR identify all feasible mitigation to avoid or reduce the significant impacts of a project, it also permits public agencies to approve a project even though it would result in one or more significant unavoidable environmental effects. For a Lead Agency to approve a project with one or more significant unavoidable impacts, it must first prepare a statement of overriding considerations, which identifies the specific economic, legal, social, technological, or other benefits of the project, including region-wide or statewide environmental benefits, that outweigh its significant unavoidable effects, and thereby warrant its approval (Public Resources Code Section 21083; CEQA Guidelines Section 15093). The statement of overriding considerations must be supported by substantial evidence in the record (CEQA Guidelines Section 15093(a)).

CUMULATIVE IMPACTS

Cumulative impacts refer to the combined effect of the proposed Specific Plan project's impacts with the impacts of other past, present, and reasonably foreseeable probable future projects. Both CEQA and the CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in the CEQA Guidelines Section 15130(b), "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." The CEQA Guidelines direct that the discussion should be guided by practicality and reasonableness, and focus on the cumulative impacts that would result from the combination of the proposed project and other projects, rather than the attributes of other projects which do not contribute to cumulative impacts.

According to Section 15355 of the CEQA Guidelines,

'Cumulative impacts' refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- a) The individual effects may be changes resulting from a single project or a number of separate projects.
- b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Therefore, the cumulative discussion in this EIR focuses on whether the impacts of the proposed project are cumulatively considerable within the context of impacts caused by other past, present, and reasonably foreseeable future projects.

Additionally, pursuant to the CEQA Guidelines Section 15130(a)(1), an EIR should not discuss cumulative impacts that do not result at least in part from the project being evaluated in the EIR. Thus, cumulative impact analysis is not provided for any environmental issue where the proposed project would have no environmental

impact. Analysis of cumulative impacts is, however, provided for all project impacts that are evaluated within this EIR.

CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of the following, or a reasonable combination of the two:

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

The cumulative analysis for air quality, greenhouse gas emissions, and traffic relies on projections contained in adopted local, regional, or statewide plans or related planning documents, such as Southern California Regional Transportation Plan and relevant regional plans developed by the Southern California Association of Governments (SCAG). The cumulative analyses for other environmental issues use the list of projects approach.

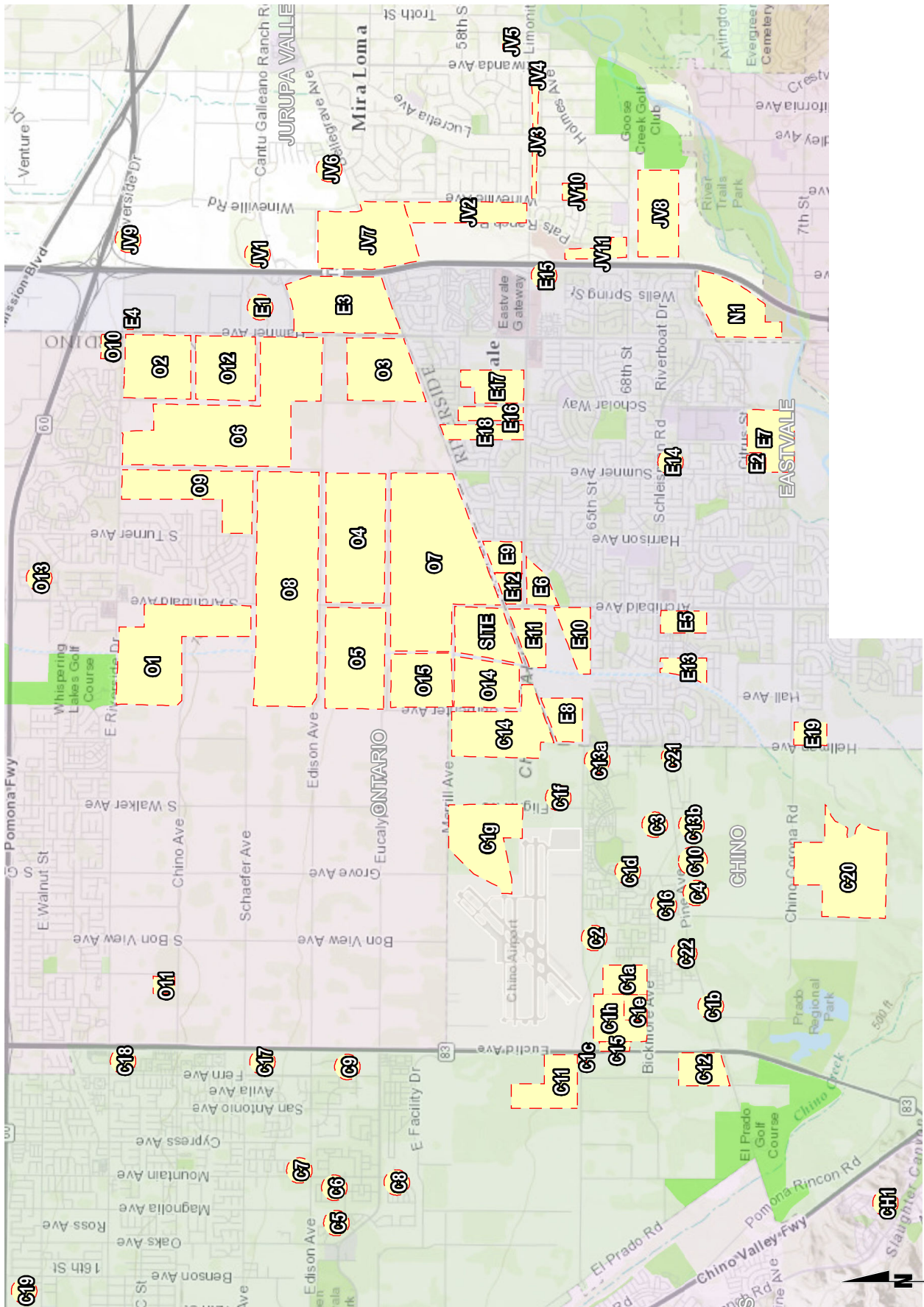
Different types of cumulative impacts occur over different geographic areas. For example, the geographic scope of the cumulative air quality analysis, where cumulative impacts occur over a large area, is different from the geographic scope considered for cumulative analysis of aesthetic resources, for which cumulative impacts are limited to specific viewsheds. Thus, in assessing aesthetic resources impacts, only development within and immediately adjacent to the project area would contribute to a cumulative visual effect is analyzed, whereas cumulative traffic impacts are based upon all development within the traffic study area of roadways and intersections. Because the geographic scope and other parameters of each cumulative analysis discussion can vary, the cumulative geographic scope, and the cumulative projects included in the geographic scope (when the list of projects approach is used), are described for each environmental topic. Table 5-1 provides a list of projects considered in this cumulative environmental analysis, which was compiled per information provided by each agency, and Figure 5-1 shows the locations. Cumulative projects shown on Table 5-1 are either under consideration or approved, but are not yet constructed.

Table 5-1: Cumulative Project List

#	Project/Location	Land Use ¹	Quantity	Units ²
City of Ontario				
O1	Armstrong Ranch	SFDR	994	DU
O6	Rich Haven	SFDR	2,732	DU
		Multi-Family Attached (Condo)	1,524	DU
O7	Subarea 29 & Amendment	Shopping Center	317.400	TSF
		SFDR	2,149	DU
O8	The Avenue	Shopping Center	87.000	TSF
		SFDR	2,020	DU
O14	Colony Commerce Center SP	Multi-Family Attached (Apartments)	586	DU
		Shopping Center	250.000	TSF
O15	West Ontario Commerce Center SP	High-Cube Warehouse	2213.360	TSF
		Manufacturing	737.786	TSF
O15	West Ontario Commerce Center SP	High-Cube Warehouse	1976.535	TSF
		Manufacturing	658.845	TSF
		Business Park	548.856	TSF
City of Chino				
C1a	Bickmore Street Residential (TM 18858)	SFDR	185	DU
C1f	Kimball Business Park	Light Industrial	140.500	TSF
		Warehousing	564.000	TSF
		High-Cube Warehouse	352.000	TSF
C1g	Chino Parcel Delivery	Business Park	146.550	TSF
		Parcel Delivery Facility	765.274	TSF
C1h	Kimball Business Center	Warehousing	715.000	TSF
		Light Industrial	255.000	TSF
		Business Park	233.000	TSF
C2	TM17574	Self-Storage	110.000	TSF
		Condo/Townhouse	108	DU
C11	Majestic Gateway	High-Cube Warehouse	1,490.400	TSF
		Warehousing	180.000	TSF
		Specialty Retail	25.000	TSF
		Pharmacy/Drugstore with Drive-Thru	13.000	TSF
C14	Watson Industrial Park	Fast-Food with Drive-Thru	8.600	TSF
		High-Cube Warehouse	3,889.900	TSF
C15	Chino Business Park	General Light Industrial	165.500	TSF
		Business Park	21.500	TSF
C16	Flores Site	Shopping Center	4.000	TSF
		Gas Station w/ convenience store	16	VFP
		Express Car Wash	5.000	TSF
City of Eastvale				
E3	10-0271 - Eastvale Commerce Center (Phase 1 and 2)	Shopping Center	249.000	TSF
		Hotel	130	RM
		Business Park	610.000	TSF
E6	Eastvale Shopping Center	Free-Standing Discount Superstore	192.000	TSF
		Specialty Retail	9.200	TSF
		Fast-Food Without Drive-Thru	7.200	TSF
		Coffee/Donut Shop w/ Drive Thru	2.000	TSF
		Fast-Food with Drive-Thru	3.500	TSF
		Gas Station w/ convenience store and car wash	16	VFP
E9	SC Limonite, LLC	SFDR	330	TSF
E11	PP23219 (PM35865)	General Light Industrial	738.430	TSF
E12	Dairy Property	SFDR	119	DU

¹ SFDR = Single Family Detached Residential

² TSF = Thousand Square Feet; DU = Dwelling Unit; VFP = Vehicle Fueling Position



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5.1 Aesthetics

5.1.1 INTRODUCTION

This section describes the existing visual setting for the proposed Specific Plan, and evaluates changes in the visual and aesthetic environment that would result from implementation of both Phase 1 and Phase 2. The analysis focuses on visual changes that would be seen from public viewpoints and potential impacts of new sources of light and glare.

5.1.2 REGULATORY SETTING

City of Ontario General Plan

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

Policy CD1-2: Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.

Policy CD1-5: View Corridors. We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.

Policy CD2-1: Quality Architecture. We encourage all development projects to convey visual interest and character through:

- building volume, massing, and height to provide appropriate scale and proportion;
- a true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and
- exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.

Policy CD2-9: Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

Policy CD2-11: Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

Policy CD2-12: Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

City of Ontario Development Code

6.01 E. General Provisions.

- 12:** Development shall incorporate lighting fixtures that are decorative, and are designed to eliminate adverse impacts of light spillover and promote safe vehicular and pedestrian access.

- a. Light fixtures shall be full cut-off fixtures to prevent glare and light spill off the project site onto adjacent properties, buildings, and roadways.
- d. Pedestrian-level pole-mounted lighting, bollard lighting, ground-mounted lighting, or other low, glare-controlled fixtures mounted on buildings or walls shall be used to light pedestrian walkways. Pole-mounted, building-mounted, or tree-mounted lighting fixtures shall be no more than 12-feet in height. Bollard-type lighting shall be no more than 4-feet in height.

14: Building Color. Building exteriors shall incorporate colors that are of compatible hues and intensities. Color schemes shall tie building elements together, relate separate buildings within the same development, and enhance the architectural form of a building.

- a. Exterior building colors shall be low-reflecting and subtle. Furthermore, overly intense, overly bright, or fluorescent or day-glo colors, shall not be used on a building exterior, as determined by the Planning Director.

6.03.050: Parking Lot Lighting

A. Parking Lot Lighting Required. All off-street parking facilities shall be provided with nighttime security lighting pursuant to OMC Section 4-11.08 (Special Residential Building Provisions) and Section 4-11.09 (Special Commercial/Industrial Building Provisions), designed to confine emitted light to the parking areas. Parking facilities shall be lighted from sunset until sunrise, daily, and shall be operated by a photocell switch.

E. Illumination on Adjacent Property. Unless intended as part of a master lighting program, no operation, activity, or lighting fixture shall create illumination on any adjacent property.

Ontario Municipal Code

Section 5-29.09: Construction Activity Noise Regulations, limits construction activities to the hours of 7:00 a.m. and 6:00 p.m. on weekdays or between the hours of 9:00 a.m. and 6:00 p.m. on a Saturday or Sunday.

5.1.3 ENVIRONMENTAL SETTING

Aesthetic resources include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that impart an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.

Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. While the City's General Plan does not identify any scenic vistas within the City, the dominant scenic resource in the City are the San Gabriel Mountains, which provide background views from most north-south roadway corridors including the Archibald Avenue roadway corridor that is adjacent to an east of the project site.

In addition, less dominant long-distance background views of the Chino Hills can be seen from east-west roadway corridors in the project vicinity. Views of the Chino Hills can be seen along some portions of Merrill Avenue, which is adjacent to and north of the project site. The views along Merrill Avenue are screened by mature trees and building structures, however, due to the distance and size of the hills.

Visual Character and Quality

The existing visual character of the Specific Plan area is neither unique nor of special aesthetic value or quality. The Specific Plan area is characterized by agricultural uses. The northern portion of the site contains dairy uses that include six buildings in total; one maintenance building, one storage building, one milking-operations building, and three single-family residences. In addition, numerous three-sided storage and feeding structures containing grain and hay are located throughout the dairy. Manure is stored in a large pile located in the northcentral portion of the dairy and a large stock pond for wastewater is located adjacent to the west of the manure pile (Partner 2015).

Low lying field crops in active agricultural production are located in the southern portion of the site. A row of eucalyptus trees and a chain link fence crosses the middle of the project site from Cucamonga Creek to Archibald Avenue, and can be seen from Archibald Avenue. The project site is relatively flat, with exception of the manure piles and minor fluctuations in surface topography that primarily resulted from grading for agricultural activities.

Views of and across the project site from offsite public locations are provided from Merrill Avenue on the north and Archibald Avenue on the south, and are generally unobstructed, with the exception of several areas within or along the project site's perimeter where trees or structures are located.

The surrounding area beyond the adjacent roadways are characterized by rural agricultural and dairy-related views that include cows, barns, accessory buildings, livestock, feed shelters, manure mounds, drainage trenches, and other agricultural facilities. In addition, a medium density single-family housing tract is located across Archibald Avenue from the site. The housing tract is screened by a 6-foot high textured cement block wall and landscaping along the eastern side of Archibald Avenue. The Cucamonga Creek and County Line Channels are fenced concrete lined channels adjacent to the west and south of the Specific Plan area. Power lines and poles are located along Remington Avenue.

Light and Glare

The project site is located within a partially urbanized area that generates light from signage, residential interiors, farm and dairy operations, security measures, as well as light generated by vehicular traffic on local streets. The project site and immediately surrounding area are characterized primarily by agricultural uses and rural residences with the exception of a medium density single-family residential tract to the east of the project site. The existing residences and dairy structures on the site do not generate substantial light given their limited size and number. Merrill Avenue, which borders the project site to the north, and Archibald Avenue, which borders the project on the east, are arterial roadways that generate light from vehicular traffic.

Because nighttime lighting in the project vicinity is currently limited, glare, which is a reflection of light, is also limited. The existing sensitive receptors relative to light and glare include the nearby residential uses and motorists traveling on local streets.

5.1.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- AE-1 Have a substantial adverse effect on a scenic vista?
- AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- AE-3 Substantially degrade the existing visual character or quality of the site and its surroundings?
- AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The Initial Study established that the project would result in no impact related to Threshold AE-2; no further assessment of this impact is required in this EIR. Although the Initial Study also identified impacts related to Threshold AE-1 as less than significant, analysis of this threshold is provided in this EIR in response to comments received during the public review period.

5.1.5 METHODOLOGY

Aesthetic resources were assessed based on the visual quality of the area immediately surrounding the Specific Plan area and the impacts with respect to the existing aesthetic environment. The significance determination for scenic vistas is based on consideration of whether the vista can be viewed from public areas within or near the Specific Plan area and the potential for implementation of the Specific Plan (both Phases 1 and 2) to either hinder views of the scenic vista or result in its visual degradation. The evaluation of aesthetic character identifies the proposed Specific Plan's development characteristics and its expected appearance, and compares it to the site's existing appearance and character, and to the character of adjacent existing and future planned uses to determine whether and/or to what extent a degradation of the visual character of the area could occur (considering factors such as the blending/contrasting of new and existing buildings given the proposed uses, density, height, bulk, setbacks, signage, etc.).

The analysis of light and glare identifies light-sensitive land uses and describes the Specific Plan's proposed light and glare sources from both Phase 1 and 2, and the extent to which project lighting, including illuminated signage, could spill off the project site onto adjacent existing and future light-sensitive areas. The analysis also considers the potential for sunlight to reflect off building surfaces (glare) and the extent to which such glare would interfere with the operation of motor vehicles or other activities.

5.1.6 ENVIRONMENTAL IMPACTS

Impact AE-1: The project would not have a substantial adverse effect on a scenic vista.

Less than Significant Impact. The dominant scenic resource in the City of Ontario are the San Gabriel Mountains, which provide background views from the Archibald Avenue roadway corridor that is adjacent to the east of the project site. In addition, less dominant long-distance background views of the Chino Hills can be seen from portions of Merrill Avenue; however, due to the distance and size of the hills, views along Merrill Avenue are screened by mature trees and building structures.

The proposed Specific Plan would result in the development of industrial warehousing, offices and related facilities. The height and lot coverage of the developed site would be regulated by the design guidelines in the Specific Plan. The maximum height of the proposed buildings is 55 feet, with architectural elements, such as cupolas or towers, allowed up to a maximum of 65 feet. In addition, the proposed buildings would be setback 30 feet from Archibald Avenue and 23 feet from Merrill Avenue. The setbacks and maximum building heights would ensure that public views of the San Gabriel Mountains from Archibald Avenue and the Chino Hills from Merrill Avenue are not obscured from public viewpoints within the roadway corridor.

With implementation of the Development Plan for Phase 1 (PA-1 and PA-2), from certain vantage points along Archibald Avenue, existing views of the croplands would be replaced by industrial and office buildings; however, the 30-foot setback would provide a view corridor along Archibald Avenue, so that a

long-range view of the San Gabriel Mountains would not be obscured. In addition, as described in the Specific Plan, the proposed improvements to Archibald Avenue would be designed in accordance with the Master Plan of Streets and Highways to feature views of the mountains.

The existing long-range views of the Chino Hills from Merrill Avenue are partially obscured by existing vegetation and distant building structures. While the project would introduce new buildings, the 23-foot setback from Merrill Avenue would provide a view corridor of the Chino Hills to the extent not already impacted.

Overall, the height, scale, and design of the proposed project would not hinder views of the mountain backdrop, and would not result in visual degradation of the mountain vista. Therefore, impacts related to a substantial adverse effect on a scenic vista would be less than significant.

Impact AE-3: The project would not substantially degrade the existing visual character or quality of the site and its surroundings.

Less than Significant Impact. The project proposes conversion of the site from dairy, rural residential, and crop agriculture uses to a master planned industrial development consistent with the City's General Plan. Views of the project site would change from the current agricultural uses, which could be considered unattractive due to the presence of older structures, dilapidated equipment, number of cows, stock pond, manure piles, fencing, and lack of landscaping. The proposed project would result in the development of industrial warehousing/distribution, light industrial, and business buildings that would be implemented as part of the Phase 1 Development Plan (that includes PA-1 and PA-2) and pursuant to specific development regulation and design guidelines for future Phase 2 (that includes PA-3). The Specific Plan provides for a comprehensively developed project that includes: theme and character, site design, parking and loading facilities, walls and fences, landscaping, and streetscapes.

As identified in the Specific Plan, and as proposed for Phase 1 (PA-1 and PA-2), the maximum building height for main structures on the project site is 55 feet. Architectural projections and focal elements, such as towers, cupolas, and other appurtenances, can have a maximum building height of 65 feet. In terms of massing, design guidelines within the Specific Plan require that the mass of new structures, as visible from public views, should be softened by landscaping or lessened by small-scale elements such as windows, panels, entrances, and other detail features to avoid monotony in design. Similarly, parking areas would be surrounded by and contain landscaping to soften views and provide visual design elements.

A limited number of mature trees are associated with the residential structures currently on the site, and a row of eucalyptus trees, along with a chained link fence, crosses the middle of the project site from South Archibald Avenue west to the Cucamonga Creek Channel. These trees would be removed with implementation of the proposed Specific Plan. The City's Municipal Code has a provision to protect parkway trees within public rights-of-way. None of these trees are considered parkway trees maintained within public right-of-way and therefore would not be required to comply with this ordinance.

The eucalyptus trees would be replaced by landscaping that would contain new trees and that would increase and enhance overall landscaping features. The Specific Plan requires the provision of parking lot trees in planter islands to be provided at the ratio of one tree for every 10 parking spaces. The trees shall consist of 24-inch and 36-inch box sized trees. The Development Plan for Phase 1 provides 1,047 parking spaces and would result in at least 104 24-inch and 36-inch trees.

Although development pursuant to the Specific Plan would result in a change to the existing visual character of the site, the change in character represented by the industrial warehousing and business park development would be consistent with the proposed Specific Plan design guidelines that include the

standards related to the industrial theme and character, site design, parking, walls and fences, lighting, and landscaping that would ensure that a degradation of the visual character of the site would not occur. For example, the design guidelines encourage that where long, linear walls or fences are needed, a combination of wall/fence with dense landscaping should be used. Further, all utility equipment such as backflow units, electrical transformers, fire detector checks, and fire check valves shall be screened with evergreen shrubs and should be painted to blend in.

As described above, the existing visual character of the Specific Plan area is neither unique nor of special aesthetic value or quality due to the presence of older structures, dilapidated equipment, dairy cows, dairy ponds, manure piles, fencing, and lack of landscaping. The northern portion of the site contains dairy uses (generally views of cows, soils, fencing, and barn/canopy structures) and the southern portion contains field crops. The two sides are separated by a row of eucalyptus trees and chained link fence.

The change from a dairy/agricultural use to the proposed industrial warehousing and business park uses would change the character of the site, but would not degrade the site because the Specific Plan design guidelines and the proposed landscaping would enhance the aesthetics of the proposed development. As described in the City's Draft General Plan EIR document page 5.1-9, the General Plan policies of the Community Design Element have the common goal of improving the visual quality of the area. In addition, Title 9: Development Code of the City's Municipal Code, requires that individual development projects submit to site-specific review. Implementation of the proposed Specific Plan would be in compliance with the Community Design Element policies and Development code guidelines, as will be verified by the City during the construction permitting process.

Because the surrounding areas to the west and north of the Specific Plan area is also proposed for similar development that would also be required to adhere to the same Community Design Element policies and Development code guidelines, the character of the area is planned to gradually changes from rural to an urban area, the design standards in the Specific Plan would ensure that the proposed development would not degrade the visual character of the area. Therefore, with implementation of the design guidelines, impacts related to the visual character or quality of the site and its surroundings would be less than significant.

Impact AE-4: The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Less than Significant Impact. The closest light and glare sensitive uses to the proposed Specific Plan area are the single-family residences that are located across Archibald Avenue from the project site and are screened by a 6-foot high cement block wall and landscaping.

Construction

Limited, if any, nighttime lighting would be needed during project construction because Section 5-29.09 of the Ontario Municipal Code, Construction Activity Noise Regulations, limits construction activities to the hours of 7:00 a.m. and 6:00 p.m. on a weekday or between the hours of 9:00 a.m. and 6:00 p.m. on a Saturday or Sunday. Thus, most construction activity would occur during daytime hours, and construction-related illumination would be used for safety and security purposes only, and would not impact the light sensitive uses across the street from Archibald Avenue that are located behind landscaping and a 6-foot high cement block wall. In addition, construction of Phase 1 and 2 of the Specific Plan would not include any materials that would generate offsite glare. Therefore, impacts related to lighting and glare during construction would be less than significant.

Operation

Lighting. The proposed light industrial, warehousing/distribution and business uses would introduce new lighting on the site. Consistent with Specific Plan requirements, onsite areas would be illuminated for purposes of safety, security, and nighttime ambiance, including lighting for parking areas, pedestrian walkways, signage, architectural and landscape features, loading dock areas, and any additional exterior security lighting. Lighting from the vehicles and trucks traveling to and from the Specific Plan area would also occur. Pursuant to the City's Development Code General Provisions 12 and 14, and Section 6.03.050 exterior lighting would be located and designed to prevent light spillover. In addition, the City's Standard Condition 3.28 through 3.31, listed below, provide regulations related to lighting on the project site, which would minimize the potential of impacts.

The Specific Plan requires that a comprehensive lighting plan to be prepared and approved in conjunction with site plans for individual buildings. The Specific Plan includes design guidelines that directly address nighttime illumination and help reduce the impacts of light and glare on adjacent uses. For example, the following guidelines address light overspill:

- Exterior lighting should be located and designed to minimize direct glare beyond the parking lot.
- Lighting sources shall be shielded, or diffused in order to avoid glare to pedestrians and motorists. Lighting fixtures should be selected and located to confine the area of illumination to within the site boundaries.

Overall, the project's lighting would not significantly increase nighttime lighting levels in the area as the lighting would be limited to safety, security, and ambiance purposes, shielded and directed away from sensitive receptors, and designed to keep lighting confined within the Specific Plan area. Therefore, although development pursuant to the Specific Plan and Development Plan for Phase 1 would create new sources of nighttime lighting, project impacts related to light would be less than significant.

Glare. Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare from reflective surfaces would occur as the result of development that uses large expanses of glass, metal, and other reflective surfaces for building façades. The nine new buildings constructed pursuant to the Development Plan for Phase 1, and future buildings on Phase 2 pursuant to the Specific Plan, would generally be constructed of concrete, and typical of most industrial warehousing building, would not include large areas of glass windows, metal, or other reflective materials used on buildings or in parking areas.

In addition, implementation of the City's Development Code would prevent glare. As listed previously, General Provisions 12 and 14, states that light fixtures shall be full cut-off fixtures to prevent glare, and exterior building colors shall be low-reflecting and subtle. Overly intense, overly bright, or fluorescent or day-glow colors, shall not be used on a building exterior. Furthermore, the City's Standard Condition 3.29, listed below, provides regulations related prevention glare in parking areas. Thus, with compliance with the Municipal Code and the City's Standard Conditions that are verified through the plan check and the development permit process, impacts related to increased sources of glare would be less than significant.

5.1.7 CUMULATIVE IMPACTS

The conversion of the Specific Plan area from dairy/agricultural use to industrial warehousing uses would contribute to a change in the visual character of the area. As discussed on page 5.1-9 of the City of Ontario General Plan Draft EIR document, implementation of the land uses approved by the General Plan would substantially change the existing visual character in the southern portion of the City, which includes the Specific Plan's view shed. However, the General Plan EIR determined that with implementation of

Community Design Element policies, the City's Development Code, and Specific Plans (as required by the General Plan), impacts to the character and quality of the City (including the proposed Specific Plan area) would be less than significant. Pursuant to the City's General Plan implementation of the proposed Specific Plan would represent a consistent and logical continuation of the existing and planned pattern of development in Ontario. The City has long anticipated that this area would transition from dairy/agricultural to urban uses, and the proposed Specific Plan is implementing the General Plan.

The cumulative change in visual condition that would result from the proposed Specific Plan, in combination with nearby projects would not be considered adverse, because the proposed Specific Plan would implement design features and the City's Development Code with respect to architecture, landscaping, signs, lighting, and other related items. The City's Development Code regulations have the goal of improving the visual quality of the City by providing guidelines to ensure consistent, quality development. Thus, with implementation of the applicable Development Code regulations and the proposed Specific Plan design guidelines, implementation of the proposed Specific Plan would result in a less than significant cumulatively considerable impact related to degradation of the existing visual character or quality of the site and its surroundings.

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

5.1.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- Ontario General Plan Community Design Element
- Ontario Development Code
- Ontario Municipal Code

Standard Conditions

The following Standard Conditions (SCs) that are incorporated into the project, and would reduce potential impacts related to lighting and glare. These actions will be included in the project's mitigation monitoring and reporting program:

SC 3.28: Site lighting shall be reviewed and approved by the Planning Department and Police Department prior to the issuance of building permits.

SC 3.29: Exterior lighting shall be arranged or shielded in such a manner as to contain direct illumination on the parking area and avoid glare on an adjoining site.

SC 3.30: Along pedestrian movement corridors the use of decorative low mounted bollard lighting standards, which reinforce pedestrian scale, shall be used. Steps ramps and seatwalls shall be illuminated with built-in light fixtures.

SC 3.31: All planned parking areas shall have a minimum maintained light level of one-foot candle or greater. The lighting shall be on from sunset to sunrise and be operated by a photocell. The site plan shall show all buildings, the parking areas, walkways, detailed landscaping and a point by point photometry calculation of required light levels.

5.1.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts AE-1, AE-3, and AE-4 would be less than significant.

5.1.10 MITIGATION MEASURES

No mitigation measures are required.

5.1.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs would reduce potential impacts associated with aesthetics for Impacts AE-1, AE-3, and AE-4 to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to aesthetics would occur.

REFERENCES

California Department of Transportation (Caltrans) Scenic Highways Program. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm.

Phase I Environmental Site Assessment. Partner Engineering and Science, Inc., 2015 (Partner 2015).

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5.2 Agriculture

5.2.1 INTRODUCTION

This section describes the existing agricultural resource conditions in the Specific Plan region and potential impacts from implementation of the proposed Specific Plan. The analysis in this section is based, in part, on the California Department of Conservation Farmland Mapping and Monitoring Program, the City of Ontario General Plan and the General Plan EIR.

5.2.2 REGULATORY SETTING

Farmland Mapping and Monitoring Program

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the State's farmland into different categories based on soil quality and existing agriculture, which are used to identify productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this EIR. The highest rated Important Farmland is Prime Farmland. The various types of farmland identified by the FMMP are described below:

- **Prime Farmland.** This has the best combination of physical and chemical features and is able to sustain long-term agricultural production. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields and it must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Farmland of Statewide Importance.** This is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. The land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Unique Farmland.** This has lesser-quality soils and is used for the production of the State's leading agricultural crops. The land is usually irrigated, but may include non-irrigated orchards or vineyards, as found in some climatic zones in California. The land must also have been cropped at some time during the four years prior to the mapping date.
- **Farmland of Local Importance.** This is of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.
- **Grazing Land.** This has existing vegetation that is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

Williamson Act Contracts

The California Land Conservation Act (Williamson Act) was passed in 1965 to protect specific parcels of land in agricultural and open space use. Landowners enter into 10-year contracts with local governments and in return receive lower property tax assessments. The City administers this program for the County. Williamson Act Contracts are self-renewing; the contracts automatically renew each year for an additional

year, thereby keeping the term of the contract to a period of ten years. This continues indefinitely unless the County or the landowner files a Notice of Non-Renewal which then terminates the contract at the end of its term (9 years). When a Non-Renewal is filed by the landowner, the property tax assessment gradually reverts back to being computed upon full market value.

In addition, a landowner can petition to cancel a Williamson Act Contract; however, to approve a Williamson Act contract cancellation, the City must make specific findings related to either Consistency with the Purposes of a Williamson Act or Public Interest (CA Government Code Section 51282(a)).

In order to find that the cancellation is Consistent with the Purposes of the Williamson Act, the City must find:

- That the cancellation is for land on which a notice of nonrenewal has been served.
- That cancellation is not likely to result in the removal of adjacent lands from agricultural use.
- That cancellation is for an alternative use which is consistent with the applicable provisions of the City or county general plan.
- That cancellation will not result in discontinuous patterns of urban development.
- That there is no proximate, noncontracted land which is both available and suitable for the proposed use or that development of the contracted land would provide more contiguous patterns of urban development (CA Government Code Section 51282(b)).

In order to find that the cancellation is in the Public Interest, the City must find:

- That other public concerns substantially outweigh the objectives of the Williamson Act; and,
- That there is no proximate, noncontracted land which is both available and suitable for the proposed use, or, that development of the contracted land would provide more contiguous patterns of urban development (CA Government Code Section 51282(c)).

The uneconomic character of an existing agricultural use shall not by itself be sufficient reason for cancellation of the contract. The uneconomic character of the existing use may be considered only if there is no other reasonable or comparable agricultural use to which the land may be put (CA Government Code Section 51282(d)).

Agricultural Overlay Zone (Right to Farm Ordinance)

The City's Agricultural Overlay Zone, or the Right to Farm ordinance, is a "buffering" and notification device to reduce the conflict between existing agricultural uses and urban development. Homeowners near existing farm uses would be given notice in the form of a deed disclosure that agricultural nuisances (odors, noises, etc.) are present and that they have a right to exist until development occurs consistent with the General Plan.

The intent of the Agricultural Overlay Zone/Right to Farm ordinance is to allow for the continuation of agricultural uses and agricultural support uses on an interim basis until the more intensive urban uses designated by the General Plan are developed. Furthermore, it is the intent of this Overlay District to permit continued agricultural use of properties or to establish general agricultural uses, including dairies, which are appropriate for areas of concentrated agricultural uses (City of Ontario Development Code, Section F of Division 5.01).

5.2.3 ENVIRONMENTAL SETTING

Countywide Agricultural Resources

Dairy Resources

According to the 2015 (most recent) Annual Crop Report, prepared by the County of San Bernardino Department of Agriculture/Weights & Measures, the gross value of agricultural production in San Bernardino County for 2015 totaled \$463,838,389—including dairy operations; a decrease of more than 12 percent from the 2014 value of \$527,087,000. The decline in milk production between 2014 and 2015 was more than \$135 million due to the glutted market causing a substantial average price decrease nationwide (Crop Report 2015). The County's Crop Reports show a steady and substantial decline in dairy operations since 2000, as listed below:

- In 2000 there were 194 dairies with 163,000 milk cows
- In 2004 there were 165 dairies with 158,000 milk cows
- In 2007 there were 121 dairies with 103,000 milk cows
- In 2010 there were 90 dairies with 74,500 milk cows
- In 2013 there were 75 dairies with 70,900 milk cows
- In 2016 there were 63 dairies with 35,700 milking cows

In addition, the dairies and farms in the San Joaquin Valley, which account for nearly 90 percent of the state's production, up from 70 percent in 1995, are more competitive in the marketplace than Ontario region (Chang 2013). The long-term decline of the dairy industry in the Ontario area and the local pressures for urban development, combined with dairy competition from the San Joaquin Valley, have created a situation where the dairy industry in is no longer locally viable (Chang 2013).

Farmland Resources

The County of San Bernardino had approximately 919,026 acres of agricultural land in 2016. Agricultural land uses within the County have been decreasing. Between 2000 and 2016, San Bernardino County lost 24,345 acres of Important Farmland (as shown in Table 5.2-1) and 37,457 acres of grazing land. Most of this land was converted to urban community uses. Of the total agricultural lands listed in Table 5.2-1, Important Farmland consists of 2.2 percent, and the remainder consists of grazing land.

Table 5.2-1: San Bernardino County Change in Agricultural Land 2000 - 2016

Type of Farmland	Acreage in 2000	Acreage in 2016	Change in Acreage
Prime Farmland	24,928	11,323	-13,605
Farmland of Statewide Importance	11,318	5,770	-5,548
Unique Farmland	3,676	2,738	-938
Farmland of Local Importance	4,816	562	-4,254
Important Farmland Subtotal	44,738	20,393	-24,345
Grazing land	936,090	898,633	-37,457
Total Agricultural Land	980,828	919,026	-61,802

Source: California Department of Conservation Farmland Mapping and Monitoring Program

Citywide Agricultural Resources

Historically agricultural lands made up a large portion of the City. Agriculture has remained an important heritage for the City, but many of the developed portions of City have replaced agricultural land uses with industrial, commercial, and residential land uses. Only a few remnant parcels of agricultural uses remain intermixed with other land uses. The majority of existing agricultural uses and state-mapped prime farmland, unique farmland, and farmland of statewide importance (Important Farmland) are in Ontario Ranch.

With the adoption of the City's General Plan, most of the remaining agricultural land in Ontario Ranch has been designated as residential, commercial, industrial, open space, or public land. There are four remaining sections of agricultural preserve in the Ontario Ranch Land Use Plan, totaling 200 acres in the southwestern portion of the City. The General Plan EIR concluded that upon buildout of the proposed land use plan, there would be no agricultural land use designations left in the City aside from those 200 acres designated as preserves, and thus, buildout of the General Plan will result in a significant and unavoidable impact on agriculture

Local Agricultural Resources

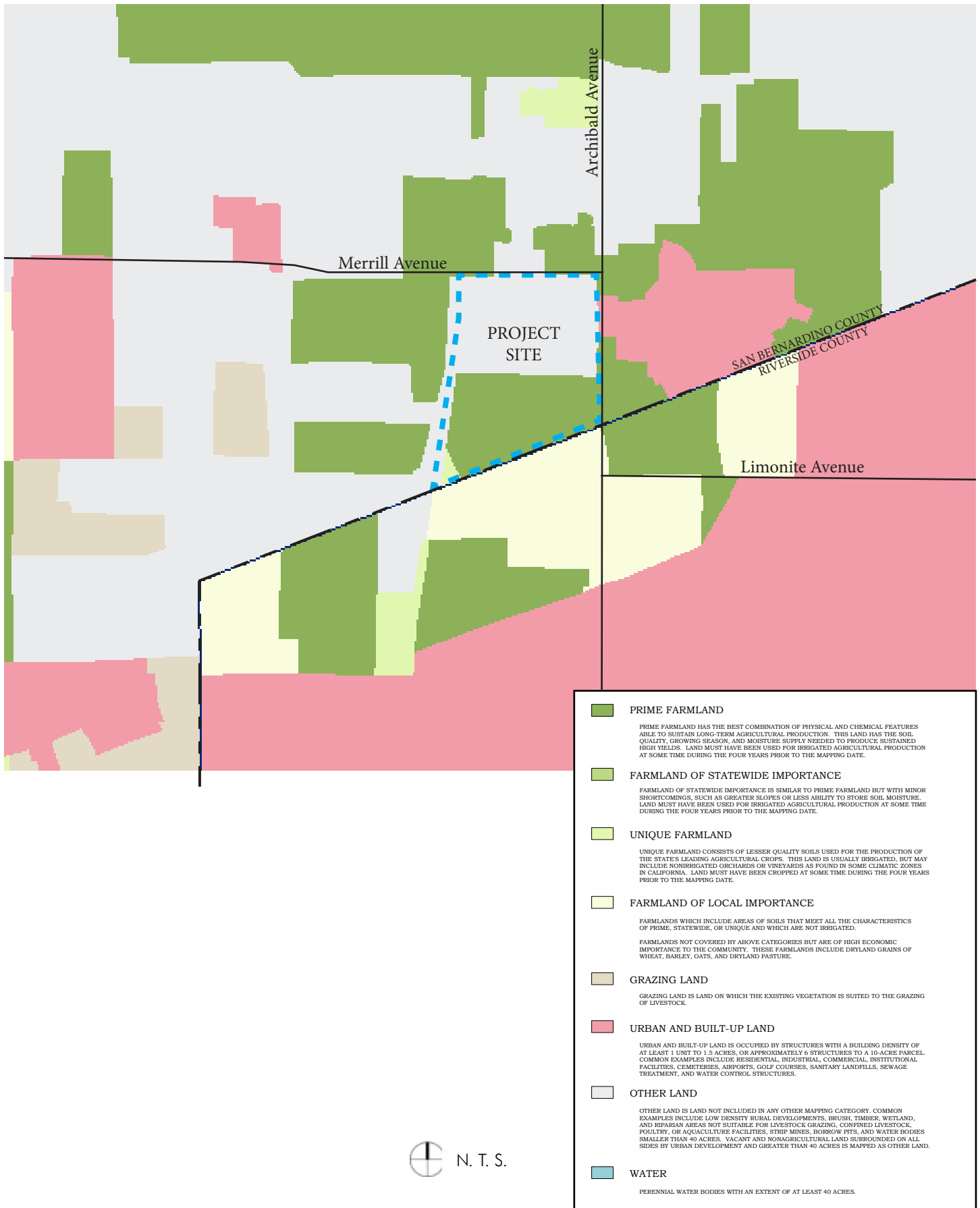
The Specific Plan area has been historically used for agriculture uses. Current agricultural uses include a dairy in the northern half of the Specific Plan area, which has been onsite since 1971 (Partner 2015). The area is used for the housing and milking of approximately 1,400 dairy cattle and the housing 400 young cows. The southern portion of the Specific Plan area (south of the dairy) contains row crop farming operations.

As shown in Figure 5.2-1, approximately 40 acres in the southern portion of the Specific Plan area is identified by the California FMMP as Prime Farmland, the southwestern-most portion of the site contains approximately 1.7 acres Unique Farmland, and the remainder of the Specific Plan area is not identified as Important Farmland. The areas that are identified as Important Farmland are currently used for row crops.

In addition, Figure 4-1, *Surrounding Land Uses*, in Section 4.0, *Environmental Setting* shows that areas to the east, west, and north of the Specific Plan area are identified as Prime Farmland. Also, Figure 4-1 shows the Specific Plan is adjacent to the north, southwest, and west to existing dairy farm uses, which are planned for industrial land uses. In addition, lands to the east of the project site (across Archibald Avenue) consist of residential uses. The only planned long-term agricultural uses adjacent to the project site is the dairy farm to the south.

Williamson Act Contracts

A portion of the Specific Plan area (parcel 218-311-08), which is 41.7-acres, is within an active Williamson Act contract. A Petition for Cancellation and a Notice of Non-Renewal will be filed by the property owner with the City of Ontario upon project approval. The Notice of Non-Renewal starts a 9-year nonrenewal period, during which the annual tax assessment continually increases each year until it is equivalent to current tax rates at the end of the 9-year nonrenewal period. A Notice of Cancellation is a petition by the landowner to cancel the Williamson Act Contract, which would need to be approved by the City and would be subject to a Williamson Act cancellation/penalty payment of 12.5 percent of the County appraised value of the land (per Government Code Section 51283(b)).



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5.2.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- AG-1 Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- AG-2 Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- AG-3 Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g]);
- AG-4 Result in the loss of forest land or conversion of forest land to non-forest use; or
- AG-5 Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

The Initial Study established that the project would result in no impact related to forest land or timberland; thus, these topics in Thresholds AG-3 and AG-4 are not further assessed in this EIR.

5.2.5 METHODOLOGY

Agricultural resources were assessed based on the California Department of Conservation's FMMP, which is a biennial report and mapping resource on the conversion of farmland and grazing land. Williamson Act contract lands were identified by the Department of Conservation and by the City of Ontario. Using these sources, the proposed General Plan was analyzed for potential conversion of Important Farmland, conflicts with zoning designations, conversion of Williamson Act contract lands, and other changes resulting from the proposed Specific Plan that would remove farmland from agricultural production. The evaluation of impacts to agricultural resources is based on the amount of agricultural land on-site and in the surrounding area, and the effect the proposed Specific Plan project would have on the existing resources.

5.2.6 ENVIRONMENTAL IMPACTS

Impact AG-1: The project would convert prime farmland, unique farmland, or farmland of statewide importance (farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

Significant and Unavoidable Impact. The proposed Specific Plan would convert approximately 40 acres of Prime Farmland and approximately 1.7 acres of Unique Farmland to urban uses, which is a significant impact. This finding regarding the loss of Important Farmlands is consistent with the conclusions of the General Plan EIR. As described in the General Plan EIR, which evaluated the light Industrial, warehousing/distribution, and business land uses that would be implemented by the Specific Plan, the

impacts to Important Farmlands as a result of such conversion was found to be a significant and unavoidable impact and a Statement of Overriding Considerations was adopted.

The proposed Specific Plan would implement the urban land uses identified by the City's General Plan. Buildout of the General Plan land uses identified for the Ontario Ranch area would result in conversion of virtually all of the existing agricultural land to urban uses. As described in the Environmental Setting Section (Section 5.2.3), the conversion of agricultural lands to nonagricultural uses within the Ontario Ranch area (including the Specific Plan area) was analyzed in the General Plan EIR, which determined that upon buildout of the proposed land use plan, there would be no agricultural land use designations in the City except for 200 acres of preserves. Impacts to agricultural lands as a result of such conversion were found to be significant and unavoidable impacts for which the City Council adopted a Statement of Overriding Considerations. As described by the City's General Plan EIR (page 5.2-10) the City is focusing on developing land in an economically productive way that would serve the growing population, and Ontario's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable.

The proposed Specific Plan is consistent with the City's General Plan. Thus, it follows that implementation of the conversion of urban land uses by the proposed Specific Plan, which implements the General Plan, would also result in significant and unavoidable impacts related to the conversion of Prime and Unique Farmland to non-agricultural use. Therefore, impacts would be significant and unavoidable.

Impact AG-2: The project would conflict with an existing Williamson Act Contract.

Significant and Unavoidable Impact.

Agricultural Zoning

When the City annexed all of the land within Ontario Ranch, including the Specific Plan area, it was zoned Specific Plan, with an Agricultural Overlay Zoning District (Section F of Division 5.01 of the Ontario Development Code). The Overlay Zoning provides for agricultural uses within the City on an interim basis, until such time that urban development consistent with the General Plan occurs. The operation of the on-site dairy and row crops, and the urban development that is proposed by the Specific Plan is consistent with this ordinance. Therefore, the proposed Specific Plan would not conflict with agricultural zoning, and impacts related to a conflict with agricultural zoning would not occur.

Williamson Act Contract

One parcel within the Specific Plan area (parcel 218-31-08) is within an active Williamson Act contract. As described above, the Petition of Cancellation and the Notice of Non-Renewal will be filed by the property owner with the City of Ontario upon project approval. Implementation of the proposed Specific Plan would include a cancellation of the Williamson Act contract, which would be a significant and unavoidable impact.

In order to approve the Williamson Act contract cancellation, the City must find that the cancellation is consistent with the purposes of the Williamson Act and make specific findings per Government Code Section 51282(b)). As described in Table 5.2-2, the proposed contract cancellation can be found to be consistent with the required findings. However, implementation of the proposed Specific Plan would result in a significant and unavoidable impact related to conflict with a Williamson Act contract.

Table 5.2-2: Williamson Act Contract Cancellation Required Findings

Required Findings	Specific Plan Consistency with Finding
That the cancellation is for land on which a notice of nonrenewal has been served.	Consistent. As described above, a Petition of Non-Renewal for the Williamson Act Parcel within the Specific Plan area will be filed upon project approval.
That cancellation is not likely to result in the removal of adjacent lands from agricultural use.	Consistent. The areas adjacent to the Specific Plan in Ontario are being planned for development. Existing residential uses are located to the east, and proposed development is located to the north and west of the project site. Thus, these areas are already within the development process and would not be affected by cancellation of the Williamson Act contract within the Specific Plan area. In addition, lands to the south of the project site are buffered by the County Line Channel, and are located within the City of Eastvale. Thus, changes on the project site are not likely to result in the removal of adjacent lands from agricultural use.
That cancellation is for an alternative use which is consistent with the applicable provisions of the City or county general plan.	Consistent. The proposed Specific Plan would implement light industrial and warehousing/distribution uses, which are consistent with the General Plan land use designations for the project area and adjacent lands. Thus, cancellation of the Williamson Act contract is for an alternative use which is consistent with the General Plan.
That cancellation will not result in discontinuous patterns of urban development.	Consistent. The cancellation would allow for development of the project area pursuant to the General Plan land uses for the area, and would not result in discontinuous patterns of urban development.
That there is no proximate, noncontracted land which is both available and suitable for the proposed use or that development of the contracted land would provide more contiguous patterns of urban development.	Consistent. The proposed project would implement the pattern of urban development that has been planned by the City's General Plan. The development of the project site would provide contiguous patterns of development that is consistent with the planned uses to the west of the project site.

Impact AG-5: The project would involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use.

Significant and Unavoidable Impact. The development of the proposed Specific Plan, which is consistent with the City's General Plan, would occur as part of a wider pattern of development in the Ontario Ranch area and as a result, other agricultural land would likely be converted to non-agricultural use as allowed by the General Plan land use designations. The conversion of agricultural lands to nonagricultural uses was analyzed in the General Plan EIR, which determined that there would be no agricultural land use designations in the City except for the 200 acres of preserves, and impacts to agricultural lands as a result of General Plan buildout were found to be significant and unavoidable.

The proposed Specific Plan could promote and encourage urban growth by contributing to the urban development of other nearby agricultural lands. Development proposals for substantial portions of the area around the Specific Plan site are pending (as described below in Cumulative Impacts), Development of the Specific Plan could facilitate the conversion of other farmland within the project vicinity through the extension of public infrastructure and increases in land values. The properties surrounding the Specific Plan area are currently utilized for agricultural operations and residential uses; however, there is encroaching land development consistent with General Plan, which includes the properties to the north and west of the Specific Plan area.

Therefore, although implementation of the proposed Specific Plan would result in the conversion of agricultural land to other uses, it is occurring consistent with that previously identified policies in the General Plan EIR. Thus, consistent with the findings of the General Plan EIR, project impacts related to other changes in the environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural would be significant and unavoidable.

As stated above, the City has an Agricultural Overlay Zone/Right to Farm ordinance to serve as a “buffering” device between existing agricultural uses and urban development, to allow existing agricultural uses to continue through notice in the form of a deed disclosure to future homeowners that agricultural nuisances (odors, noises, etc.) are present and that they have a right to exist until development occurs as long as the land is not developed otherwise. The deed disclosure ensures that new land uses within the Specific Plan area are made aware of nearby agricultural operations and the potential effects of these operations on the new land uses, thereby reducing potential conflicts between existing agricultural use and other non-agricultural uses. The right-to-farm ordinance also protects against the forced sale or conversion of agricultural lands. Implementation of the City’s right-to-farm ordinance has been included as PPP AG-1 (listed below) to reduce potential pressure to convert agricultural land to other uses. However, impacts would remain significant and unavoidable.

5.2.7 CUMULATIVE IMPACTS

The cumulative study area for agriculture includes the County of San Bernardino. Throughout the County of San Bernardino, pending and planned future development proposals exist that would result in the additional conversion of agricultural land, including Prime Farmland and Important Farmland, to non-agricultural uses.

As identified in Table 5.2-1, Important Farmland in San Bernardino County has declined in the past and all of the prime agricultural land in the southern area of Ontario is planned for development by the City’s General Plan. This is a significant cumulative impact, and was identified as such in General Plan EIR.

The loss of the 40 acres of Prime Farmland and 1.7 acres of Unique Farmland, although a small percentage of farmland within the County, would still constitute a cumulatively considerable contribution to the loss and conversion of these agricultural lands. Similarly, the acceleration of the Williamson Act contract non-renewal would constitute a cumulatively considerable contribution to a conflict with a Williamson Act Contract. Consequently, the cumulative impact of the proposed Specific Plan project on agricultural lands and conflict with an existing Williamson Act contract would be significant and unavoidable.

5.2.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

The following City Plans, Programs, or Policies (PPP) related to agricultural resources that are incorporated into the project would reduce impacts as described previously. This action will be included in the Specific Plan's mitigation monitoring and reporting program.

PPP AG-1: Deed Disclosure. In order to reduce conflicting issues between sensitive receptors and agricultural uses, all new units in the Specific Plan shall be provided with a deed disclosure or similar notice approved by the City Attorney regarding the proximity and nature of neighboring agricultural uses. This disclosure shall be applied at the tentative map stage to the affected properties, or otherwise prior to finalizing the sale or lease agreement of any property. The written disclosure shall be supplied to the property purchaser or leaser by the vendor or vendor's agent. The content and text of the disclosure shall be approved by the City Attorney, and shall include language to inform new tenants that existing agricultural uses may create nuisances such as flies, odors, dust, night-light, and chemical spraying.

5.2.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon adherence to regulatory requirements, implementation of the policies contained in the General Plan and, and compliance with the provisions of the Specific Plan, the following impacts would be less than significant: Impacts AG-3 and AG-4.

Without mitigation, the following impacts would be **potentially significant**:

Impact AG-1: Converting Farmland to non-agricultural use.

Impact AG-2: Conflicting with agricultural zoning and an existing Williamson Act contract.

Impact AG-5: Involving other changes in the existing environment which could result in conversion of farmland to non-agricultural use.

5.2.10 MITIGATION MEASURES

CEQA Guidelines, Section 15370, defines mitigation as:

- Avoiding the impact altogether by not taking a certain action or parts of an action;
- Minimizing impacts by limiting the degree of magnitude of the action and its implementation;
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; or
- Compensating for the impact by replacing or providing substitute resources or environments.

The Ontario Ranch Area is designated for urban development pursuant to the General Plan. Existing agricultural uses are in various stages of converting to urban uses that are consistent with the General Plan. As the agricultural uses diminish, so too are the needed support uses such as feed stores, agricultural equipment sales and rentals, and manure services. In addition, as described previously, dairy farming has become less and less viable in the Ontario region. The local pressures for urban development, combined with dairy competition from the San Joaquin Valley has created a situation where the dairy industry in is

no longer locally viable (Chang 2013). As detailed previously the dairy industry in the County has consistently and sharply declined since 2000, and incentives to convert to urban uses increase. Accordingly, there are no feasible mitigation measures to address the loss of agriculture within the project site or in the City.

The proposed Specific Plan would implement the City's urban development plan for the Specific Plan area; thus, the only method to substantially reduce impacts to the loss or conversion of agricultural land would be to avoid 41.7-acres of the project site that contain Important Farmland. However, this avoidance (retention of the agricultural uses on the site) is inconsistent with the City's General Plan designations for the area, which have been assigned to the properties because agricultural production in the region continues to decline due to economic viability. The continuation of crop and dairy operations in proximity to existing and future urban uses would negatively affect such uses and would create a nuisance for people living and working in the area. Although, the deed disclosure required by the Agricultural Overlay Zone/Right to Farm ordinance ensures that new land uses within the Specific Plan area are made aware of nearby agricultural operations, thereby reducing potential conflicts between existing agricultural use and other non-agricultural uses, continuation of dairy uses on the site generate odors and vectors (i.e. flies) that would generate a nuisance for nearby residential and commercial/industrial uses.

The General Plan designates land to the north, northeast, and east of the project site for residential use and to the west for industrial development. Per the General Plan EIR, the change of land use from agricultural to non-agricultural has primarily been due to increasing population, which has put pressure on cities in Southern California to convert farmland into uses that would support growing residential, economic, and employment needs. As described previously, dairies and farms in Ontario are being outcompeted by dairies and farms in the San Joaquin Valley, which accounts for nearly 90 percent of the state's production, up from 70 percent in 1995. The dairy industry in the Ontario area has been in a long-term decline. If the Specific Plan site were maintained as a dairy it would eventually become economically unviable as the other dairies and agricultural uses within the Chino Basin continue to move out to other regions and states.

Agriculture needs specialized support uses such as feed stores, equipment sales and maintenance, and manure removal services; without a critical mass of customers (dairies and farms), such services close, thus driving up the cost of securing such services and making agriculture less profitable. In particular, agricultural uses on small acreages, such as the northern portion of the project site, would likely be, or become, not economically viable. Market forces also contribute to the acceleration of urbanization in Ontario Ranch area and associated decline in economic viability of agricultural production. Therefore, not implementing the project or permanently retaining a portion of the project site for agricultural or dairy uses are not feasible on-site mitigation measures.

In the short-term, the City's Agricultural Overlay Zone/Right to Farm ordinance (that would be implemented by PPP AG-1), provides for the continuation of agricultural uses and agricultural support uses on an interim basis, until the more intensive urban uses designated by the General Plan, are developed. While this may reduce the pace at which farmland is converted over time, the City's land use designations provide for eventual urban development of the areas within the Agricultural Overlay Zone, which includes the Specific Plan area.

As agricultural preservation is an issue of regional and statewide concern, mitigation measures commonly proposed by agricultural preservation groups include the purchase of agricultural easements on existing farmland. The potential to provide offsite mitigation for the loss of agricultural land and agricultural uses was considered but rejected as infeasible the General Plan EIR. Using another area within Ontario Ranch for mitigation for impacts related to the project site would result in the same issues as previously described in consideration of onsite mitigation. Therefore, similar to the reasons why onsite mitigation is not feasible, offsite mitigation within Ontario Ranch is also infeasible. In addition, offsite mitigation within the region is

also considered infeasible due to the decreasing economic vitality of agriculture in Ontario Ranch and Southern California and increased urbanization pressures on existing agricultural lands.

The City has considered but rejected the collection of fees for offsite mitigation of agricultural impacts. Neither the City nor the adjoining counties have adopted fee programs. Absent viable programs in the region, the imposition of fees would not serve to mitigate the impacts of the project. Furthermore, an offsite fee mitigation program would not avoid the loss of farmland; would not minimize the scope of the project; would not repair, rehabilitate, or restore the affected farmland; and, absent a viable fee program, would not replace affected farmland with substitute farmland. Thus, such a program would not actually mitigate the significant impact of the project (CEQA Guidelines Section 15370). The same factors that make onsite mitigation infeasible would apply offsite in the region as well. The challenges to continued agricultural production in the Chino Basin area, also challenge agriculture throughout Southern California (*Defend the Bay v. City of Irvine* [2004] 119 Cal. App. 4th 1261, 1270-72).

Offsite mitigation would require the City to purchase replacement acreage for Important Farmland currently not in use elsewhere in California and restore it as viable farmland. However, distant mitigation would not reduce impacts because these mitigation parcels could have no bearing or relationship on the loss of agricultural lands within the City of Ontario or the County of San Bernardino. In addition, experience indicates a program consisting of the required purchase of agricultural easements on other land or through fee programs for the acquisition of agricultural easements would be of limited utility or benefit. Such a program is inherently dependent upon voluntary agreements by farm owners to sell such easements on their property for an agreed price, which, within the City, is largely driven by the City's General Plan land use designations, population growth, urbanization of the surrounding area, and the limited supply of suitable farmland. In remote areas not planned for development in the near-term, owner's may be more willing to sell such an easement at a reasonable price but within the region much of the land is already subject to development pressure. As a result, the most likely result would be a "patchwork" of easements, with some owners more willing than others to sell them, potentially creating a more dispersed development pattern and loss of viability of farmland over time, which would not serve as a feasible measure to mitigate the loss of farmland by the proposed Specific Plan. Neither the City or the County of San Bernardino have adopted programs for the acquisition of off-site agricultural easements. Consequently, for the reasons previously outlined, it is determined that off-site mitigation of agricultural resources is neither feasible nor effective in mitigating such impacts.

Overall, no feasible mitigation measures have been identified, which would reduce the Specific Plan's impacts related to loss of Important Farmland, conversion of farmland to non-agricultural use, and conflict with existing Williamson Act Contracts. This finding is consistent with the finding in the City of Ontario General Plan EIR; that there are no feasible mitigation measures to reduce impacts on Important Farmland or the conversion of agricultural land to non-agricultural uses, and impacts would be significant and unavoidable.

5.1.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Significant and Unavoidable. No feasible mitigation measures have been identified that would mitigate Impacts AG-1, AG-2, and AG-5 to below a level of significance. Impacts would remain significant and unavoidable.

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5.3 Air Quality

5.3.1 INTRODUCTION

This section provides an overview of the existing air quality within the Specific Plan area and surrounding region, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the proposed Specific Plan. Mitigation measures are recommended as necessary to reduce significant air quality impacts. This analysis is based on information contained in the Colony Commerce Center East Specific Plan Air Quality Analysis and the Diesel Mobile Source Health Risk Assessment, prepared for both phases (including PA-1, PA-2 and PA-3) of the project by Urban Crossroads, 2017 (UC 2017), included as Appendix B and Appendix C, respectively.

5.3.2 REGULATORY SETTING

United States Environmental Protection Agency

Criteria Air Pollutants

At the federal level, the United States Environmental Protection Agency (USEPA) has been charged with implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments to the CAA were made by Congress in 1990.

The CAA requires the USEPA to establish National Ambient Air Quality Standards (NAAQS). The USEPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead. Table 5.3-1 shows the NAAQS for these pollutants. The CAA also requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP). The CAA Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. The USEPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. If the USEPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

The USEPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. The USEPA's primary role at the state level is to oversee state air quality programs. The USEPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

Hazardous Air Pollutants

The USEPA has programs for identifying and regulating hazardous air pollutants (HAPs). Title III of the CAAA directed the USEPA to promulgate national emissions standards for HAPs (NESHAP). The NESHAP may differ for major sources than for area sources of HAPs. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (tpy) of any HAP or more than 25 tpy of any combination of HAPs; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the USEPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are

generally referred to as requiring maximum achievable control technology (MACT). For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the USEPA promulgated health-risk-based emissions standards that were deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

Table 5.3-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO _x react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO₂)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO₂)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM₁₀)	24 hours	50 µg/m ³	150 µg/m ³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m ³	---		
Fine Particulate Matter (PM_{2.5})	24 hours	---	35 µg/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO _x , sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³		
Lead (Pb)	30 Day Average	1.5 µg/m ³	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	<i>Present source:</i> lead smelters, battery manufacturing and recycling facilities. <i>Past source:</i> combustion of leaded gasoline.
	Calendar Quarter	---	1.5 µg/m ³		
	Rolling 3-Month Average	---	0.15 µg/m ³		
Hydrogen Sulfide	1 hour	0.03 ppm	...	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
Sulfates (SO₄)	24 hour	25 µg/m ³	...	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of	...	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See PM _{2.5} .

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
		10 miles or more			

NOTE: ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter.

The CAAA also required the USEPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions of, at a minimum, benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 required the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

California Air Resources Board

Criteria Air Pollutants

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of state and local air pollution control programs in California and for implementation of the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, requires CARB to establish the California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. Applicable CAAQS are shown in Table 5.3-1.

The CCAA requires all local air districts in the state to endeavor to achieve and maintain the CAAQS by the earliest practical date. The act specifies that local air districts shall focus particular attention on reducing the emissions from transportation and area-wide emission sources, and provides districts with the authority to regulate indirect sources.

Among CARB’s other responsibilities are overseeing compliance by local air districts with California and federal laws, approving local air quality plans, submitting SIPs to the USEPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Diesel Regulations

The CARB and the Ports of Los Angeles and Long Beach have adopted several iterations of regulations for diesel trucks that are aimed at reducing diesel particulate matter (DPM). More specifically, the CARB Drayage Truck Regulation, the CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach “Clean Truck Program” (CTP) require accelerated implementation of “clean trucks” into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements.

Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to these regulatory requirements. Diesel emissions identified in this analysis therefore overstate future DPM emissions because not all these regulatory requirements are reflected in the modeling.

Toxic Air Contaminants

Air quality regulations also focus on toxic air contaminants (TACs). In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria air pollutants, for which acceptable levels of exposure can be determined and for which the ambient standards have been established. Instead, the USEPA and CARB

regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the MACT or best available control technology (BACT) for toxics and to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by the districts, establish the regulatory framework for TACs.

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Chapter 1047, Statutes of 1983]) (Health and Safety Code Section 39650 et seq.) and the Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) (AB 2588 [Chapter 1252, Statutes of 1987]) (Health and Safety Code Section 44300 et seq.). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted the USEPA's list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an airborne toxics control measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

The Air Toxics Hot Spots Information and Assessment Act requires existing facilities emitting toxic substances above a specified level to prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (Handbook), which provides guidance concerning land use compatibility with TAC sources. Although it is not a law or adopted policy, the Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way. Based on CARB's Community Health Air Pollution Information System (CHAPIS), no major TAC sources are located in proximity to the Specific Plan area. In addition, CARB has promulgated the following specific rules to limit TAC emissions:

- **CARB Rule 2485** (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- **CARB Rule 2480** (13 CCR Chapter 10 Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **CARB Rule 2477** (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

SCAQMD

Criteria Air Pollutants

The South Coast Air Quality Management District (SCAQMD) attains and maintains air quality conditions in the Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SCAQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, CAAA, and CCAA. Air quality plans applicable to the proposed Specific Plan are discussed below.

Air Quality Management Plan

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin.

The 2012 AQMP was adopted by the SCAQMD Governing Board on December 12, 2012. The purpose of the 2012 AQMP for the Basin is to set forth a comprehensive and integrated program that will lead the region into compliance with the federal 24-hour PM_{2.5} air quality standard, and to provide an update to the Basin's commitment towards meeting the federal 8-hour ozone standards. The AQMP would also serve to satisfy recent USEPA requirements for a new attainment demonstration of the revoked 1-hour ozone standard, as well as a vehicle miles travelled (VMT) emissions offset demonstration.¹ The 2012 AQMP, as approved by CARB, serves as the official SIP submittal for the federal 2006 24-hour PM_{2.5} standard. In addition, the AQMP updates specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP. The 2012 AQMP set forth programs which require integrated planning efforts and the cooperation of all levels of government: local, regional, state, and federal.

In March 2017 AQMD finalized the 2016 AQMP, which continues to evaluate integrated strategies and control measures to meet the NAAQS, as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 RTP/SCS and updated emission inventory methodologies for various source categories.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations. Specific rules applicable to the proposed Specific Plan include the following:

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Rule 403 – Fugitive Dust. SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site

¹ Although the federal 1-hour ozone standard was revoked in 2005, the USEPA has proposed to require a new 1-hour ozone attainment demonstration in the South Coast extreme ozone nonattainment area as a result of a recent court decision. Although USEPA has replaced the 1-hour ozone standard with a more health protective 8-hour standard, the CAA anti-backsliding provisions require that California have approved plans for attaining the 1-hour standard.

access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM₁₀ generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

Rule 445 – Wood Burning. This rule prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.

Rule 481 – Spray Coating. This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the project must comply with SCAQMD Rule 1108.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1143 – Paint Thinners and Solvents. This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

Toxic Air Contaminants

Based on information available from CARB, overall cancer risk throughout the basin has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, the State of California Air Resources Board (CARB) identified particulate matter from diesel-fueled engines as a toxic air contaminant. The SCAQMD initiated a comprehensive urban toxic air pollution study, called MATES-II (for Multiple Air Toxics Exposure Study). Diesel particulate matter (DPM) accounts for more than 70 percent of the cancer risk.

In 2008, the SCAQMD prepared an update to the MATES-II study, referred to as MATES-III. MATES-III estimates the average excess cancer risk level from exposure to TACs is an approximately 17 percent decrease in comparison to the MATES-II study.

The SCAQMD's most recent in-depth analysis of the toxic air contaminants and their resulting health risks for all of Southern California was from the Multiple Air Toxics Exposure Study in the South Coast Air Basin, MATES IV," which shows that cancer risk has decreased more than 55 percent between MATES III (2005) and MATES IV (2012).

MATES-IV study represents the baseline health risk for a cumulative analysis. MATES-IV calculated cancer risks based on monitoring data collected at ten fixed sites within the South Coast Air Basin (SCAB). None of the fixed monitoring sites are within the local area of the Specific Plan area. However, MATES-IV has extrapolated the excess cancer risk levels throughout the basin by modeling the specific grids. MATES-IV modeling predicted an excess cancer risk of 977.48 in one million for the Specific Plan area. DPM is included in this cancer risk along with all other TAC sources. DPM accounts for 68 percent of the total risk shown in MATES-IV. Cumulative Specific Plan generated TACs are limited to DPM.

City of Ontario General Plan

The Air Quality Element of the City General Plan contains the following policies that are relevant to the proposed Specific Plan:

Policy ER4-4: Indoor Air Quality. We require all building materials, including interior finishes, in new development and major renovations meet the air quality standards and regulations set forth by the South Coast Air Quality Management District.

Policy ER4-5: Mobile Sources in Interior Spaces. We encourage the use of low or zero emission interior mobile equipment within commercial and industrial buildings.

Policy ER4-9: Tree Planting. We support the protection of healthy trees within the City and the planting of new trees to increase carbon sequestration and help the regional/local air quality.

Policy CD2-7: Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand

through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction technique.

Policy S5-2: Dust Control Measures. We require the implementation of best management practices for dust control at all excavation and grading projects.

Policy S5-2: Grading in High Winds. We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.

5.3.3 AIR QUALITY SETTING

Climate and Meteorology

The Specific Plan area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

Criteria Air Pollutants

The California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA) currently focus on the following air pollutants as indicators of ambient air quality: ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM₁₀), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM_{2.5}), and lead. These pollutants are referred to as "criteria air pollutants" because they are the most prevalent air pollutants known to be injurious to human health. Extensive health-effects criteria documents regarding the effects of these pollutants on human health and welfare have been

prepared over the years.² Standards have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal Clean Air Act (CAA). California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (referred to as State Ambient Air Quality Standards, or state standards) and has adopted air quality standards for some pollutants for which there is no corresponding national standard, such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

Ozone

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air, but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs), and oxides of nitrogen (NO_x). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the USEPA and is based on its own exempt list. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth ("rainout"), or absorption by water molecules in clouds that later fall to earth with rain ("washout").

Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide

NO₂ is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO₂. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO₂. The combined emissions of NO and NO₂ are referred to as NO_x, which are reported as equivalent NO₂. Aside from its contribution to ozone formation, NO₂ can increase the risk of acute and chronic respiratory disease and reduce visibility. NO₂ may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide

SO₂ is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO₂ oxidizes in the atmosphere, it forms sulfur trioxide (SO₃). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

² Additional sources of information on the health effects of criteria pollutants can be found at CARB and USEPA's websites at <http://www.arb.ca.gov/research/health/health.htm> and <http://www.epa.gov/air/airpollutants.html>, respectively.

Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO₂ aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. Long-term SO₂ exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter

PM₁₀ and PM_{2.5} consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM₁₀ and PM_{2.5} represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Particulate matter can also damage materials and reduce visibility. One common source of PM_{2.5} is diesel exhaust emissions.

PM₁₀ consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO₂ and ROG. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM₁₀ and PM_{2.5} are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning. PM_{2.5} can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH₃), NO_x, and SO_x.

Lead

Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates.

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (DPM). DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data are available for DPM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of diesel PM.

In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

CO Hotspots

An adverse CO concentration, known as a “hot spot” is an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, and CO concentrations in the project vicinity have steadily declined (UC 2017).

Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

EXISTING CONDITIONS

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Specific Plan area is located within the Southwest San Bernardino Valley monitoring station, located approximately 3.78 miles north of the Specific Plan site in Ontario (SRA 33). The nearest long-term air quality monitoring site for Ozone (O₃), Carbon Monoxide (CO), and Nitrogen Dioxide (NO₂) is the South Coast Air Quality Management District Northwest San Bernardino Valley monitoring station, located approximately 8.62 miles north of the Specific Plan site in Upland (SRA 32). The most recent 3 years of data is shown on Table 5.3-2 and identifies the number of days ambient air quality standards were exceeded in the area. Additionally, data for SO₂ has been omitted as attainment is regularly met in the South Coast Air Basin and few monitoring stations measure SO₂ concentrations.

Both CARB and the USEPA use this type of monitoring data to designate areas according to their attainment status for criteria air pollutants. The purpose of these designations is to identify the areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5

single-pollutant source Lead (Pb) air monitoring sites throughout the air district. In 2015, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone, PM₁₀, and PM_{2.5} at most monitoring locations. No areas of the SCAB exceeded federal or state standards for NO₂, SO₂, CO, sulfates or lead. See Table 5.3-3, for attainment designations for the SCAB.

Table 5.3-2: Air Quality Monitoring Summary 2013-2015

Pollutant	Standard	Year		
		2013	2014	2015
Ozone (O ₃)				
Maximum 1-Hour Concentration (ppm)	--	0.143	0.126	0.136
Maximum 8-Hour Concentration (ppm)	--	0.111	0.101	0.106
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	25	34	49
Number of Days Exceeding State 8-Hour Standard	> 0.07 ppm	44	60	69
Number of Days Exceeding Federal 8-Hour Standard	> 0.070 ppm	27	42	53
Number of Days Exceeding Health Advisory	≥ 0.15 ppm	0	0	0
Carbon Monoxide (CO)				
Maximum 1-Hour Concentration (ppm)	--	3.0	3.0	--
Maximum 8-Hour Concentration (ppm)	--	1.1	1.2	--
Number of Days Exceeding State 1-Hour Standard	> 20 ppm	0	0	--
Number of Days Exceeding Federal / State 8-Hour Standard	> 9.0 ppm	0	0	0
Number of Days Exceeding Federal 1-Hour Standard	> 35 ppm	0	0	0
Nitrogen Dioxide (NO ₂)				
Maximum 1-Hour Concentration (ppm)	--	0.062	0.074	0.072
Annual Arithmetic Mean Concentration (ppm)	--	--	0.16	0.015
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm	0	0	0
Particulate Matter ≤ 10 Microns (PM ₁₀)				
Maximum 24-Hour Concentration (µg/m ³)	--	115	67	77.7
Number of Samples Exceeding State Standard	> 50 µg/m ³	3	4	--
Number of Samples Exceeding Federal Standard	> 150 µg/m ³	0	0	0
Particulate Matter ≤ 2.5 Microns (PM _{2.5})				
Maximum 24-Hour Concentration (µg/m ³)	--	49.3	38.4	73.4
Number of Samples Exceeding Federal 24-Hour Standard	> 35 µg/m ³	1	1	--

-- = data not available from SCAQMD or ARB.

Table 5.3-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin (SCAB)

Criteria Pollutant	State Designation	Federal Designation
Ozone - 1 hour standard	Nonattainment	No Standard
Ozone - 8 hour standard	Nonattainment	Nonattainment (Extreme)
PM ₁₀	Nonattainment	Attainment (Maintenance)
PM _{2.5}	Nonattainment	Nonattainment (Serious)
Carbon Monoxide	Attainment	Attainment (Maintenance)
Nitrogen Dioxide	Attainment	Attainment (Maintenance)
Sulfur Dioxide	Attainment	Attainment
Lead ³	Attainment	Nonattainment (Partial)

Source: <http://www.arb.ca.gov/desig/adm/adm.htm>

The Specific Plan area (PA-1, PA-2 and PA-3) is currently utilized for agricultural operations and dairy and/or cattle operations, which generate air quality emissions. The Specific Plan area contains approximately 1,400 mature cows and 400 young cows. Air quality emissions associated with the existing cows within the Specific Plan area are shown in Table 5.3-4.

Table 5.3-4: Existing Cow Air Quality Emissions

Source ¹	Emissions (pounds per day)	
	VOC	PM ₁₀
Mature Cows	49.10	13.65
Heifer/Young Cows	4.82	3.90
Total Cows	53.92	17.56

¹ Dairy Cow Emission Factors based on AQMD's Guidelines for Calculating Emissions from Dairy and Poultry Operations (2016).

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation.

Traditionally, agricultural uses are not considered sensitive. However, for purposes of this EIR, agricultural uses are treated as sensitive uses. Existing sensitive receptors in the vicinity of the Specific Plan area consists of the following; the closest of which is approximately 119 feet from the Specific Plan area boundary.

- R1: An existing agricultural use with residence on Merrill Avenue, that is approximately 119 feet north of the Specific Plan area boundary.

³ The Federal nonattainment designation for lead is only applicable to the Los Angeles County portion of the SCAB.

- R2: Existing residences approximately 217 feet east of the Specific Plan area across Archibald Avenue.
- R3: Existing agriculture use south of the Specific Plan area; approximately 469 feet west of Archibald Avenue.
- R4: Existing agriculture use located southwest of the Specific Plan area on Moon Place; approximately 1,017 feet from the Specific Plan area boundary.
- R5: Existing agriculture use located on Carpenter Avenue approximately 2,035 feet west of the Specific Plan area boundary.

5.3.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;
- AQ-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- AQ-3 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- AQ-4 Expose sensitive receptors to substantial pollutant concentrations; or
- AQ-5 Create objectionable odors affecting a substantial number of people.

The Initial Study established that the project would result in no impact related to Threshold AQ-5; no further assessment of this impact is required in this EIR.

Regional Thresholds

The SCAQMD's most recent regional significance thresholds from March 2015 for regulated pollutants are listed in Table 5.3-5. The SCAQMD's CEQA air quality methodology provides that any projects that result in daily emissions that exceed any of the thresholds in Table 5.3-5 would be considered to have both an individually (project-level) and cumulatively significant air quality impact.

Table 5.3-5: SCAQMD Regional Air Quality Thresholds

Pollutant	Construction	Operations
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Localized Significance Thresholds

SCAQMD has also developed localized significance thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of that pollutant for each of the 38 source receptor areas (SRAs) in the Basin. The localized thresholds, which are found in the mass rate look-up tables in the “Final Localized Significance Threshold Methodology” document prepared by SCAQMD, were developed for use on projects that are less than or equal to 5-acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}.

Construction of the proposed Specific Plan would grade a maximum of 8-acres per day. Although the daily grading area of 8-acres is greater than 5-acres, the applicable SCAQMD localized thresholds for a 5-acre site from the “Final Localized Significance Threshold Methodology” document’s mass rate look-up tables are used to first provide a conservative screening analysis of the construction emissions. This is conservative because it estimates emissions of the 8-acre area and concentrates them into a 5-acre site. If the emissions from the 8-acre area are less than the thresholds for a 5-acre area, it can be assured that impacts would be less than significant. The LSTs construction thresholds for a 5-acre site in SRA 33 are shown in Table 5.3-6.

Table 5.3-6: SCAQMD Localized Significance Construction Thresholds

Pollutant	25 Meters from Site Boundary of a 5-Acre Site
NO _x	285
CO	2,538
PM ₁₀	31
PM _{2.5}	10

Regarding operational emissions, the SCAQMD has established the following thresholds:

- California State 1-hour CO standard of 20.0 ppm;
- California State 8-hour CO standard of 9.0 ppm;
- California State 1-hour NO₂ standard of 0.18 ppm;
- California State Annual NO₂ standard of 0.03 ppm;
- SCAQMD 24-hour operational PM₁₀ LST of 2.5 µg/m³;
- SCAQMD Annual operational PM₁₀ LST of 1.0 µg/m³;
- SCAQMD 24-hour operational PM_{2.5} LST of 2.5 µg/m³.

Diesel Mobile Source Health Risk Threshold

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to diesel particulate matter (DPM) exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. Projects that

exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. Thus, the project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

5.3.5 METHODOLOGY

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of both Phases 1 and 2 the proposed Specific Plan, based on the maximum development assumptions for PA-1, PA-2, and PA-3 as outlined in Section 3.0, *Project Description*, Table 3-2, *Summary of Proposed Specific Plan Development*. As described in the Project Description, none of the warehouses would be refrigerated.

Air pollutant emissions associated with the proposed Specific Plan would result from construction equipment usage and from construction-related traffic. Additionally, emissions would be generated from operations of the future warehouse/distribution, light manufacturing, and business uses and from traffic volumes generated by these new uses. The net increase in emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

Construction

Short-term construction-generated emissions of criteria air pollutants and ozone precursors from development of PA-1, PA-2 and PA-3 were assessed in accordance with methods recommended by SCAQMD. Phases 1 and 2 of the proposed Specific Plan's regional emissions were modeled using the California Emissions Estimator Model (CalEEMod), as recommended by SCAQMD. CalEEMod was used to determine whether short-term construction-related emissions of criteria air pollutants associated with the proposed Specific Plan would exceed applicable regional thresholds and where mitigation would be required. Modeling was based on project-specific data, and predicted short-term construction-generated emissions associated with the proposed Specific Plan were compared with applicable SCAQMD regional thresholds for determination of significance.

In addition, to determine whether or not construction activities associated with development of either Phase 1 or 2 would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions contribution from the proposed Specific Plan were compared to SCAQMD's LSTs that are based on the pounds of emissions per day that can be generated by a project without causing or contributing to adverse localized air quality impacts. The daily total on-site combustion, mobile, and fugitive dust emissions associated with each construction phase were combined and evaluated against SCAQMD's LSTs for a 5-acre site. Although the proposed Specific Plan would grade a maximum of 8 acres per day, use of the 5-acre threshold provides a conservative evaluation because it estimates emissions of the 8 acres and concentrates them into a 5-acre site.

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from both Phase 1 and 2, were also quantified using the CalEEMod computer model. Area-source emissions were modeled according to the size and type of the land uses proposed. Mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from both Phase 1 and 2 of the proposed Specific Plan. Trip generation rates were available from the traffic impact analysis prepared for the proposed Specific Plan (see Appendix K of this EIR). Predicted

long-term operational emissions were compared with applicable SCAQMD thresholds for determination of significance.

Trip Length

For passenger car trips, the San Bernardino County CalEEMod default for a one-way trip length of 16.6 miles was assumed. For heavy duty trucks, an average trip length was derived from distances from the proposed Specific Plan to the limits of the South Coast Air Basin (SCAB) as follows.

- Specific Plan area to the Port of Los Angeles/Long Beach: 55 miles;
- Specific Plan area to Banning Pass: 54 miles;
- Specific Plan area to San Diego County line: 54 miles;
- Specific Plan area to Cajon Pass: 30 miles;
- Specific Plan area to downtown Los Angeles: 43 miles.

Assuming that 50 percent of all delivery trips would travel to and from the Specific Plan area and the Port of Los Angeles/Long Beach, and the remainder as distribution trips to all other locations, the average truck trip length was calculated as 50 miles.

Onsite Equipment Emissions

It is common for an industrial warehouse project to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. The most common type of cargo handling equipment is the yard truck which is designed for moving cargo containers. Yard trucks are also known as yard goats, utility tractors (UTRs), hustlers, yard hostlers, and yard tractors. Yard trucks have a horsepower (HP) range of approximately 175 hp to 200 hp (UC 2017). Based on the latest available information from SCAQMD, warehouse projects typically have 3.6-yard trucks per million square feet of building space.

The operational equipment for the proposed Specific Plan includes six-yard tractors operating at 4 hours a day for 365 days of the year. In addition to the use of yard trucks operating at the Specific Plan site, forklifts are a common piece of equipment used in warehouse operations. The Specific Plan includes six 89 hp yard forklifts operating at 4 hours a day for 365 days of the year interior to the building. The proposed Specific Plan would power all outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) by non-diesel fueled engines and all indoor forklifts would be powered by electricity, as included in the proposed Specific Plan's Sustainable Design Features listed in Section 3.0, *Project Description*. In addition, as described previously, none of the warehouses would be refrigerated.

5.3.6 ENVIRONMENTAL IMPACTS

Impact AQ-1: The project would not conflict with or obstruct implementation of the applicable air quality plan.

Less than Significant Impact. The SCAQMD's 2016 AQMP is the applicable air quality plan for the proposed Specific Plan. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The Specific Plan area is currently designated by the City General Plan as Industrial (I) and Business Park (BP). Industrial land uses allow for a variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. Business Park land uses allow for employee-intensive office uses including corporate offices, technology centers, research and development, “clean” industry, light manufacturing, and supporting retail. The permitted floor area ratio (FAR) for industrial land uses are 0.55 FAR and 0.60 FAR for Business Park land uses.

The Specific Plan (including PA-1, PA-2 and PA-3) proposes to construct and operate up to 1,914,365 SF of light manufacturing, warehousing/distribution and business uses with a total FAR of 0.46. Thus, the proposed Specific Plan would be consistent with the existing allowable FAR and would not exceed SCAG’s growth projections. As such, the proposed Specific Plan would not conflict with, or obstruct, implementation of the AQMP and impacts would be less than significant.

Impact AQ-2: The project would violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Construction

Less than Significant with Mitigation Incorporated. Construction activities associated with the proposed Specific Plan would result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Pollutant emissions associated with construction would be generated from the following construction activities: (1) demolition, grading, and excavation; (2) construction workers traveling to and from the Specific Plan area; (3) delivery and hauling of construction supplies to, and debris from, the Specific Plan area; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants.

Construction emissions are short-term and temporary. The maximum daily construction emissions for the proposed Specific Plan were estimated using CalEEMod; and the modeling includes compliance with SCAQMD Rules 403, 481, 1108, 1113, and 1143 (described above), which are included as PPP AQ-1 through PPP AQ-3, and would reduce air contaminants during construction. Table 5.3-7 provides the maximum daily emissions of criteria air pollutants from construction of Phase 1 (PA1 and PA2).

Table 5.3-7: Phase 1 (PA1 and PA2) Maximum Peak Construction Emissions

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2017	15.65	186.99	106.79	0.29	20.65	12.85
2018	80.72	101.18	115.04	0.32	19.85	7.62
Maximum Daily Emissions	80.72	186.99	115.04	0.32	20.65	12.85
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No

Source: Urban Crossroads, 2017.

Construction of Phase 1 (PA1 and PA2). As shown in Table 5.3-7, emissions resulting from construction of PA1 and PA2 would exceed criteria pollutant thresholds for VOC and NO_x. Thus, Mitigation Measure AQ-1 is included to require construction to exceed the requirements of SCAQMD Rule 1113 by utilizing only “Low-Volatile Organic Compounds” paints that are no more than 50 gram/liter of VOC, as specified in the

Table of Standards 1 of Rule 1113. Additionally, Mitigation Measure AQ-2 is included to require all construction equipment greater than 150 horsepower (>150 HP) to be CARB certified tier 3 or higher. With implementation of Mitigation Measures AQ-1 and AQ-2, emissions of VOC and NO_x from Phase 1 construction activities would be reduced to below the SCAQMD significance thresholds, and impacts would be less than significant as shown on Table 5.3-8.

Table 5.3-8: Phase 1 (PA1 and PA2) Maximum Peak Construction Emissions with Mitigation

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2017	13.52	90.75	107.30	0.29	16.93	8.88
2018	66.94	93.02	116.14	0.32	19.46	7.29
Maximum Daily Emissions	66.94	93.02	116.14	0.32	19.46	8.88
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Urban Crossroads, 2017.

Construction of Phase 2 (PA3). As shown in Table 5.3-9, emissions resulting from construction of PA-3 would not exceed the applicable SCAQMD thresholds for any criteria pollutants. Therefore, impacts from construction of PA-3 would be less than significant.

Table 5.3-9: Phase 2 (PA3) Maximum Peak Construction Emissions

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	67.40	52.37	25.56	0.05	21.15	12.63
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Urban Crossroads, 2017.

Operation

Significant and Unavoidable. Implementation of the proposed Specific Plan would result in long-term emissions of criteria air pollutants from area sources generated by the proposed industrial uses, such as vehicular emissions, natural gas consumption, landscaping, applications of architectural coatings, and use of consumer products.

The Specific Plan's operational air quality impacts are primarily from vehicle trips. All on-site outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) would be powered by non-diesel fueled engines and all on-site indoor forklifts would be powered by electricity. In addition, none of the warehouses would be refrigerated.

Operation of Phase 1 (PA-1 and PA-2). Emissions from operation of Phase 1 (PA-1 and PA-2) are provided in Table 5.3-10. As shown, the emissions from the existing cows have been subtracted from the

emissions to identify the net increase in emissions that would occur from operation of PA-1 and PA-2. Table 5.3-10 shows that net emissions would exceed regional thresholds of significance established by the SCAQMD for emissions of NO_x. As a result, Mitigation Measure AQ-3 would be implemented, which would require heavy-duty diesel trucks with a gross vehicle weight rating greater than 14,000 pounds have a 2010 model year engine or newer or be equipped with a particulate matter trap. In addition, Mitigation Measure AQ-4 would be implemented to install signs at loading dock facilities that identify CARB anti-idling regulations.

Table 5.3-10: Summary of Operational Emissions from Phase 1 (PA-1 and PA-2)

Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Total Maximum Daily Emissions	57.50	318.51	158.94	1.34	65.60	20.20
Existing Cow Emissions	53.92	0.00	0.00	0.00	17.56	0.00
Net Project Emissions (Project- Existing)	3.58	318.51	158.94	1.34	48.04	16.51
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No
Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Total Maximum Daily Emissions	57.41	328.18	146.19	1.31	65.64	20.24
Existing Cow Emissions	53.92	0.00	0.00	0.00	17.56	0.00
Net Project Emissions (Project- Existing)	3.49	328.18	146.19	1.31	48.08	16.55
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No

Source Urban Crossroads, 2017.

The operational emissions with implementation of Mitigation Measures AQ-3 and AQ-4 are provided in Table 5.3-11. As shown, with implementation of Mitigation Measures AQ-3 and AQ-4, emissions would continue to exceed regional thresholds of significance established by the SCAQMD for emissions of NO_x. As described previously, approximately 94 percent of all operational-source emissions (by weight) would be generated by vehicles. Neither the applicant nor the City of Ontario have the ability to reduce mobile-source emissions. Therefore, operation of PA-1 and PA-2 would result in NO_x emissions that would be significant and unavoidable.

Table 5.3-11: Summary of Operational Emissions from Phase 1 (PA-1 and PA-2) With Mitigation

Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Total Maximum Daily Emissions	53.03	202.94	158.83	1.34	65.55	20.18
Existing Cow Emissions	53.92	0.00	0.00	0.00	17.56	0.00

Project Net Emissions (Project- Existing)	-0.89	202.94	158.83	1.34	47.99	16.49
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No
Winter Scenario	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Total Maximum Daily Emissions	52.43	215.89	146.08	1.32	65.60	20.22
Existing Cow Emissions	53.92	0.00	0.00	0.00	17.56	0.00
Project Net Emissions (Project- Existing)	-1.49	215.89	146.08	1.32	48.04	16.53
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No

Source Urban Crossroads, 2017.

Operation of Phase 2 (PA-3). Emissions from operation of Phase 2 (PA-3) are provided in Table 5.3-12, and emissions with implementation of Mitigation Measures AQ-3 and AQ-4 are provided in Table 5.3-13. As shown, with implementation of Mitigation Measures AQ-3 and AQ-4, emissions from operation of Phase 2 (PA3) would continue to exceed regional thresholds of significance established by the SCAQMD for emissions of NO_x. Thus, similar to operation of Phase 1 (PA-1 and PA-2), operation of Phase 2 (PA-3) would result in significant and unavoidable impacts related to emissions of NO_x.

Table 5.3-12: Summary of Operational Emissions from Phase 2 (PA-3)

Summer Scenario	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Total Maximum Daily Emissions	7.72	74.51	24.52	0.27	13.76	4.26
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No
Winter Scenario	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Total Maximum Daily Emissions	7.72	76.86	23.86	0.27	13.76	4.27
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No

Source Urban Crossroads, 2017.

Table 5.3-13: Summary of Operational Emissions from Phase 2 (PA-3) With Mitigation

Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Total Maximum Daily Emissions	8.17	29.98	45.01	0.25	13.57	3.86
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Total Maximum Daily Emissions	9.70	30.55	39.3	0.24	13.57	3.86
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source Urban Crossroads, 2017.

Operation of All PAs. The emissions from operation of all 3 PAs (both Phase 1 and 2 after 2040) is provided in Table 5.3-14. As shown, the emissions from operation of all 3 PAs would exceed thresholds of significance for NO_x.

Table 5.3-14: Summary of Emissions from Operation of All 3 PAs (Both Phase 1 and 2)

Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
PA-1 and PA-2 Net Maximum Daily Emissions	25.28	183.20	42.51	0.63	0.12	0.12
PA-3 Maximum Daily Emissions	4.95	73.65	18.82	0.24	8.40	2.80
Horizon Year Maximum Daily Emissions	30.23	256.85	61.33	0.87	8.52	2.92
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No
Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
PA-1 and PA-2 Net Maximum Daily Emissions	25.28	183.20	42.51	0.63	0.12	0.12
PA-3 Maximum Daily Emissions	4.95	75.99	19.25	0.24	8.40	8.81
Horizon Year Maximum Daily Emissions	30.23	259.19	61.76	0.87	8.52	2.93
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No

Source Urban Crossroads, 2017.

The emissions from operation of all 3 PAs (both Phase 1 and 2 after 2040) with mitigation is provided in Table 5.3-15. As shown, even with implementation of Mitigation Measures AQ-3 and AQ-4, operational-source emissions from the proposed Specific Plan would exceed regional thresholds of significance for NO_x, and impacts would be significant and unavoidable. As described above, these emissions are generally related to vehicular emissions and neither the applicant nor the City of Ontario can reduce emissions from vehicles. Therefore, NO_x emissions exceedances of applicable SCAQMD regional thresholds that would occur from operation of the proposed Specific Plan (both Phase 1 and 2) would be significant and unavoidable.

Table 5.3-15: Summary of Emissions from Operation of All 3 PAs (Both Phase 1 and 2) With Mitigation

Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
PA1 and PA2 Net Maximum Daily Emissions	22.32	115.15	41.16	0.64	0.12	0.12
PA3 Maximum Daily Emissions	4.95	16.40	39.73	0.13	8.68	2.41
Horizon Year Maximum Daily Emissions	27.27	131.55	80.89	0.77	8.80	2.53
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No
Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
PA1 and PA2 Net Maximum Daily Emissions	22.32	117.06	42.51	0.63	0.12	0.12
PA3 Maximum Daily Emissions	4.95	16.75	33.85	0.13	8.68	2.41
Horizon Year Maximum Daily Emissions	27.27	133.81	76.36	0.76	8.80	2.53
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No

Source Urban Crossroads, 2017.

Impact AQ-3: The project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Significant and Unavoidable. According to SCAQMD's methodology, if an individual project results in criteria pollutant emissions (ROG, CO, NO_x, SO_x, PM₁₀, and PM_{2.5}) that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the proposed project region is in non-attainment under an applicable federal or state ambient air quality standard.

As described in Impact AQ-2 above, emissions from operation of the proposed Specific Plan (both Phase 1 and 2) would exceed SCAQMD's threshold for NO_x after implementation of PPPs and mitigation measures. Approximately 94 percent of all operational-source emissions (by weight) would be generated by project vehicles, and neither the project applicant nor the City have the ability to reduce vehicular emissions. Therefore, operational-source NO_x emissions from implementation of the proposed Specific Plan

would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

Impact AQ-4: The project would not expose sensitive receptors to substantial pollutant concentrations.

CO Hotspots

Less than Significant Impact. An adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. The 2003 AQMP estimated traffic volumes that could generate CO concentrations to result in a “hot spot”. As shown on Table 5.3-16, the busiest intersection had a daily traffic volume of approximately 100,000 vehicles per day, and the 1-hour CO concentration was 4.6 ppm. This indicates that, even with a traffic volume of 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not exceed the most stringent 1-hour CO standard (20.0 ppm).⁴

With operation of all 3 PAs (both Phase 1 and 2), the highest average daily trips on a segment of road would be 50,400 daily trips on Archibald Avenue south of State Route 60 (SR 60). This traffic volume is not high enough to generate a CO “hot spot” per the 2003 AQMP hot spot study. Therefore, impacts related to CO “hot spots” from operation of the proposed Specific Plan would be less than significant.

Table 5.3-16: Traffic Volumes for Intersections Evaluated in 2003 AQMP

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (a.m./p.m.)	Westbound (a.m./p.m.)	Southbound (a.m./p.m.)	Northbound (a.m./p.m.)	Total (a.m./p.m.)
Wilshire-Veteran	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset-Highland	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega-Century	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach-Imperial	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Table 5.3-17: Proposed Specific Plan Peak Hour Traffic Volumes With Operation of All 3 PAs

Intersection	Peak Traffic Volumes (vph)				
	Northbound (a.m./p.m.)	Southbound (a.m./p.m.)	Eastbound (a.m./p.m.)	Westbound (a.m./p.m.)	Total (a.m./p.m.)
Archibald Ave./ Riverside Dr.	1,666/1,590	1,329/1,825	776/1,212	1,027/1,020	4,799/5,646

⁴ Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

Archibald Ave./ Merrill Ave.	2,166/1,641	1,664/1,886	830/1,668	331/282	4,999/5,477
Archibald Ave./ Schleisman Rd.	1,516/1,211	1,313/1,834	1,115/2,154	1,080/543	5,024/5,742
Hammer Ave./ Limonite Ave.	1,174/924	861/1,331	1,631/2,019	1,603/2,088	5,269/6,363

Source Urban Crossroads, 2017.

Localized Construction Air Quality Impacts

Less than Significant with Mitigation Incorporated. As discussed previously, the daily construction emissions generated onsite by the proposed Specific Plan are evaluated against SCAQMD's LSTs or a 5-acre site as a conservative screening analysis to determine whether the emissions would cause or contribute to adverse localized air quality impacts.

The appropriate Source Receptor Area (SRA) for the LST analysis is the Southwest San Bernardino air monitoring station (SRA 33). The closest sensitive receptor to the Specific Plan area is an existing agricultural use with residential home on Merrill Avenue that is 119 feet north of the Specific Plan area (including both Phase 1 and 2). Therefore, the LSTs for a receptor distance of 25 meters (82 feet) is conservatively used to evaluate LST emissions. Table 5.3-18 identifies daily localized onsite emissions that are estimated to occur during construction of Phase 1 and 2 of the proposed Specific Plan. As shown, emissions during the peak construction activity would exceed the SCAQMD's localized significance thresholds for emissions of PM₁₀, and PM_{2.5}. Therefore, PPP AQ-1 through PPP AQ-3 and Mitigation Measures AQ-1 and AQ-2 would be implemented to reduce construction emissions.

Table 5.3-18: Localized Significance Emissions from Peak Construction Activity of Phase 1 and 2

Peak Construction	NOX	CO	PM ₁₀	PM _{2.5}
Maximum daily Emissions	158.47	76.68	37.23	20.14
Localized Significance Threshold	285	2,538	31	10
Threshold Exceeded?	No	No	Yes	Yes

Source Urban Crossroads, 2017.

After implementation of PPP AQ-1 through PPP AQ-3 and Mitigation Measures AQ-1 and AQ-2, emissions during peak construction activity of Phase 1 and 2 would not exceed the SCAQMD's localized significance threshold for any of the pollutants, as shown on Table 5.3-19. Therefore, with implementation of PPPs and mitigation measures, impacts related to localized significant emissions from construction activity of Phase 1 and 2 would be less than significant.

Table 5.3-19: Localized Significance Emissions from Peak Construction Activity of Phase 1 and 2 With Mitigation

Peak Construction	NOX	CO	PM ₁₀	PM _{2.5}
Total Concentration	79.23	82.15	15.15	8.63
SCAQMD Localized Significance Threshold	285	2,538	31	10
Threshold Exceeded?	No	No	No	No

Source Urban Crossroads, 2017.

Localized Operational Air Quality Impacts

Less than Significant. As shown on Table 5.3-20, emissions from operation of Phase 1 and 2 of the proposed Specific Plan would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, implementation of the proposed Specific Plan would result in a less than significant impact related to localized operational emissions.

Table 5.3-20: Localized Significance Emissions from Operation of the Specific Plan

Operation	CO		NO ₂		PM ₁₀		PM _{2.5}
	Averaging Time						
	1-Hour	8-Hour	1-Hour	Annual	24-Hours	Annual	24-Hours
Peak Day Localized Emissions	0.016	0.011	0.022	0.004	0.68	0.22	0.62
Background Concentration ^A	4.5	1.5	0.06	0.017	--	--	--
Total Concentration	4.52	1.51	0.08	0.02	0.68	0.22	0.62
Localized Significance Threshold	20	9	0.18	0.03	2.5	1	2.5
Threshold Exceeded?	No	No	No	No	No	No	No

^A Highest concentration from the last three years of available dataNote: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm

Source Urban Crossroads, 2017.

Diesel Mobile Source Health Risk

A Diesel Mobile Source Health Risk Assessment, included as Appendix C was prepared for the project to evaluate the health risk impacts as a result of exposure to diesel particulate matter (DPM) as a result of heavy-duty diesel trucks entering and leaving the site during operation of Phase 1 and 2 of the proposed project. Pursuant to Mitigation Measure AQ-3: Diesel Trucks, trucks accessing the project site would be required to meet or exceed a 2010 model year engine standard. As such, the Diesel Mobile Source Health Risk Assessment evaluated the use of 2010 and better trucks. In addition, the analysis conservatively assumes use of model year 2010 trucks for the entire duration of analysis herein (e.g., 30 years), which is conservative because it doesn't include fleet turnover or cleaner technology with lower emissions that would occur throughout operation of the proposed uses.

On-site truck idling was estimated to occur as trucks enter and travel through the facility. Although the proposed uses are required to comply with CARB's idling limit of 5 minutes, SCAQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling, which takes into account on-site idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

As described above, SCAQMD recommends using a 10 in one million is used as the cancer risk threshold. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

As detailed in the Diesel Mobile Source Health Risk Assessment (Appendix C), the maximum incremental cancer risk attributable to DPM source emissions at the closest sensitive receptor (119 feet north of the Specific Plan area) is estimated at 0.30 in one million, which is less than the threshold of 10 in one million. Also, non-cancer risks were estimated to be 0.00008, which is less than the threshold of 1.0. As such, implementation of both Phase 1 and 2 would result in less than significant impacts related to human health or cancer risks.

5.3.7 CUMULATIVE IMPACTS

As described previously, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impact AQ-2 above, emissions from operation of Phase 1 and 2 of the proposed Specific Plan would exceed SCAQMD's threshold for NO_x after implementation of PPPs and mitigation measures. Because approximately 94 percent of all operational-source emissions (by weight) would be generated by project vehicles, and neither the project applicant nor the City have the ability to reduce vehicular emissions. Therefore, operational-source NO_x emissions from implementation of the proposed Specific Plan would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

5.3.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- Clean Car Standards – Pavley (AB 1493)
- California Advanced Clean Cars CARB (Title 13 CCR)
- Low-Emission Vehicle Program – LEV III (Title 13 CCR)
- Statewide Retail Provider Emissions Performance Standards (SB 1368).
- Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools (13 CCR 2480)
- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- Building Energy Efficiency Standards (Title 24, Part 6)
- California Green Building Code (Title 24, Part 11)
- Appliance Energy Efficiency Standards (Title 20)

Regional

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1186: Street Sweeping
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities

Plans, Program and Policies (PPPs)

The following standard SCAQMD Rules would reduce impacts related to air quality emissions. These actions will be included in the project's mitigation monitoring and reporting program.

PPP AQ-1: The following measures shall be incorporated into construction plans and specifications as implementation of SCAQMD Rule 403 (4):

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

PPP AQ-2: The following measures shall be incorporated into construction plans and specifications as implementation of Rule 1113 (9). Only "Low-Volatile Organic Compounds" paints (no more than 100 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications consistent with SCAQMD Rule 1113 shall be used.

PPP AQ-3: Plans, specifications, and contract documents shall note that a sign shall be posted on-site stating that construction workers shall not idle diesel engines in excess of 5 minutes.

5.3.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impact AQ-1 would be less than significant.

Without mitigation, the following impacts would be **potentially significant**:

Impact AQ-2: Construction and operational associated with the proposed project would generate a substantial increase short-term criteria air pollutant emissions that exceed the threshold criteria and would cumulative contribute to the nonattainment designations of the SCAB.

Impact AQ-3: Long-term operation of the proposed project would generate a substantial increase in criteria air pollutant emissions of NO_x that exceed the threshold criteria and would cumulative contribute to the nonattainment designations of the SCAB.

Impact AQ-4: Buildout of the proposed project could result in new source sources of criteria air pollutant emissions and/or toxic air contaminants proximate to existing or planned sensitive receptors.

5.3.10 MITIGATION MEASURES

Mitigation Measure AQ-1: Low VOC

The construction plans and specifications shall state that project construction shall exceed the requirements of SCAQMD Rule 1113 by utilizing only “Low-Volatile Organic Compounds” paints that are no more than 50 gram/liter of VOC, as specified in the Table of Standards 1 of Rule 1113.

Mitigation Measure AQ-2: Tier 3

The construction plans and specifications shall state that project construction shall utilize all construction equipment greater than 150 horsepower (>150 HP) shall be CARB certified tier 3 or higher.

Mitigation Measure AQ-3: Diesel Trucks

The construction plans and operational specifications shall state that contractors and building operators (by contract specifications) shall ensure that on-road heavy-duty diesel trucks with a gross vehicle weight rating greater than 14,000 pounds will have a 2010 model year engine or newer or will be equipped with a particulate matter trap, as available.

Mitigation Measure AQ-4: Idling Regulations

The project plans and specifications shall include signs at loading dock facilities that identify CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park”, and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and CARB to report violations.

5.3.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact AQ-2: Emissions form the construction of the project would be less than significant after PPP AQ-1 through PPP AQ-3 and Mitigation Measures AQ-1 and AQ-2.

Emissions from operation of the proposed Specific Plan would exceed SCAQMD's threshold for NO_x after implementation of PPPs and mitigation measures. Because approximately 94 percent of all operational-source emissions (by weight) would be generated by project vehicles, and neither the project applicant nor the City have the ability to reduce vehicular emissions. Therefore, operational-source NO_x emissions from implementation of the proposed Specific Plan would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

Impact AQ-3 would remain significant and unavoidable with implementation of Mitigation Measures AQ-3 and AQ-4, emissions would continue to exceed regional thresholds of significance established by the SCAQMD for emissions of NO_x. As described previously, approximately 94 percent of all operational-source emissions (by weight) would be generated by vehicles. Neither the applicant nor the City of Ontario have the ability to reduce mobile-source emissions.

Impact AQ-4: After implementation of PPP AQ-1 through PPP AQ-3 and Mitigation Measures AQ-1 and AQ-2, emissions during peak construction activity would not exceed the SCAQMD's localized significance threshold for any of the pollutants. Impacts would be less than significant.

REFERENCES

Colony Commerce Center East Specific Plan Air Quality Analysis, Prepared by Urban Crossroads, 2017

Colony Commerce Center East Specific Plan Diesel Mobile Source Heath Risk Assessment, Prepared by Urban Crossroads, 2017

5.4 Biological Resources

5.4.1 INTRODUCTION

This section addresses potential environmental effects of the proposed Specific Plan related to biological resources. Information within this section includes data from the Biological Resources Assessment prepared for the both phases of development (PA-1, PA-2 and PA-3) on the site in 2017 by ESA Associates (ESA 2017), which is based on information compiled through field reconnaissance, a general biological survey, habitat assessment, vegetation mapping, and investigation of jurisdictional waters and wetlands. In addition, Special Status Plant Surveys were conducted for the Specific Plan area in June 2017 by ESA Associates. The Biological Resources Assessment and the Special Status Plant Survey Report are provided as Appendix D. The study area for the Biological Resources Assessment and the Special Status Plant Survey Report is depicted in Figure 5.4-1, *Biological Resources Study Area Boundary*.

5.4.2 REGULATORY SETTING

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 defines an endangered species as “any species which is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species which is likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range.” Under provisions of Section 9(a)(1)(B) of the FESA, unless properly permitted, it is unlawful to “take” any endangered or threatened listed species. “Take” is defined in Section 3(18) of FESA as: “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Further, the USFWS, through regulation, has interpreted the terms “harm” and “harass” to include certain types of habitat modification as forms of “take.” These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action which could affect a federally listed plant or animal species, the property owner and agency are required to consult with USFWS pursuant to Section 7 of the FESA if there is a federal nexus, or consult with USFWS and potentially obtain a permit pursuant to Section 10 of the FESA in the absence of a federal nexus. Section 9(a)(2)(b) of the FESA addresses the protections afforded to listed plants. Within this EIR, the following acronyms are used to identify federal status species:

- FE: Federally-listed as Endangered
- FT: Federally-listed as Threatened
- FPE: Federally proposed for listing as Endangered
- FPT: Federally proposed for listing as Threatened
- FPD: Federally proposed for delisting
- FC: Federal candidate species (former C1 species)

The Specific Plan area is within the jurisdiction of the Carlsbad USFWS Office, which encompasses the counties of Los Angeles, Orange, Riverside, San Bernardino, Imperial, and San Diego.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) protects individuals as well as any part, nest, or eggs of any bird listed as migratory. In practice, federal permits issued for activities that potentially impact migratory birds typically have conditions that require pre-disturbance surveys for nesting birds. In the event nesting is observed, a buffer area with a specified radius must be established, within which no disturbance or intrusion is allowed until the young have fledged and left the nest, or it has been determined that the nest has failed. If not otherwise specified in the permit, the size of the buffer area varies with species and local circumstances (e.g., presence of busy roads, intervening topography, etc.), and is based on the professional judgment of a monitoring biologist. A list of migratory bird species protected under the MBTA is published by USFWS.

Federal Clean Water Act, Section 401/ California Porter-Cologne Water Quality Control Act

Section 401 of the CWA requires that any applicant for a federal permit for activities that involve a discharge to waters of the state shall provide the federal permitting agency with a certification from the state in which the discharge is proposed that states that the discharge will comply with the applicable provisions under the federal CWA. As such, before the United States Army Corps of Engineers (USACE) will issue a CWA Section 404 permit, applicants must apply for and receive a Section 401 water quality certification (WQC) from the regional RWQCB. The RWQCB regulates “discharging waste, or proposing to discharge waste, within any region that could affect “waters of the state” (Water Code Section 13260 (a)), pursuant to provisions of the Porter-Cologne Water Quality Control Act which defines RWQCB jurisdictional “waters of the state” as “any surface water or groundwater, including saline waters, within the boundaries of the state” (Water Code Section 13050 (e)).

With the exception of isolated waters and wetlands, most discharges of fill to waters of the state are also subject to a CWA Section 404 permit. If a CWA Section 404 permit is not required for the project, the RWQCB may still require issuance of Waste Discharge Requirements (WDR) under the Porter-Cologne Water Quality Control Act. The RWQCB may regulate isolated waters that are not under jurisdiction of the USACE through issuance of WDR's. However, projects that obtain a Section 401 WQC are simultaneously enrolled in a statewide general WDR. Processing of Section 401 WQC's generally requires submittal of 1) a construction storm water pollution prevention plan (SWPPP), 2) a final water quality technical report that demonstrates that post-construction storm water Best Management Practices (BMPs) comply with the local design standards for municipal storm drain permits (MS4 permits) implemented by the State Water Resources Control Board effective January 1, 2011, and 3) a conceptual Habitat Mitigation and Monitoring Plan (HMMP) to compensate for permanent impacts to RWQCB waters, if any. In addition to submittal of a CEQA document, a WQC application typically requires a discussion of avoidance and minimization of impacts to RWQCB jurisdictional resources, and efforts to protect beneficial uses as defined by the local RWQCB basin plan for the project. The RWQCB cannot issue a Section 401 WQC until the project CEQA document is certified by the lead agency.

Federal Clean Water Act, Section 404

Section 404 of the CWA regulates the discharge of dredged material, placement of fill material, or excavation within “waters of the U.S.” and authorizes the Secretary of the Army, through the Chief of Engineers, to issue permits for such actions. “Waters of the U.S.” are defined by the CWA as “rivers, creeks, streams, and lakes extending to their headwaters and any associated wetlands.” Wetlands are defined by the CWA as “areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions.” The permit review process entails an assessment of potentially adverse impacts



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to USACE jurisdictional “waters of the U.S.” However, the USACE does not have regulatory authority over non-navigable, isolated, intrastate waters such as mudflats, sandflats, wetlands, prairie potholes, wet meadows, playa lakes, natural ponds, and vernal pools, which are not hydrologically connected to other intra- or inter-state “waters of the U.S.”

California Endangered Species Act

Under the California’s Endangered Species Act (CESA), California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Informally listed species are not protected per se, but warrant consideration in the preparation of biological resource assessments. For some species, the CNDDDB is only concerned with specific portions of the life history, such as roosts, rookeries, or nest areas. Within this EIR, the following acronyms are used to identify state special-status species:

- SE: State-listed as Endangered
- ST: State-listed as Threatened
- SR: State-listed as Rare
- SCE: State candidate for listing as Endangered
- SCT: State candidate for listing as Threatened
- SFP: State Fully Protected
- SSC: California Species of Special Concern

State of California Fish and Game Code, Sections 3503.5, 3511, 3515

Section 3503.5 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515 states that it is unlawful to take any non-game migratory bird protected under the MBTA.

State of California Fish and Game Code, Section 1602

Section 1602 of the California Fish and Game Code requires any entity (e.g., person, state or local government agency, or public utility) who proposes a project that will substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake to notify the California Department of Fish and Wildlife (CDFW) of the proposed project. In the course of this notification process, the CDFW will review the proposed project as it affects streambed habitats within the project area. The CDFW may then place conditions in the Section 1602 Streambed Alteration Agreement to avoid, minimize, and mitigate any potentially significant adverse impacts within CDFW jurisdictional limits.

City of Ontario General Plan

The following policies contained in the Environmental Resources Element (Biological, Mineral & Agricultural Resources Section) are relevant to the proposed Specific Plan project:

Policy ER5-1: Habitat Conservation Areas. We support the protection of biological resources through the establishment, restoration and conservation of high quality habitat areas.

Policy ER5-2: Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species

5.4.3 ENVIRONMENTAL SETTING

The Specific Plan area (PA-1, PA-2 and PA-3) is currently occupied by an active dairy farm, agricultural uses, and three single-family residences. The soils on the dairy operation area are heavily disturbed by cattle and there is a large stock pond that is approximately 450 feet in length, 100 feet wide, and 10 feet deep, that is used for runoff capture. However, some areas of ruderal vegetation and a eucalyptus tree grove exists, as detailed below.

Vegetation Communities

Ruderal Vegetation: The ruderal areas in the Specific Plan area are dominated by non-native species that include: Australian saltbush (*Atriplex semibaccata*), cheeseweed (*Malva parviflora*), and golden crownbeard (*Verbesina encelioides*). The native species observed included Jimson weed (*Datura wrightii*) and a few mule fat (*Baccharis salicifolia*) sprouts. Ruderal areas are primarily located along the western boundary of the study area, adjacent to the Cucamonga Creek Channel, and scattered areas within the dairy.

Eucalyptus Grove: A eucalyptus grove extends from South Archibald Avenue west to the Cucamonga Creek Channel, and is dominated by red gum eucalyptus (*Eucalyptus camaldulensis*). The understory of the eucalyptus grove is primarily comprised of non-native species, such as Australian saltbush (*Atriplex semibaccata*), Bermuda grass (*Cynodon dactylon*), juniper (*Juniperus* sp.), nettle-leaved goosefoot (*Chenopodium murale*), prickly Russian thistle, tamarisk (*Tamarix* sp.), and tuna cactus (*Opuntia ficus-indica*). In addition, a small linear patch of cattails that is also located within the understory, which occupies approximately 0.16 acre. The patch is co-dominated by narrow-leaved cattail (*Typha angustifolia*) and broad-leaved cattail (*Typha latifolia*). Other herbaceous species observed within the cattail stand included annual beardgrass (*Polypogon monspeliensis*), barnyard grass (*Echinochloa crus-galli*), curly dock (*Rumex crispus*), nettle-leaved goosefoot, and tall cyperus (*Cyperus eragrostis*).

Crop Fields: The southern portion of the Specific Plan area is an active crop field that is heavily irrigated and harvested multiple times a year. The excess irrigation water is collected in an irrigation ditch along the southern project boundary. The irrigation ditch supports herbaceous vegetation, such as barnyard grass, cheeseweed, curly dock, London rocket (*Sisymbrium irio*), nettle-leaved goosefoot, perennial pepperweed (*Lepidium latifolium*), dwarf nettle (*Urtica urens*), and water speedwell (*Veronica anagallis-aquatica*). The vegetation is periodically cleared to maintain water flow in the ditch.

Developed Areas: The Specific Plan area contains developed areas that include three existing residential homes along South Archibald Avenue, and paved and compact dirt roadways along the periphery of the site. In addition, the Cucamonga Creek Channel along the western boundary of the site, and the County Line Channel located along the southern boundary, are concrete lined drainage facilities, and are also considered developed areas.

Special Status Species

Special-status species are species that have been identified by federal, state, or local resource conservation agencies as threatened or endangered, under provisions of the federal and state Endangered Species Acts (FESA and CESA, respectively), because they have declining or limited population sizes, usually resulting from habitat loss.

Special-Status Plant Species

The Specific Plan area is not within critical habitat for any listed plant species (ESA 2017). Two species, mesa horkelia (*Horkelia cuneata* var. *puberula*) and smooth tarplant (*Centromadia pungens* ssp. *laevis*), were identified as having a low potential to occur on the Specific Plan area based on a literature review and marginal suitable habitat in the Specific Plan area. Focused plant surveys were conducted on June 12, 2017, which encompasses the blooming periods of all special-status plant species with potential to occur on-site. The results of the survey did not identify any special-status plant species. All plant species observed during the field surveys were identified and recorded using scientific and common names, and are listed in Appendix D. As such, the biological technical analysis determined that there are no special-status plant species within the study area (ESA 2017).

Special-Status Wildlife Species

Seven special-status wildlife species were identified as having a potential to occur in the Specific Plan area, based on the literature review and habitat in the study area. The seven species with the potential to occur are described below:

Golden eagle (*Aquila chrysaetos*): This raptor is a state fully protected species and is protected by the Bald and Golden Eagle Protection Act. This species nests typically prefers to nest on cliff faces, but will occasionally nest in tall trees. Foraging habitat includes open country, including grasslands and early successional stages of forest and shrub habitats.

Golden eagle has a low potential to forage in the Specific Plan area, and is not expected to nest in the Specific Plan area because it is highly disturbed, and the preferred nesting habitat is not present (cliff faces). Additionally, there are no records of nesting within the immediate vicinity of the Specific Plan area, the nearest known eagle nesting pair is in Chino Hills State Park, which is approximately 5.4 miles to the southwest of the Specific Plan area.

Swainson's hawk (*Buteo swainsoni*): This bird species is listed as threatened by the state and prefers Great Basin grasslands, riparian forests, riparian woodlands, and valley and foothill grasslands. Swainson's hawk has a low potential to forage in the Specific Plan area and no potential to nest. However, Swainson's hawk is known to migrate long distances and there is a potential for this species to pass through the area. A number of sightings have been recorded on eBird between 2010 and 2016 to the northwest of the study area (ESA 2017).

White-tailed kite (*Elanus leucurus*): This bird species is a state fully protected species and requires open grasslands, meadows or marshes for foraging near isolated-full-canopied trees for nesting. White-tailed kite has a low potential to nest and forage in the Specific Plan area. The eucalyptus grove in the center of the Specific Plan area may provide suitable nesting habitat for this species, although proximity to human disturbance from the farming activity and dairy operation may limit the presence of this species. The nearest CNDDDB occurrence record of this species was recorded in 2009, approximately 0.4 mile to the southwest of the study area near Prado Flood Control Basin in the City of Chino.

Burrowing owl: This bird species is a state species of special concern and prefers coastal prairie, coastal scrub, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, valley and foothill grassland, and disturbed habitats. Burrowing owl has a moderate potential to nest and forage in the Specific Plan area based on the presence of suitable habitat, including disturbed, low-growing vegetation, bare ground, and a few small fossorial mammal burrows. Follow up focused surveys will be conducted during the annual survey window in accordance with CDFW protocol prior to development of the site. The nearest CNDDDB occurrence record of this species was recorded in 2006, approximately 0.4 mile to the northeast of the Specific Plan area.

Western mastiff bat (*Eumops perotis californicus*): This mammal species is a state species of special concern. This species forages for moths within dry desert washes, flood plains, chaparral, oak woodland, open ponderosa pine forest, and grassland chaparral, cismontane woodlands, coastal scrub, and valley and foothill grassland habitats. Western mastiff bat primarily roosts in crevices within cliff faces and occasionally small crevices in large boulders and buildings. Western mastiff bat has a low potential to forage in the Specific Plan area and no potential to roost. The Specific Plan area does not support this species' preferred roosting habitat (cliff faces). However, the Specific Plan area may support this species' preferred food source (moths). Bats in this family are known to be strong fliers and can fly long distances to forage, but the foraging potential was considered low based on the high level of human disturbance. The nearest CNDDDB occurrence record of this species was recorded in 1993, approximately 3.6 miles to the southeast of the site in Norco.

Big free-tailed bat (*Nyctinomops macrotis*): This mammal species is a state species of special concern. This species prefers low-lying arid habitats and required high cliffs or rocky outcrops for roosting. Big free-tailed bat has a low potential to forage, and no potential to roost in the Specific Plan area. The Specific Plan area does not support this species' preferred roosting habitat (high cliffs/rocky outcrops). Also, the Specific Plan area may support this species' preferred food source (moths); however, the foraging potential is low based on the high level of human disturbance. The nearest CNDDDB occurrence record of this species was recorded in 1987, approximately 10.8 miles to the northwest of the site in City of Pomona.

Pallid bat (*Antrozous pallidus*): This bat species is a state species of special concern. This species is associated with desert, grassland, shrubland, woodland, and forest habitats and mostly occurs within open, dry habitats. This species roosts within rocky areas and are very sensitive to disturbance. Pallid bat has a low potential to forage in the Specific Plan area and no potential to roost. The Specific Plan area does not support this species' preferred roosting habitat (rocky areas and riparian woodland). Although the Specific Plan area does support a few black willows in the southwestern corner, roosts are very sensitive to disturbance and the existing agricultural activities reduces the likelihood of this species roosting in the Specific Plan area. The nearest CNDDDB occurrence record is from 1951, approximately 6.0 miles northwest of the site in a now developed area of Ontario.

Fairy Shrimp. The wetland area (described below) is not considered to support suitable habitat for fairy shrimp due to the consistent disturbance associated with the agricultural activities and the fact that its hydrology is entirely fed by irrigation of the crop field, which is continuous and does not experience significant drying for a prolonged period which is part of the required habitat for the fairy shrimp. The nearest fairy shrimp observation on CNDDDB is approximately 14 miles to the southwest of the Specific Plan area near Villa Park Dam in Orange County. There are no USFWS fairy shrimp critical habitat mapped within the vicinity of the Specific Plan area and the Specific Plan area does not support any plants listed by USACE as vernal pool indicator species. Based on the lack of significant clay soils and vernal pool plant indicator species within the wetland area; lack of fairy shrimp observations or critical habitat within the vicinity of the Specific Plan area; and because the study area did not historically support vernal pool habitat based on aerial review, the area does not contain suitable habitat for fairy shrimp.

Delhi Sands flowerloving fly. Although Delhi Sands flowerloving fly is found in southwestern San Bernardino and northwestern Riverside Counties, it requires Delhi Sands that are fine, sandy soils, often with wholly or partly consolidated dunes and sparse vegetation. As described in Appendix D of the Biological Resources Assessment (included as Appendix D) (ESA 2017), the Specific Plan area does not include Delhi Sands, and therefore, does not have the habitat to support Delhi Sands flowerloving fly.

Jurisdictional Waters and Wetlands

A small wetland area is located within the southwestern portion of the Specific Plan area that was formed by excess irrigation water flowing to the topographic low point. This area was identified as providing 0.55-acres of wetland meeting the definition of United States Army Corps of Engineers/Regional Water Quality Control Board (USACE/RWQCB) “waters of the U.S.” and California Department of Fish and Wildlife (CDFW) “state waters.” These features are shown on Figure 5.4-2, *Jurisdictional Features*.

Based on historic aerials, the wetland area is presumed to not be natural and was created by excess runoff from the agricultural activities between 1980 and 1994. The wetland area supports hydrophytic plant species, including barnyard grass, curly dock, London rocket, perennial pepperweed, dwarf nettle, tree tobacco, and water speedwell. In addition, approximately four black willows (*Salix goodingii*) were observed within the wetland area. The wetland area experiences a significant amount of disturbance from agricultural activities throughout the year. The vegetation within the wetland area appears to be periodically removed and machinery associated with the agricultural activities is driven through the area (ESA 2017).

Because the wetland area was formed between 1980 and 1994, is entirely dependent on the heavy irrigation that occurs on the crop fields, and experiences constant disturbance from agricultural activities, the functions and values of the wetland are limited in comparison to a wetland that has been formed under more natural conditions (ESA 2017).

Wildlife Movement

PA-1, PA-2 and PA-3 contains some potential nesting and foraging habitat for migratory birds and raptors. Several common species of birds were observed in the Specific Plan area, including: songbird species (e.g., black phoebe [*Sayornis nigricans*], American pipit [*Anthus rubescens*], lesser goldfinch [*Carduelis psaltria*]) and raptor species (e.g., Cooper’s hawk [*Accipiter cooperii*], red-tailed hawk [*Buteo jamaicensis*], American kestrel [*Falco sparverius*]) (ESA 2017).

Due to the presence of cattle in the northern portion, harvesting of crops in the southern portion, farming equipment operated in the northern and southern portions, and lack of substantial native habitat, wildlife presence is limited in the Specific Plan area (ESA 2017). Similarly, the Specific Plan area is surrounded by crop fields and dairy farms to the north, south, and west and a residential development to the east. Additional Residential development within the City of Eastvale is located approximately 0.4 mile to the south and 0.5 mile to the east of the study area. The Preserve, a large residential development in the City of Chino, is located approximately 0.8 mile to the southwest of the Specific Plan. Since the land surrounding the study area is dominated by active crop fields and dairy farms, the surrounding area does not support large patches of natural communities that would provide habitat, resources, and cover for wildlife (ESA 2017).

In addition, the Cucamonga Creek is channelized and surrounded by chain link fence, which restricts its use by wildlife for movement. Although wildlife could potentially use Cucamonga Creek to travel regionally through the area, the concrete-lined channel does not support vegetation for wildlife to use for cover. Similarly, the County Line Channel, is located within the southern study area boundary and is a tributary to Cucamonga Creek Channel. This channel, which is also concrete lined, flows underground approximately 0.75 miles upstream/northeast from the Specific Plan area, and does not facilitate wildlife movement (ESA 2017).

Furthermore, the study area is not located within any wildlife movement linkages identified by the South Coast Missing Linkages report; the nearest linkage is for the San Gabriel-San Bernardino Connection

located approximately 13 miles north (South Coast Wildlands 2008). Thus, regional wildlife movement does not occur in the Specific Plan area (ESA 2017).

Although movement of species that are adapted to urban areas (e.g., raccoon [*Procyon lotor*], coyote [*Canis latrans*], and bird species in general) could occur, due to the active agricultural activities and dairy farm on the within and adjacent to the Specific Plan area, as well as the developed nature of the adjacent Cucamonga Creek Channel and County Line Channel, the area provides little to no function facilitating movement for wildlife species on a regional scale and it is not identified as a regionally important dispersal or seasonal migration corridor by South Coast Wildlands (ESA 2017).

5.4.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

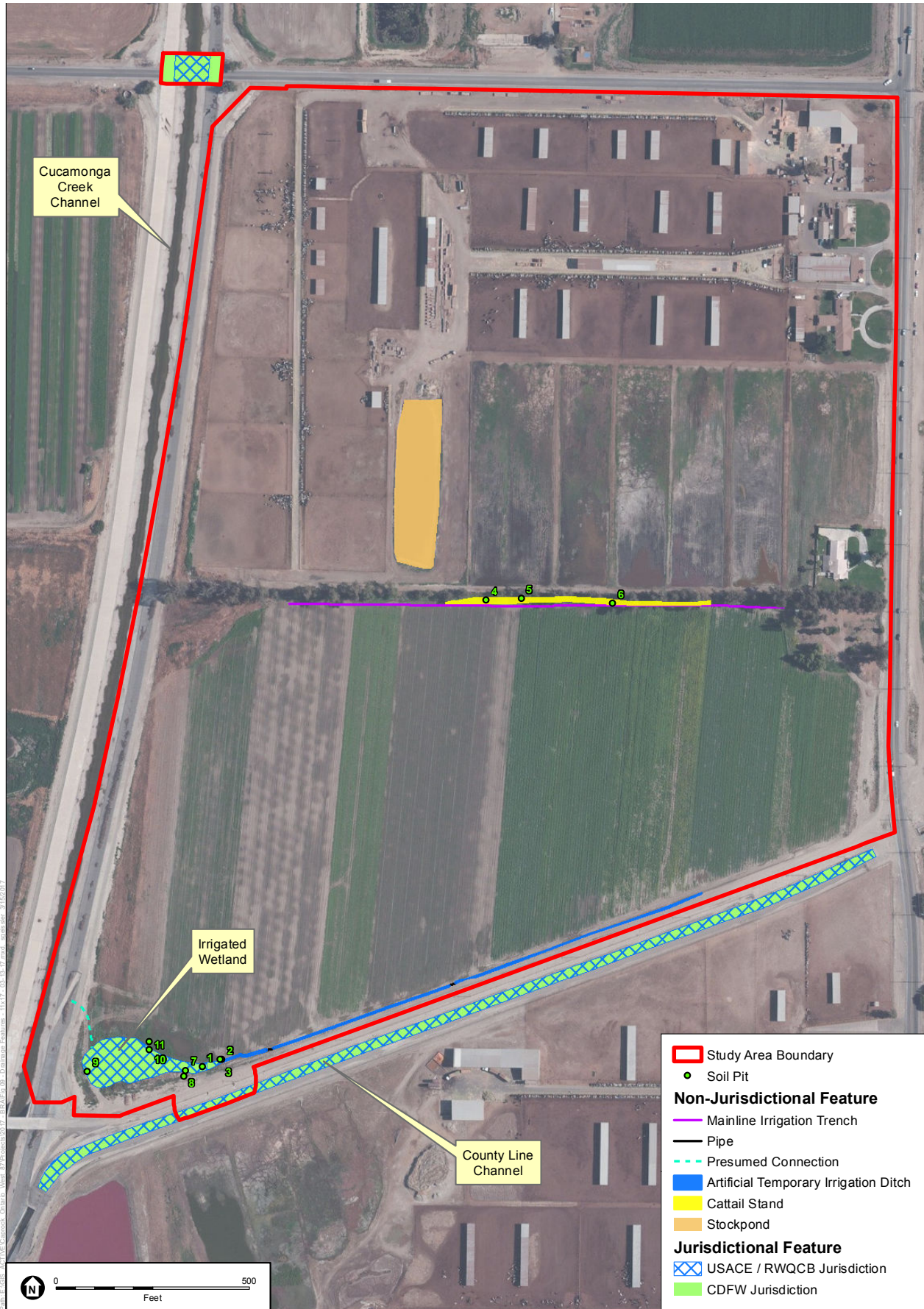
- BIO-1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- BIO-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.
- BIO-3 Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- BIO-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The Initial Study established that the project would result in no impact related to Thresholds BIO-5 and BIO-6; no further assessment of these impacts is required in this EIR.

5.4.5 METHODOLOGY

The analysis within this EIR section and the Biological Resources Assessment (ESA 2017) that includes PA-1, PA-2 and PA-3, and is based on information compiled through field reconnaissance and reference materials. Surveys included a general biological survey, habitat assessment, vegetation mapping, and investigation of jurisdictional waters and wetlands throughout PA-1, PA-2 and PA-3. Follow up focused surveys for burrowing owl will be completed within the 2017 survey window.

The literature review was based on the review of the following: California Natural Diversity Database, a CDFW species account database, Federal Register listings, California Native Plant Society), USFWS critical habitat maps, United States Department of Agriculture Natural Resources Conservation Service soils mapping, and numerous regional flora and fauna field guides.



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A general biological field survey, in-field habitat assessment, vegetation mapping, and investigation of jurisdictional waters and wetlands were conducted for PA-1, PA-2 and PA-3. The vegetation communities, jurisdictional features, wildlife species observed in the field, and other biological features or species observations of interest that were identified on the project site were mapped on aerial photographs.

A jurisdictional delineation of existing drainages and wetland features throughout the entire Specific Plan area was conducted on December 14, 2016 and January 25, 2017. The purpose of the delineation was to assess the location, extent, and acreage of “waters of the U.S.” and/or wetlands under the jurisdiction of the USACE/RWQCB and/or streambed and associated riparian habitat under the jurisdiction of the CDFW. All areas were delineated using the protocol stipulated by the CDFW under Section 1600-1607 of the California Fish and Game Code and by the USACE under Section 404 of the Clean Water Act. Any potential wetlands or vernal pools were assessed using the procedures stipulated in the USACE Wetland Delineation Manual and Arid West Supplement (ESA 2017).

The potential for USACE jurisdictional “waters of the U.S.” was based primarily on the presence or absence of jurisdictional field indicators consistent with the USACE guidelines, such as the presence of an ordinary high-water mark (OHWM) and/or secondary indicators of hydrology, including evidence of the deposition of debris, scour, sediment sorting, and changes in vegetation. The extent of CDFW jurisdiction was assessed based on the limits of the defined bed and bank and includes riparian streambed associated vegetation, where applicable. Areas outside of the streambed that did not exhibit a bed and bank but were deemed to support USACE jurisdiction based on the presence of an OHWM were also presumed to support CDFW jurisdiction. If these criteria were met, data was collected to estimate the acreage of jurisdictional features potentially regulated by the resource agencies. Potential downstream surface connections to known USACE jurisdictional waters were also evaluated in the field and by using satellite imagery and mapping.

5.4.6 ENVIRONMENTAL IMPACTS

Impact BIO-1: The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Less than Significant Impacts with Mitigation.

Special-Status Plant Species

As described above, two special-status plant species have a potential to occur in the Specific Plan area (PA-1, PA-2 and PA-3), which includes the mesa horkelia and smooth tarplant. Mesa horkelia and smooth tarplant are both CNPS-ranked 1B.1 species. Rank 1B species are plant species that are considered rare, threatened, or endangered in California and elsewhere and plants with a threat rank of 0.1 are considered seriously threatened in California, with over 80 percent of the known occurrences being highly threatened. However, focused plant surveys were conducted on June 12, 2017, which encompasses the blooming periods of the special-status plant species. The results of the survey did not identify any special-status plant species, and the biological technical analysis determined that there are no special-status plant species within the study area (ESA 2017). Therefore, impacts related to special status plant species would not occur from development of PA-1, PA-2 or PA-3.

Special-Status Wildlife Species

As described above, seven special-status wildlife species were determined to have a potential to occur within PA-1, PA-2 or PA-3. The burrowing owl was determined to have a moderate potential to nest and forage in the Specific Plan area due to the presence of suitable habitat, including disturbed, low-growing vegetation, bare ground, and a few small fossorial mammal burrows. Implementation of the Specific Plan could result in significant direct impacts to a burrowing owl if present. Therefore, Mitigation Measure BIO-1 has been included to require focused surveys during the breeding season prior to approval of demolition or grading permits to determine the presence or absence of burrowing owl in accordance with CDFW protocol. If a burrowing owl is observed during the focused surveys, Mitigation Measure BIO-1 would also reduce potential impacts to burrowing owls in compliance with guidelines published by CDFW. Implementation of Mitigation Measure BIO-1 would reduce potential impacts to burrowing owl to a less than significant level.

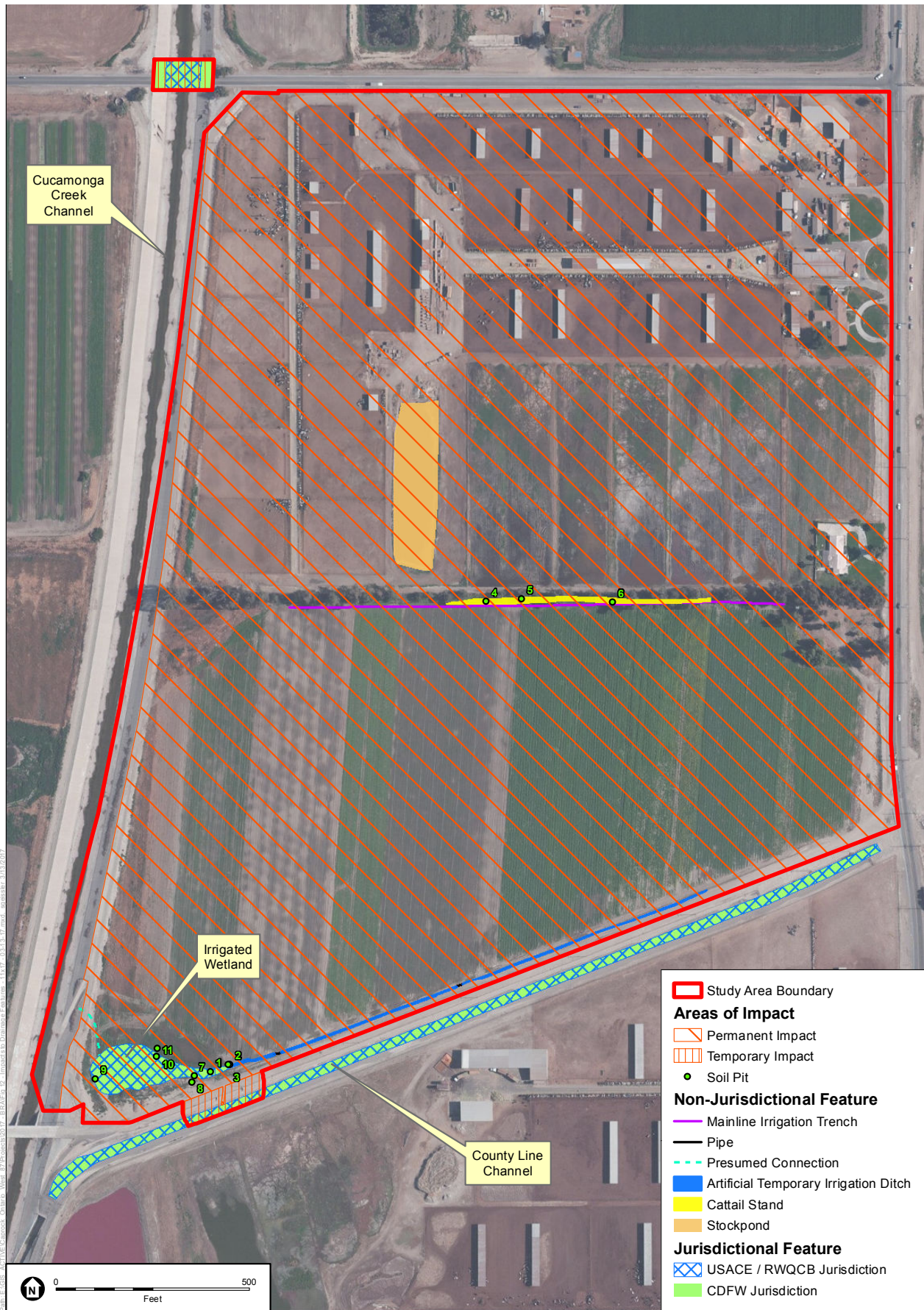
Also, as described above, the remaining six special-status wildlife species with a potential to occur were determined to have a low potential based on the quality of habitat in the Specific Plan area and vicinity, and known occurrence data. Five of the six species were determined to only have a potential to forage and not nest or roost in the Specific Plan area (golden eagle, Swainson's hawk, western mastiff bat, big free-tailed bat, and pallid bat). As such, no direct impacts would occur to these species, and impacts to foraging habitat would be less than significant based on the limited and low-quality habitat onsite and in the surrounding area. Impacts to these special-status species would be less than significant.

One special-status species, white-tailed kite, was considered to have a potential to nest as well as to forage in the Specific Plan area (PA-1, PA-2 and PA-3). However, this potential was considered low due to the proximity to human disturbance from the active farming and dairy operation. Regardless, if white-tailed kite is present and nesting onsite, impacts to nesting habitat would be considered potentially significant. Since the Specific Plan area also has the potential to support other migratory birds and raptors, a nesting bird survey is required prior to construction. If white-tailed kites or other migratory birds or raptors are observed during the nesting bird survey, compliance with Mitigation Measure BIO-2 in accordance with MBTA would reduce impacts to a less than significant level. As described above, impacts to foraging habitat would be considered less than significant based on the limited and low-quality habitat onsite and in the adjacent areas.

Impact BIO-2: The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.

Less than Significant Impacts with Mitigation. The Specific Plan area contains an irrigated wetland that may be considered jurisdictional pursuant to Section 1602 of the California Fish and Game Code as regulated by CDFW. The entire irrigated wetland is proposed for permanent impacts, which includes 0.55 acre of potential CDFW jurisdiction, as shown in Figure 5.4-3, *Impacts to Jurisdictional Features*. Since the irrigated wetland is entirely supported by irrigation of the existing crop field, the resource agencies may determine during the permitting process that the wetland area is not jurisdictional due to its dependence on the irrigation. Once irrigation ceases, an updated wetland delineation would determine whether or not the wetland area persists prior to commencement of the permitting process. However, for the purposes of the EIR analysis, the irrigated wetland is assumed to be CDFW jurisdictional.

If a bridge widening is required over the Cucamonga Creek Channel at Merrill Avenue as part of implementation of the Specific Plan, temporary impacts would occur to approximately 0.28-acre of area within the Cucamonga Creek Channel (shown on Figure 5.4-2), which is a jurisdictional streambed pursuant



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to Section 1602 of the California Fish and Game Code, as regulated by CDFW. In addition, temporary impacts would occur to approximately 0.11-acre of jurisdictional streambed within County Line Channel in order to install storm drain connection from the project site to the County Line Channel.

Impact acreages to CDFW jurisdiction are summarized in Table 5.4-1. Mitigation Measure BIO-3 would be implemented to comply with Section 1602 of the California Fish and Game Code and obtain regulatory permits. Mitigation Measure BIO-3 requires compensatory mitigation to impacted jurisdictional areas. Compliance with Mitigation Measure BIO-3 would reduce impacts to CDFW jurisdiction to a less than significant level.

Table 5.4-1: Impacts to USACE/RWQCB and CDFW Jurisdictional Features

Drainage Feature	Permanent Impacts		Temporary Impact	
	USACE/RWQCB Jurisdiction (acres)	CDFW Jurisdiction (acres)	USACE/RWQCB Jurisdiction (acres)	CDFW Jurisdiction (acres)
County Line Channel	-	-	0.11	0.11
Cucamonga Creek Channel	-	-	0.16	0.28
Irrigated Wetland	0.55	0.55	-	-
Total	0.55	0.55	0.27	0.39

Source: ESA, 2017

Impact BIO-3: The project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Less than Significant Impacts with Mitigation. The Specific Plan area contains an irrigated wetland that may be considered a USACE/RWQCB federally protected wetland, which is regulated under Section 404 of the CWA. The entire irrigated wetland is proposed for development, which includes 0.55-acre area of potential USACE/RWQCB jurisdiction (described above and shown in Figure 5.4-2). Since the irrigated wetland is entirely supported by irrigation of the existing crop field in the Specific Plan area, it may be determined during the permitting process that the wetland area is not jurisdictional due to its dependence on the irrigation.

If the bridge crossing over the Cucamonga Creek Channel at Merrill Avenue needs to be widened, temporary impacts would occur to approximately 0.16-acre of USACE/RWQCB jurisdiction pursuant to a Section 404 permit. In addition, temporary impacts would occur to approximately 0.11-acre of USACE/RWQCB jurisdiction within the County Line Channel in order to install a storm drain connection from the Specific Plan site to the County Line Channel. Impact acreages to USACE/RWQCB jurisdiction are provided in Table 5.4-1. As a result, Mitigation Measure BIO-3 is included to ensure permitting by USACE and/or RWQCB, and provide compensatory mitigation as required by USACE and RWQCB. Implementation of Mitigation Measure BIO-3 would reduce impacts to federally protected wetlands as defined by Section 404 of the Clean Water Act to a less than significant level.

Impact BIO-4: The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Less than Significant Impacts with Mitigation. The Specific Plan area (PA-1, PA-2 and PA-3) supports limited potential live-in and marginal movement habitat for species on a local scale (i.e., some reptile, bird, and small mammal species), but it likely provides little to no function facilitating wildlife movement for

species on a regional scale and is not identified as a regionally important dispersal or seasonal migration corridor. The only potential for regional scale movement would be within Cucamonga Creek, although the majority of the creek is channelized in concrete and surrounded by chain link fence. Additionally, implementation of the Specific Plan near the Cucamonga Creek Channel would only include the temporary bridge widening at Merrill Avenue, which would not impede any regional wildlife movement. As such, impacts to regional wildlife movement would be less than significant.

The Specific Plan area has the potential to support songbird and raptor nests due to the presence of shrubs, ground cover, and limited trees onsite. Nesting activity typically occurs from February 15 to August 31 for songbirds and January 15 to August 31 for raptors. Disturbing or destroying active nests is a violation of the MBTA (16 U.S.C. 703 et seq.). In addition, nests and eggs are protected under Fish and Game Code Section 3503. As such, direct impacts to breeding birds (e.g. through nest removal) or indirect impacts (e.g. by noise causing abandonment of the nest) is considered a potentially significant impact. Therefore, Mitigation Measure BIO-2 would be implemented to reduce impacts to a less than significant level.

5.2.7 CUMULATIVE IMPACTS

The cumulative study area for biological resources includes the southwestern San Bernardino County region, which contains many dairy and agricultural areas, such as the existing Specific Plan area. As previously described, the dairy and active agricultural uses that are currently within the Specific Plan area provide limited potential for special-status plants, burrowing owl, migratory bird species, and jurisdictional resources. Cumulatively considerable impacts to these limited biological resources would not occur from implementation of the Specific Plan with implementation of the mitigation measures described above and listed below.

Special-Status Plant Species: The mitigation measures related to mesa horkelia and smooth tarplant would provide that the project would not contribute to a cumulative loss of these special-status plant species and impacts would be less than cumulatively significant.

Special-Status Wildlife Species: Mitigation is included that would avoid direct impacts in compliance with the Staff Report on Burrowing Owl Mitigation. Thus, the proposed Specific Plan would mitigate the potential of the project to cumulatively combine with other projects; and the Specific Plan would not contribute to the cumulative loss of any special status wildlife species. Therefore, cumulative impacts related to wildlife species would be less than cumulatively significant.

Migratory and/or Nesting Birds: Mitigation is proposed to avoid impacts to raptors and migratory bird species through compliance with the MBTA, which would avoid the potential of the project to contribute to cumulative effects to nesting birds. As described above, the loss of potential foraging habitat for raptor species, bats, and other state species of species concern by implementation of the proposed Specific Plan is less than significant due to the limited resources in the area. Because the region consists of similar limited biological resources within the dairy and agricultural lands, the less than significant impacts from the Specific Plan are not anticipated to combine with other development projects to substantially affect these species to a point where their survival in the region is threatened. Therefore, cumulative impacts related to migratory and/or nesting birds would be less than cumulatively significant.

Jurisdictional Drainages: As described above, impacts to jurisdictional features would be less than significant with the required permitting from the regulatory agencies, including USACE, RWQCB and/or CDFW. With the proposed mitigation and compliance with existing regulations that would be implemented by the permitting process, the Specific Plan would not contribute to a net loss of function and/or value of jurisdictional resources in the region. Thus, the proposed Specific Plan would result in a less than significant

contribution to cumulative impacts to jurisdictional drainages, and impacts would be less than cumulatively significant.

5.2.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Federal

- Federal Endangered Species Act
- Clean Water Act
- Migratory Bird Treaty Act

State

- California's Endangered Species Act
- California Fish and Game Code

5.2.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact BIO-1 Impacts to special-status species would be less than significant, and no mitigation is required.

Without mitigation, the following impacts would be **potentially significant**:

Impact BIO-2 Impacts to riparian habitat and sensitive plant communities.

Impact BIO-3 Impacts to riparian habitat and wetlands.

Impact BIO-4 Impacts to wildlife movement.

5.2.10 MITIGATION MEASURES

Mitigation Measure BIO-1: Burrowing Owl

Burrowing Owl focused surveys shall be conducted during the breeding season (February 1 through August 31) prior to approval of a demolition or grading permit to determine the presence or absence of burrowing owls within PA-1, PA-2 or PA-3. The surveys shall be conducted by a qualified biologist pursuant to the survey protocol provided in Appendix D of the CDFW Staff Report on Burrowing Owl Mitigation dated March 7, 2012. If burrowing owls are determined present, occupied burrows shall be avoided to the greatest extent feasible pursuant to the CDFW Burrowing Owl Mitigation guidelines that include, but is not limited to: conducting pre-construction surveys, avoiding occupied burrows during the nesting and non-breeding seasons, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. If occupied burrows cannot be avoided, acceptable methods may be used to exclude burrowing owl either temporarily or permanently, pursuant to a Burrowing Owl Exclusion Plan that shall be prepared and approved by CDFW. The Burrowing Owl Exclusion Plan shall be prepared in accordance with the guidelines in the Staff Report on Burrowing Owl Mitigation.

Mitigation Measure BIO-2: Nesting Birds

Prior to the issuance of any grading permit that would remove potentially suitable nesting habitat for raptors or songbirds, the project applicant shall demonstrate to the satisfaction of the City of Ontario that either of the following have been or will be accomplished:

1. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds.
2. Any construction activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected a buffer of 300 feet (500 feet for raptors) around the nest adjacent to construction will be delineated, flagged, and avoided until the nesting cycle is complete. The buffer may be modified, and/or other recommendations proposed as determined appropriate by the biological monitor to minimize impacts.

Mitigation Measure BIO-3: Jurisdictional Areas

Prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features, the project applicant shall obtain regulatory permits from the USACE, RWQCB, and CDFW. If the regulatory agencies or an updated jurisdictional delineation determine that the area(s) identified as jurisdictional features are not jurisdictional, no mitigation is required. Otherwise, the following shall be incorporated into the permitting, subject to approval by the regulatory agencies:

1. Onsite or off-site enhancement, restoration, and/or creation of USACE/RWQCB jurisdictional "waters of the U.S." within the Santa Ana Watershed at a ratio no less than 0.5:1 or within an adjacent watershed at a ratio no less than 1:1 for permanent impacts, and for any temporary impacts, restoration of the impact area to pre-project conditions (i.e., pre-project contours and revegetate, where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, permittee-responsible mitigation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program.
2. Onsite or off-site enhancement, restoration and/or creation of CDFW jurisdictional streambeds within the Santa Ana Watershed at a ratio no less than 0.5:1 or within an adjacent watershed at a ratio no less than 1:1 for permanent impacts, and for any temporary impacts restoration of the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, permittee-responsible mitigation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program.

Purchase of any mitigation credits through an agency-approved mitigation bank or in-lieu fee program should occur prior to any impacts to jurisdictional drainages. Any mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, enhancement, restoration, and/or creation, of similar habitat pursuant to a future Habitat Mitigation and Monitoring Plan (HMMP) that may be required as part of regulatory permitting. The HMMP shall be prepared prior to any impacts to jurisdictional features, and shall provide details as to the implementation of the mitigation, maintenance, and future monitoring. The HMMP shall include location information, project description, mitigation measures and location measures, objectives of mitigation (i.e., required mitigation by USACE), description of existing ecological functions needing to be replaced, the entity responsible for the mitigation, and the plant palette to be implemented. In addition, the HMMP shall include the short-term and long-term maintenance, monitoring, performance standards and adaptive management activities. The goal of the compensatory mitigation shall be to

preserve, enhance, restore, and/or create similar habitat with equal or greater function and value than the impacted habitat.

5.2.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures listed above and existing regulations would reduce potential impacts associated with biological resources for Impacts BIO-1 through BIO-3 to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to biological resources would occur.

REFERENCES

Colony Commerce Center East Specific Plan Biological Resources Assessment, Prepared by ESA Associates, 2017 (ESA 2017).

Colony Commerce Center East Specific Plan Special Status Plant Surveys, Prepared by ESA Associates, 2017 (ESA 2017).

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5.5 Cultural Resources

5.5.1 INTRODUCTION

This section addresses potential environmental effects of the proposed Specific Plan related to cultural resources, which include historic, archaeological, and paleontological resources. Information within this section includes data from the Phase 1 Cultural and Paleontological Resources Assessment prepared for the project site in 2017 by Material Culture Consulting (MCC 2017), which is provided as Appendix E, and the Department of Parks and Recreation Primary Record for Tadema Cattle Company, prepared by Daly & Associates, 2017 (Daly & Associates 2017). These reports surveyed the entire Specific Plan area (PA-1, PA-2, and PA-3).

Definitions

- **Archaeological resources** include any material remains of human life or activities that are at least 100 years of age, and that are of scientific interest. A unique or significant archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it (1) contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information; (2) has a special and particular quality, such as being the oldest of its type or the best available example of its type; and (3) is directly associated with a scientifically recognized important prehistoric or historic event or person.
- **Cultural resources** are defined as buildings, sites, structures, or objects, each of which may have historic, architectural, archaeological, cultural, or scientific importance, according to the California Environmental Quality Act (CEQA).
- **Historic building or site** is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.
- **Historic context** refers to the broad patterns of historical development in a community or its region that is represented by cultural resources. A historic context statement is organized by themes such as economic, residential, and commercial development.
- **Historic integrity** is defined as “the ability of a property to convey its significance.”
- **Historical resources** are defined as “a resource listed or eligible for listing on the California Register of Historical Resources” (CRHR) (Public Resources Code, Section 5024.1; 14 CCR 15064.5). Under CEQA Guidelines Section 15064.5(a), the term “historical resources” includes the following:
 - (1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code, Section 5024.1).
 - (2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

- (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1) including the following:
- (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - (B) Is associated with the lives of persons important in California's past;
 - (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - (D) Has yielded, or may be likely to yield, information important in prehistory or history.
- (4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.
- **Paleontological resources** include any fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth, except that the term does not include any materials associated with an archaeological resource or any cultural item defined as Native American human remains. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally.

5.5.2 REGULATORY SETTING

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established the National Register of Historic Places (National Register), which is the official register of designated historic places. The National Register is administered by the National Park Service, and includes listings of buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

To be eligible for the National Register, a property must be significant under one or more of the following criteria per 36 Code of Federal Regulations Part 60:

- a) Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- b) Properties that are associated with the lives of persons significant in our past;
- c) Properties that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d) Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the aforementioned criteria, an eligible property must also possess historic “integrity,” which is “the ability of a property to convey its significance.” The National Register criteria recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the National Register as significant historical resources. Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the National Register.

Properties listed in or eligible for listing in the NRHP are also eligible for listing in the California Register of Historic Resources (described below), and as such, are considered historical resources for CEQA purposes.

City of Ontario

The City of Ontario has adopted the Ontario Development Code (ODC; Chapters 4 and 7 that establishes the City’s scope of historic preservation activities and is the primary body of local law relating to historic preservation. Division 7.01 includes the purpose and authority for historic preservation, and Division 4.02 includes criteria for local historic designation, and procedures for the alteration or demolition of historic properties.

Properties may be designated at the local level as Historic Landmarks or Districts. The City Council maintains a record of those historic properties on this list that are eligible to apply for placement on the City’s List of Designated Historic Landmarks or Districts. Any property owner may request the designation of a Historical Resource as a Historic Landmark or District by submitting an application to the Planning Department.

A property that meets one or more of the following criteria is eligible to be placed on the City’s List of Historic Landmarks and Districts as a Landmark if (per ODC Section 4.02.040):

- (1) It meets the criteria for listing in the NRHP; or
- (2) it meets the criterion for listing in the CRHR; or
- (3) it meets one of more of the following criteria:
 - A. It exemplifies or reflects special elements of the City’s history;
 - B. It is identified with persons or events significant in local, state, or national history;
 - C. It is representative of the work of a notable builder, designer, architect, or artist;

- D. It embodies distinguishing characteristics of a style, type, period, or method of construction;
- E. It is noteworthy example of the use of indigenous materials or craftsmanship;
- F. It embodies elements that represent a significant structural, engineering, or architectural achievement or innovation;
- G. It has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community of the City; or
- H. It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen.
- I. It has yielded or is likely to yield information important to the City's history or prehistory.

Any neighborhood or area that meets one or more of the following criteria is eligible to be placed on the City's List of Historic Landmarks and Districts as a District (per ODC Section 4.02.040):

- (1) Is a geographically definable area possessing a concentration of Historical Resources or thematically related grouping of structures which contribute to each other and are unified by plan, style, or physical development; and embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master and possesses high artistic values;
- (2) Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of a park landscape, site design, or community planning;
- (3) Is associated with, or the contributing resources are unified by events that have a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
- (4) The historic resource is, or the contributing resources are associated with lives of persons important to Ontario, California, or national history.

Landmarks and Districts listed in the NRHP or the CRHR are automatically placed on the City's List of Historic Landmarks and Districts. In addition to the criteria listed above that refer to the historical significance of the resource, the City also requires Landmarks and Districts to have integrity for the time in which they are significant, as defined in ODC Section 4.02.040.

The City has provisions for automatic designation by which any property listed in the NRHP or CRHR will automatically be designated as a Local Historic Landmark. Similarly, any neighborhood or area listed in the NRHP or CRHR will automatically be designated as a Local NRHP or CRHR and will be considered a contributing component of the Local Historic District.

As part of the City's consideration of the NMC project, the City of Ontario's Historic Context for the New Model Colony Area was developed and designed to "provide a historical background for dairy properties located within the former San Bernardino County Agricultural Preserve and provides a framework for understanding and preserving the history of the area as well as a foundation for integrating historic preservation into future land use planning" (Galvin & Associates 2004). The NMC Historic Context defines six historic context themes that are the basis for evaluations to determine the historic significance of properties within the NMC area. These are 1) Pre-1930 rural or dairy properties,

2) 1930-1960 Dairy Properties, 3) Post-1960 Dairy Properties, 4) Commercial Properties or other, 5) Art Deco or Moderne Milk Parlors (circa 1920-1940), and 6) Ranch style houses (Galvin & Associates 2004).

The City of Ontario requires that EIRs associated with Specific Plans in NMC (now Ontario Ranch) must consider Galvin's findings and address impacts to historical resources as each Specific Plan EIR is processed. Therefore, this EIR's analysis of the resources on the project site considers the contextual aspects of the NMC Historic Context with a CEQA analysis of the Colony Commerce Center Specific Plan

California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98

These regulations relate to unexpected discoveries of human remains at development sites. Health and Safety Code Section 7050.5 requires excavation or disturbance in the vicinity of human remains to cease until the coroner has reviewed the remains. If the remains are determined to be likely of Native American origin, the coroner must contact the Native American Heritage Commission. Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains.

5.5.3 ENVIRONMENTAL SETTING

Historic

In 1848, gold was discovered in California, which caused a tremendous influx of Americans and Europeans into the Inland Empire region. San Bernardino County was settled by homesteaders and farmers, and quickly became a diversified agricultural area including: citrus, grain, grapes, poultry, and swine.

George and William Chaffey were among the early pioneers in the region. In 1881, they believed that if the land were properly irrigated it could be converted to profitable agriculture property. They bought approximately 6,000 acres of land in 1882, which would eventually become the Cities of Ontario and Upland. George and William Chaffey derived the name of the City from their native province of Ontario in Canada. The Chaffey brothers developed the City of Ontario by designing a water system that brought water to every parcel. The brothers helped lay miles of cement pipe from an underground source to bring water to the City. The City was referred to as the "Model Colony" after receiving an award at the World Fair in identifying it as a "Model Irrigation Colony" due to the innovation of water rights and technology that assisted in attracting settlers to the City. The City of Ontario incorporated in 1891 and was one of the early towns in San Bernardino County. Charles Frankish, an early citizen of Ontario, guided and encouraged early development in the City. He was successful in attracting the Southern Pacific Railway to locate a depot in the center of town on Euclid Avenue, making it an important feature of the City and transformed Ontario into an agricultural center. ~~Ontario focused primarily on the citrus industry, but also grew walnuts, peaches, and grapes. There was a large gentry class of citrus growers who constructed many grand ornamental Victorian houses throughout the City.~~

In 1967, the County of San Bernardino designated 14,000 acres of agriculture land in Chino Valley as an agriculture preserve. The area was protected by the Williamson Act and the Land Conservation Act. It has been dominated by dairy farms since the early 1900s. By the 1980s, the area had more cows per acre and higher milk yields than anywhere else in the world (Galvin & Associates 2004). By the 1990s, increased demand for housing and high dairy operation costs pressured farmers in the San Bernardino Agricultural Preserve to consider relocating their dairies, and annexing their land to adjoining cities. Anticipating the expiration of the Williamson Act contracts, this area was divided, and portions were incorporated into the Cities of Ontario, Chino, and Chino Hills. The City of Ontario annexed 8,200 acres of the former San Bernardino Agriculture Preserve in 1999 and called the area the New Model Colony.

To identify potential historic resources in or adjacent to the Specific Plan area, a historic records search was completed, which identified 13 previously recorded cultural resources within one mile of the Specific Plan area, all of which are historic-era built structures, listed in Table 5.5-1.

Table 5.5-1: Historic Resources Within 1 mile of the Specific Plan Area

Number	Attributes	Proximity to Project
P-33-13783	Single-family property; farm/ranch	0.5 mile
P-33-16681	Powerline	1 mile
P-33-20284	Single-family property	0.25 mile
P-33-20288	Single-family property; farm/ranch	0.5 mile
P-33-24210	Multiple-family property; commercial building; farm/ranch	0.25 mile
P-33-24211	Multiple-family property; farm/ranch	0.25 mile
P-33-24212	Multiple-family property; farm/ranch	0.25 mile
P-36-019871	Single-family property; commercial building; farm/ranch	1 mile
P-36-019872	Single-family property; ancillary building	1 mile
P-36-023627	Single-family property; farm/ranch	1 mile
P-36-025597	Farm/ranch	0.25 mile
P-36-029055	Single-family property	1 mile
P-36-029457	Farm/ranch	0.5 mile

Source: MCC, 2017.

However, none of the historic-era built structures listed in Table 5.5-1 are identified as important cultural resources and no resources within 1 mile of the Specific Plan area were identified on any of the following resources:

- National Register of Historic Places
- Historical United States Geological Survey topographic maps
- Historical United States Department of Agriculture aerial photos
- California Register of Historical Resources
- California Inventory of Historic Resources
- California Historical Landmarks
- California Points of Historical Interest
- Local Historical Register Listings
- Bureau of Land Management General Land Office Records

The Specific Plan area is occupied by the Tadema Cattle Company, which appears to have established their organization at this location in 1966. They purchased 3 adjoining farm parcels, one of which dated to at least 1938, and created a large modern dairy operation. The Specific Plan area includes a main house and a dairy barn/milking parlor dating from 1966/1967; a modern house dating from 1990; a renovated house dating from the 1930's; a dairy office building; and a barn that may date from the 1930's (as assessed via historic aerial photographs, maps and site survey by Daly & Associates 2017). Most of the buildings are located on the northern portion of the Specific Plan area, as shown in Figure 5.5-1, *Building Locations*. The property has met the aspects of physical integrity, and character-defining features, to be identified as a Post 1950 Scientific, Large Capacity Dairy, but does not appear to have played a significant role in the history of dairy farming, or appear to be an important example of a large-scale, concentrated animal dairy operation in Ontario, or the Chino Valley area.



Source: Dept. of Parks and Recreation Form DPR 523 for Tadema Cattle Company (Archibald-Merrill LLC), prepared by Pamela Daly, November 5, 2017.



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Archaeologic

Most researchers agree that the earliest occupation for the Ontario area dates to the early Holocene (11,000 to 8,000 years ago).

The Paleo Indian Period is associated with the terminus of the late Pleistocene (12,000 to 10,000 years ago). The people in this period likely subsisted by hunting, gathering, and collecting a variety of resources. The earliest sites known in the area are attributed to the San Dieguito culture, which consisted of hunting with flaked stone tools. The material related to this time period includes scrapers, hammer stones, large flaked cores, drills, and choppers, which were used to process food and raw materials.

Around 8,000 years ago, subsistence patterns changed, resulting in a material complex consisting of an abundance of milling stones (for grinding food items) with a decrease in the number of chipped stone tools. The material culture from this time period includes large, bifacially worked dart points and grinding stones, handstones and metates. This Encinitas Tradition includes the Sayles or Pauma cultures that were located in inland San Diego County and western San Bernardino County, where the Specific Plan project is located. At approximately 3,500 years ago, Pauma groups in the general vicinity of the Specific Plan area adopted new cultural traits which transformed the archaeological site characteristics - including mortar and pestle technology. This indicated the development of food storage, largely acorns, which could be processed and saved for the leaner, cooler months of the year.

At approximately 1,500 years ago, bow and arrow technology started to emerge, and the Palomar Tradition is attributed to this time. The Palomar Tradition is characterized by soapstone bowls, arrowhead projectile points, pottery vessels, rock paintings, and cremation sites. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east.

Although there is a long history of human occupation in the Ontario area, the records search conducted for the proposed Specific Plan did not identify any previously recorded archaeological resources within the project area or within a one-mile radius.

Paleontological

The Specific Plan area is located in the San Bernardino Basin, adjacent to the Transverse Ranges Geomorphic Province. This Province is comprised of a series of mountain ranges that run transverse to most mountain ranges in southern California – roughly east/west trending. The mountains within the Province, including the San Gabriel and San Bernardino mountains to the north and northeast, were uplifted by tectonic activity in the area, and provide a major sedimentary source of alluvium. The geologic units underlying the Specific Plan area are mapped as alluvial fan deposits that date to the Holocene to Late Pleistocene period, which are considered highly sensitive for significant vertebrate fossils. However, the Specific Plan area has been heavily disturbed by previous agricultural activity to an unknown depth below surface. In addition, the Western Science Center has not identified any recorded localities within the Specific Plan area or 1-mile of the project area (MCC 2017).

5.5.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- CUL-1 Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;

- CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- CUL-3: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- CUL-4: Disturb any human remains, including those interred outside of formal cemeteries.

The Initial Study established that the project would result in no impact related to Threshold CUL-4. As described in the Initial Study and listed previously, California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 regulate unexpected discoveries of human remains at development sites. Thus, no further assessment of this impact is required in this EIR.

5.5.5 METHODOLOGY

The analysis within this EIR section is based on the Phase 1 Cultural and Paleontological Resources Assessment (MCC 2017) and a historic resource assessment (Daly & Associates 2017) of entire Specific Plan area (PA-1, PA-2, and PA-3), and contains information that was compiled through field reconnaissance, record searches, and reference materials. These studies are provided in Appendix E.

Field Surveys

Cultural and paleontological. A cultural and paleontological survey of the proposed Specific Plan area (PA-1, PA-2, and PA-3) was conducted on December 27, 2016. The survey consisted of walking in parallel transects spaced at a maximum of 15-meter intervals over the exposed soils of the entire Specific Plan area, while closely inspecting the ground surface. The area surveyed is consistent with the Specific Plan boundaries and is shown in the Phase 1 Cultural and Paleontological Resources Assessment (MCC 2017), included as Appendix E1 of this Draft EIR.

All undeveloped ground surface areas within the ground disturbance portion of the Specific Plan area was examined for native soils, fossils, artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools or fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions and features indicative of the former presence of structures or buildings (e.g., postholes, foundations), or historic-era debris (e.g., metal, glass, ceramics). Existing ground disturbances (e.g., cutbanks, ditches, animal burrows, etc.) were visually inspected.

Historic. The historic resource assessment and evaluation for the properties situated within the project area (PA-1, PA-2, and PA-3) was conducted by Pamela Daly, M.S.H.P., Senior Architectural Historian (Daly & Associates 2017). In order to identify and evaluate the subject properties as potential historic resources, a multi-step methodology was utilized. An intensive-level inspection was performed by Ms. Daly on January 31, 2017, of the individual properties to document existing conditions and assist in assessing and evaluating the property for significance per the guidelines of the City of Ontario's Historic Context for the New Model Colony Area (Galvin & Associates, 2004).

Site-specific research was conducted on the subject properties by using data from the San Bernardino County Assessor, historic maps, city directories, newspaper articles, aerial photographs, and other published sources. Photographs were taken during the intensive-level site visit of buildings and structures, architectural and dairy industry-related details, or other points of interest. The National Register of Historic Places, the California Register of Historical Resources, and the City of Ontario Historic Preservation Ordinance criteria were employed to evaluate the significance of the properties.

Record Searches

Archaeological and Historic Records Search. An archaeological and historical records was completed by the South Central Coastal Information Center (SCCIC) of the California Historical Resources Inventory System (CHRIS), located at California State University, Fullerton on December 9, 2016. In addition, a records search of the buffer area that extends into Riverside County was requested from the Eastern Information Center at University of California, Riverside, on December 15, 2016. The records search included a 1-mile radius around the Specific Plan area, as well as the Specific Plan area itself. In addition, a variety of sources were consulted to obtain information regarding the cultural context of the Specific Plan area (National Register of Historic Places [1979-2002 and supplements], Historical USGS Topographic maps, Historical USDA aerial photos, CRHR, California Inventory of Historic Resources, California Historical Landmarks, California Points of Historical Interest, Local Historical Register Listings, and Bureau of Land Management General Land Office Records).

Paleontological Records Search. The paleontological records search included a geologic map review, literature search, and institutional records search at the Western Science Center in December 2016 that included identification of all known fossil localities within the Specific Plan area and a one-mile radius.

5.5.6 ENVIRONMENTAL IMPACTS

Impact CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

Less than Significant Impact. There are several historic-era built structures within one-mile of the Specific Plan area; however, none of the structures have been identified as a significant historical resource. Similarly, the Specific Plan area contains one historic-era residence and historic-era dairy associated buildings. Although the structures meet the minimum age threshold to be considered historic, the updates to the structures over time and extensive remodeling (porch addition, stucco coating, updated roofing, updated chimney, updated electrical features, updated ventilation, etc.) have removed any of the structures' historic integrity, resulting in essentially modern buildings. In addition, the lack of architecturally distinguishing features reduces the noteworthiness of the home and the dairy facilities. There are several additional animal enclosure structures and foundations which appear to have been associated with the original agricultural use of the property. These are in varied states of upkeep, and do not convey a uniqueness required for consideration as a significant cultural resource.

As concluded in the DPR 523 form prepared for the historic-era residence and associated dairy buildings, none of the conditions exist which would allow the buildings to be placed on the City's List of Historic Landmarks and Districts as a Landmark. Specifically, the structures:

- do not exemplify or reflect special elements of the City's history;
- are not identified with any persons or events significant in history;
- were designed by an unidentified architect and built by an unidentified builder, and are therefore not representative of the work of notable builder, designer, architect or artist;
- due to their common architectural style, do not embody distinguishing characteristics of a style, type, period, or method of construction;
- do not incorporate any noteworthy example of the use of indigenous materials or craftsmanship;
- use a popular architectural style of the 1930s, which does not embody elements that represent a significant structural, engineering, or architectural achievement or innovation;

- include a major structure apparently relocated to the site in the 1960s, and which therefore does not have a unique location or a singular physical characteristic, or constitute an established and familiar visual feature of a neighborhood or community of the City;
- use a common architectural style, mixing mid-century modern and ranch-style architecture, and are therefore not one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen.
- have not yielded and are not likely to yield information important to the City's history or prehistory.

Historic-era materials associated with the residence may be uncovered during the course of removing structures and vegetation, or within shallow depth excavation. However, the residence is not considered a significant resource, or potentially eligible for listing in the CRHR; therefore, if associated historic-era materials are discovered during the course of excavation, they would not be considered significant (MCC 2017). Therefore, implementation of the proposed Specific plan would not cause a substantial adverse change in the significance of a historical resource; and impacts related to historic resources would not occur.

Impact CUL-2: The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

Less than Significant Impact with Mitigation. The Phase I Cultural Assessment determined that no previously identified resources have been identified within the Specific Plan area or within a one-mile radius. Additionally, no resources were observed during the course of the onsite field survey. As a result, mitigation relating to monitoring of excavation activities are not required; however, because of the long history of human occupation in the Ontario area, Mitigation Measure CUL-1 has been included to mitigate the potential impacts of inadvertent discoveries of potential resources during construction activities. Mitigation Measure CUL-1 requires an archeologist to be retained to provide on-call services and that in the event that potential archaeological resources are inadvertently discovered during ground-disturbing activities, work must be halted within 50 feet of the find until it can be evaluated by a qualified archaeologist. With implementation of Mitigation Measure CUL-1, impacts related to a substantial adverse change in the significance of an archaeological resource would be less than significant.

Impact CUL-3: The project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Less than Significant Impact with Mitigation. Although the Specific Plan area has been heavily disturbed by previous agricultural activity, the Specific Plan area is underlain by Holocene to Pleistocene alluvium that was derived as alluvial fan deposits from San Gabriel Mountains to the north, and the San Antonio Creek drainage that currently flows to the west of the proposed Specific Plan area. Older Quaternary deposits exist within the Specific Plan area are considered highly sensitive as they often contain significant vertebrate fossils. They are generally located 5 feet in depth below the ground surface (MCC 2017). Because construction of the proposed Specific Plan would include excavation of areas to a maximum depth of 7 feet below the ground surface, impacts to paleontological resources could occur during implementation of the proposed Specific Plan. As a result, Mitigation Measure CUL-2 has been included to monitor any substantial excavations, take sediment samples to determine the potential for fossils in the construction area, and deposit any fossils uncovered during construction in an accredited and permanent scientific institution for the benefit of current and future generations, which would reduce the potential impacts related to destruction of a unique paleontological resource to a less than significant level.

5.5.7 CUMULATIVE IMPACTS

The cumulative study area for cultural resources includes the southwestern San Bernardino County region, which contains the same general prehistoric uses and geological attributes as the Specific Plan area. As detailed below, cumulatively considerable impacts cultural resources would not occur from implementation of the Specific Plan with implementation of mitigation measures related to archaeological and paleontological resources.

Historic Resources: The Specific Plan area does not contain any historic resources; and is not adjacent to any resources. Thus, removal of the existing structures onsite would not result in any impacts related to historic resources; and would not contribute to a cumulatively considerable impact related to historic resources.

Archaeologic Resources: The Phase I Cultural Assessment determined that the Specific Plan area was negative for the presence of archaeological resources; however, the Specific Plan would implement Mitigation Measure CUL-1 to ensure that impacts would not occur in the case of an inadvertent discovery of a potential resource. The mitigation measure ensures that the Specific Plan would not contribute to a cumulative loss of archaeological resources; therefore, impacts would be less than cumulatively significant.

Paleontological Resources: Mitigation is included that would avoid direct impacts to paleontological resources that have the potential to exist 5 feet below the ground surface within the region. Implementation of Mitigation Measure CUL-2 would reduce the potential of the proposed Specific Plan to result in impacts to paleontological resources that could cumulatively combine with impacts other projects. The mitigation measure would provide that the Specific Plan would not contribute to a cumulative loss of paleontological resources; therefore, impacts would be less than cumulatively significant.

5.5.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

- National Historic Preservation Act
- Ontario Development Code
- California Health and Safety Code Section 7050.5
- Public Resources Code Section 5097.98

5.5.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: Impact CUL-1

Without mitigation, the following impacts would be **potentially significant**:

- Impact CUL-2: Buildout of the proposed project could impact archaeological resources.
- Impact CUL-3: Buildout of the proposed project could impact paleontological resources.

5.5.10 MITIGATION MEASURES

Mitigation Measure CUL-1: Archaeological Resources

Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Ontario Building Department, or designee, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologist has been retained to provide on-call services in the event archeological resources are discovered. The archeologist shall be present at the pre-grading conference to establish procedures for archeological resource surveillance. In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease and the City shall be immediately notified. The archeologist shall be contacted to flag the area in the field and determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). If the find is considered a "resource" the archeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. A qualified archeologist and a Native American Monitor of Gabrieleño Ancestry shall evaluate all archaeological resources unearthed by project construction activities. If the resources are Native American in origin, they shall have the opportunity to consult with the City and/or project developer on appropriate treatment and curation of these resources. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the applicant's expense. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the archeologist. Resources shall be identified and curated into an established accredited professional repository. The archeologist shall have a repository agreement in hand prior to initiating recovery of the resource. Excavation as a treatment option will be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project.

Mitigation Measure CUL-2: Paleontological Resources

Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Ontario Building Department, or designee, from a paleontologist selected from the roll of qualified paleontologists maintained by San Bernardino County, stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall require paleontological monitoring of excavation that exceeds depths of five feet. The PRIMP shall state that the project paleontologist may re-evaluate the necessity for paleontological monitoring after 50 percent or greater of the excavations deeper than four feet have been completed.

In the event that paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.

Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil

needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.

5.5.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures identified above, and existing regulatory programs would reduce potential impacts associated with cultural resources for Impacts CUL-2 and CUL-3 to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to cultural resources would occur.

REFERENCES

Daly & Associates. 2017. (Daly & Associates 2017). Department of Parks and Recreation Primary Record for Tadema Cattle Company (Archibald-Merrill LLC)

Galvin & Associates. 2004. (Galvin & Associates 2004). The City of Ontario's Historic Context for the New Model Colony Area

Material Culture Consulting. 2017 (MCC 2017). Colony Commerce Center East Specific Plan Phase 1 Cultural and Paleontological Resources Assessment

City of Ontario's Historic Context for the New Model Colony Area (Galvin & Associates 2004), Prepared by Galvin & Associates, 2004. Accessed at: http://www.ontarioca.gov/sites/default/files/Historic-Preservation/the_dairy_industry.pdf

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5.6 Geology and Soils

5.6.1 INTRODUCTION

This section addresses potential environmental effects of the proposed Specific Plan related to geology, soils, and seismicity. The impacts examined include risks related to geologic hazards such as earthquakes, landslides, liquefaction, expansive soils, and impacts on the environment related to soil erosion and sedimentation. Information within this section includes data from the Geotechnical Investigation prepared for the Phase 1 that was prepared for PA-1 and PA-2 in September 2015 by MTGL, Inc. (MTGL 2015), which is included as Appendix F, Geotechnical Investigation.

5.6.2 REGULATORY SETTING

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1997 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the Act established the National Earthquake Hazards Reduction Program that provides characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. This Act designated the Federal Emergency Management Agency (FEMA) as the lead agency of the program and assigns it several planning, coordinating, and reporting responsibilities. Programs under this Act provide building code requirements such as emergency evacuation responsibilities and seismic code standards such as those to which development under the proposed Specific Plan would be required to adhere.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface fault rupture to structures used for human occupancy. The main purpose of the Act is to prevent the construction of buildings for human occupancy on top of the traces of active faults. It was passed into law following the February 1971 magnitude 6.5 San Fernando (Sylmar) Earthquake that resulted in over 500 million dollars in property damage and 65 deaths. Although the Act addresses the hazards associated with surface fault rupture, it does not address other earthquake-related hazards, such as seismically induced groundshaking, liquefaction, or landslides.

This Act requires the State Geologist to establish regulatory zones, now referred to as Earthquake Fault Zones, around the mapped surface traces of active faults, and to publish appropriate maps that depict these zones. Earthquake Fault Zone maps are publicly available and distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. The Act requires local agencies to regulate development within Earthquake Fault Zones. Before a development project can be permitted within an Earthquake Fault Zone, a geologic investigation is required to demonstrate that proposed buildings would not be constructed across active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back a minimum of 50 feet from the fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act, which was passed by the California legislature in 1990, addresses earthquake hazards related to liquefaction and seismically induced landslides. Under the Act, seismic hazard zones are mapped by the State Geologist in order to assist local governments in land use planning. The Act states “it is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety.” Section 2697(a) of the Act states that “cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard.”

California Building Code

The California Building Code (CBC) is included in Title 24 of the California Code of Regulations. The CBC incorporates the International Building Code, a model building code adopted across the United States. Current State law requires every city, county, and other local public agency enforcing building regulations to adopt the provisions of the CBC within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission. The current CBC was adopted by the City and is included in Title 8 of the City’s Municipal Code. These codes provide standards to protect property and public safety. They regulate the design and construction of excavations, foundations, building frames, retaining walls, and other building elements, and thereby mitigate the effects of seismic shaking and adverse soil conditions. The codes also regulate grading activities, including drainage and erosion control.

California Construction General Permit

The State of California adopted a Statewide National Pollutant Discharge Elimination System (NPDES) Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The last Construction General Permit amendment became effective on July 17, 2012. The Construction General Permit regulates construction site storm water management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of storm water associated with construction activity.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active storm water effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH and turbidity, as well as requirements for qualified professionals to prepare and implement the plan. The Construction General Permit requires the SWPPP to identify Best Management Practices (BMPs) that will be implemented to reduce soil erosion. Types of BMPs include preservation of vegetation and sediment control (e.g., fiber rolls).

City of Ontario General Plan

The following policies contained in the Safety Element (Seismic and Geologic Hazards Section) are relevant to the proposed project:

Policy S1-1: Implementation of Regulations and Standards. Require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Policy S1-2: Entitlement and Permitting Process. Follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.

Policy S1-4: Seismically Vulnerable Structures. We conform to state law regarding unreinforced masonry structures.

Policy S5-2: Dust Control Measures. Require the implementation of Best Management Practices for dust control at all excavation and grading projects.

Policy S5-3: Grading in High Winds. Prohibit excavation and grading during strong wind conditions, as defined by the Building Code.

City of Ontario Municipal Code

Municipal Code Title 8, Chapter 1. Incorporates the California Building Code; these regulations reference applicable standards and documentation requirements found in the California Building Code that address seismic safety.

Municipal Code Section 6-6. Incorporates the requirements of the Areawide Urban Storm Water Run-Off Permit [NPDES Permit No. CAS618036, Order No. R8-2002-0012] issued by the RWQCB pursuant to Section 402(p) of the Clean Water Act.

Municipal Code Section 6-6.501. Storm water Quality Management Plan. Prior to the issuance of any grading or building permit, all qualifying land development/redevelopment projects, shall submit and have approved a Storm Water Quality Management Plan (SWQMP) to the City Engineer on a form provided by the City. The SWQMP shall identify all BMPs that will be incorporated into the project to control storm water and non-storm water pollutants during and after construction and shall be revised as necessary during the life of the project.

Municipal Code Section 6-6.502. General permit for storm water discharges from construction activity. Any developer/owner engaging in construction activities which disturb 5 acres or more of land shall apply for coverage under the General Storm Water Permit for Construction Activity with the State Water Resources Control Board (SWRCB). Coverage under the General Permit can be obtained by submitting a "Notice of Intent" form (NOI) to the SWRCB.

Municipal Code Section 6-6.505. Best Management Practices. All construction projects which could potentially have an adverse impact on the City's storm water drainage system or waters of the state shall install and/or implement appropriate construction and post-construction BMPs, as listed in their SWQMP or the "California Storm Water Best Management Practice Handbook", to reduce pollutants to the maximum extent practicable or to the extent required by law.

5.6.3 ENVIRONMENTAL SETTING

Regional Setting

The site is approximately 52 miles inland from the Pacific Ocean, and lies within the Northeastern Block of the Transverse Ranges geomorphic province of California that extends southward about 320 miles from Point Arguello on the west to the mountains of Joshua Tree National Park on the east. The province is between 40 and 60 miles wide and is bound on the north by the San Andreas Fault. The province has numerous valleys, ranges, and faults (including the San Andreas, San Gabriel, Cucamonga, San Jacinto, and Whittier fault zones), all having a general east-west trend (MTGL 2015).

Faults

In 1972, the Alquist-Priolo Special Studies Zones Act was signed into law. In 1994, it was renamed the Alquist-Priolo Earthquake Fault Zoning Act (A-P Act). The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The A-P Act requires the State Geologist (Chief of the California Geology Survey) to delineate "Earthquake Fault Zones" along with faults that are "sufficiently active" and "well-defined." The boundary of an "Earthquake Fault Zone" is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The A-P Act dictates that cities and counties withhold development permits for sites within an Alquist-Priolo Earthquake Fault Zone until geologic investigations demonstrate that the site zones are not threatened by surface displacements from future faulting.

There are no active faults known to occur within or adjacent to the Specific Plan area. However, there are several faults within the project region, including the following: Chino fault, located 5.5 miles from the project site; Elsinore fault, located 9.1 miles from the project site; and the San Jose fault that is 10.5 miles from the project site (MTGL 2015).

Groundshaking

All of southern California is seismically active. Groundshaking is a major cause of structural damage from earthquakes. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located on poorly consolidated material such as alluvium located near the source of the earthquake epicenter or in response to an earthquake of great magnitude.

Soils in the project vicinity are generally characterized by a deep clastic valley fill from the nearby San Gabriel Mountains and non-marine alluvial deposits from creeks and drainages that are mapped as younger fan deposits. Onsite soil sampling and testing determined that the near-surface soils consists of areas of fill and native soils that include: silty sand, layers of poorly graded fine to coarse sands, silts, interlayered sands and silts, and layers of pebbles, gravel, and gravelly sand that could settle during an earthquake event (MTGL 2015).

Liquefaction

Liquefaction occurs when vibrations or water pressure within a mass of soil cause the soil particles to lose contact with one another. As a result, the soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Lateral spreading refers to spreading of soils in a rapid fluid-like flow movement similar to water.

The Seismic Hazards Map for the Corona North, California 7.5 Minute Quadrangle, published by the California Geological Survey (CGS) indicates that the subject site is not located within a designated liquefaction hazard zone. In addition, the depth of groundwater that is approximately 120-feet below ground surface (bgs) (Partner 2015), the potential for liquefaction at the site is very low (MTGL 2015) and is not considered to be a significant design concern for the project.

Landslides and Mudflows

Landslides are the downhill movement of masses of earth and rock, and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides or generate mudflows. Areas most susceptible to landslides and mudflows are steep slopes in poorly cemented or highly fractured rocks, areas underlain by loose and weak soils, and areas on or adjacent to existing landslides.

The Corona North 7.5 Minute Quadrangle, which contains the project site does not show any landslide areas. Additionally, the project site is generally flat, and has a 1 percent grade to the south. The elevation on the project site ranges from 640 to 660 feet above sea level (MTGL 2015). The site is not located within a hillside area, and there are no reported occurrences of landslides or mudflows in the project vicinity.

Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and most often results from human activities such as the extraction of oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. The City is above the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin, from which groundwater has been extracted for decades. The thick alluvial deposits composing the subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid groundwater withdrawal. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater production have been reported in the City of Chino to the southwest of Ontario.

Expansive Soils

Expansive soils are soils containing water-absorbing minerals that expand as they take in water. These soils can damage buildings due to the force they exert as they expand. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture. The project is in a semiarid region with marked seasonal changes in precipitation: most rain falls in winter, and there is a long dry season in summer and autumn. Therefore, the City's climate is such that a relatively high incidence of soil expansion is expected where soils contain the requisite clay minerals. The project site is underlain by silty sand, layers of poorly graded fine to coarse sands, silts, interlayered sands and silts, and layers of pebbles, gravel, and gravelly sand, which have an expansion index classification of "very low" (MTGL 2015).

5.6.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

- GEO-1 Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 4),
- GEO-2 Strong seismic ground shaking,
- GEO-3 Seismic-related ground failure, including liquefaction, or
- GEO-4 Landslides;
- GEO-5 Result in substantial soil erosion or the loss of topsoil;
- GEO-6 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- GEO-7 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or
- GEO-8 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

The Initial Study established that the project would result in no impact related to Thresholds GEO-1, GEO-2, GEO-3, GEO-4, GEO-5 and GEO-8; no further assessment of these impacts is required in this EIR.

5.6.5 METHODOLOGY

A geotechnical investigation was conducted for PA-1 and PA-2 (MTGL 2015), which included field exploration, exploratory soil borings, obtaining representative soil samples, laboratory testing, engineering analysis, and the review of pertinent geological literature. The laboratory testing determined the characteristics of the geology and soils that underlie the project site. These subsurface conditions were then analyzed to identify potential significant impacts resulting from project construction and operation in relation to geology and soils.

In determining whether a significant impact would result from the proposed project, the analysis includes consideration of state law, including the California Building Code that is integrated into the City's Municipal Code, and implemented/verified during project permitting approvals. In general, existing state law, building codes, and municipal codes that are implemented by the approving agency provide for an adequate level of safety or reduction of potential effects such that projects developed and operated to code reduce potential of impacts.

5.6.6 ENVIRONMENTAL IMPACTS

Impact GEO-6: The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

Less than Significant Impact. The proposed Specific Plan is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project.

Landslide and Liquefaction

The Specific Plan area is generally flat and is not located within a hillside area. The Seismic Hazards Map for the Corona North, California 7.5 Minute Quadrangle, published by the California Geological Survey (CGS) shows that the Specific Plan area is not located within a designated landslide or liquefaction hazard zone. Thus, impacts related to landslides would not occur from implementation of the proposed project. The geotechnical report prepared for the Phase 1 project site (MTGL 2015) also concluded based on onsite testing, that the potential for liquefaction at the site is very low, and that the Specific Plan area is not located within a liquefaction hazard zone. Impacts related to liquefaction would be less than significant.

Lateral Spreading

The geologic conditions that makes an area conducive to lateral spreading (gentle surface slope, shallow water table, cohesionless soils) are the same as those related to liquefaction. Lateral spreading refers to lateral displacement of ground, as a result of pore pressure build-up, that commonly occurs on gentle slopes and has rapid fluid-like flow movement, like water. Because the Specific Plan area is not within a liquefaction hazard zone, the site is not at risk of lateral spreading, and impacts would be less than significant.

Subsidence

Subsidence (or the sinking) of land generally results from substantial volumes of groundwater extraction. The City is above the Chino Subbasin of the Upper Santa Ana Valley Groundwater Basin, from which groundwater is extracted. The thick alluvial deposits composing the subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid groundwater withdrawal. The Chino Basin was adjudicated by the California Superior Court in 1978 to regulate the amount of groundwater that can be pumped from the basin by creating the Chino Basin Watermaster to oversee management of water rights. Each agency that is permitted to extract water from the basin has a specific allotment of allowable groundwater pumping. Due to these existing regulations related to groundwater pumping, the project would not result in an agency pumping substantial ground water amounts to serve the project, which could result in subsidence.

The proposed project does not include any groundwater extraction. The existing uses on the project site obtain water supplies from onsite wells. Implementation of the proposed Specific Plan would remove the existing wells, and halt onsite groundwater pumping.

Impacts related to subsidence would be less than significant.

Collapse

The Specific Plan area is located within a seismically active region. The closest mapped fault to the project site is the Chino fault that is 5.5 miles from the project site and has a peak ground acceleration potential at the Chino-Central Avenue Fault segment of approximately 0.23 to 0.54 g. Movement along regional faults could result in collapse of soils in other areas.

Soils prone to ground failure or collapse are generally young deposits as a result of flash floods or wind. Increased surface water infiltration, such as from irrigation or a rise in the groundwater table, combined with the weight of a building can cause rapid settlement and cracking of foundations and walls. Because the onsite soils consist of alluvium that is generally not susceptible to collapse due to the granular nature of the soils and clay materials that are bonded, the Specific Plan area does not have a high susceptibility of ground failure.

In addition, as described in Section 3.0, *Project Description*, the soils onsite would be excavated to a minimum of 3 feet below the bottom of the building footings or 5 feet bgs, (whichever is greater), reconditioned, and recompacted as engineered fill to support the proposed building structures. The compaction of fill would be in compliance with the CBC regulations.

The CBC, as currently adopted in the City's Municipal Code Title 8, includes provisions to reduce impacts caused by potential major structural failures or loss of life resulting from geologic hazards. For example, the CBC requires that a California Certified Engineering Geologist or California-licensed civil engineer provide site-specific engineering data to demonstrate the satisfactory performance of proposed structures. The City requires the project specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of development approval. Therefore, the development of the proposed Specific Plan would be required to conform to the seismic design parameters of the CBC, as provided by the City's Standard Condition SC 3.6, which are reviewed by the City for appropriate inclusion as part of the building plan check and development review process. Compliance with the requirements of the CBC and City's municipal code for structural safety through implementation of Standard Condition SC 3.6 would reduce hazards from ground collapse to a less than significant level.

Impact GEO-7: The project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

Less than Significant Impact. The project site is underlain by silty sand, layers of poorly graded fine to coarse sands, silts, interlayered sands and silts, and layers of pebbles, gravel, and gravelly sand, which have an expansion index classification of very low (MTGL 2015). Also, as described in Section 3.0, *Project Description*, the soils onsite would be excavated to a minimum of 3 feet below the bottom of the building footings or 5 feet bgs, (whichever is greater), reconditioned, and recompacted as engineered fill to support the proposed building structures. This process would further reduce and the potential for expansion.

Additionally, an engineering level design geotechnical report is required to be prepared and submitted to the City that details the project designs that have been included to address potential geotechnical and soil conditions pursuant to the CBC requirements, that are included in the City's Municipal Code as Title 8, Chapter 1, and implemented by Standard Condition SC 3.6. Compliance with the CBC, review of grading plans by the City Engineer, and adherence to Geotechnical Investigation recommendations related to expansive soils through implementation of the City's Standard Condition SC 3.6 would ensure that potential impacts related to expansive soils would be less than significant.

5.6.7 CUMULATIVE IMPACTS

The potential cumulative exposure of people or structures to unstable geologic units and/or expansive soils that have the potential to result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, movement, or collapse tend to be region wide in nature, even though each site-specific development has unique geologic considerations. Site-specific development projects within Ontario are subject to uniform site-development policies and construction standards imposed by the City that are based on the state requirements in the CBC and site-specific geotechnical studies prepared to define site-specific conditions that might pose a risk to safety, such as those described previously for the proposed Specific Plan. While increases in the number of people and structures subject to unstable geologic units and soils will be substantial through 2040 as the Ontario Ranch area builds out, given the application of CBC requirements by the City through the construction permitting process, the cumulative effects of development related to

unstable geologic units and/or expansive soils; including landslides, lateral spreading, subsidence, liquefaction, movement, or collapse would be less than significant.

5.6.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

The following City Standard Conditions (SCs) related to geology and soils that are incorporated into the project would reduce impacts. These actions will be included in the project's mitigation monitoring and reporting program:

City Standard Condition

SC 3.6: The project shall comply with the adopted California Building Code California Code of Regulations, Title 24, Part 2.

5.6.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts GEO-6 and GEO-7 would be less than significant.

5.6.10 MITIGATION MEASURES

No mitigation measures are required.

5.6.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to geology and soils have been identified and impacts would be less than significant.

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5.7 Greenhouse Gases

5.7.1 INTRODUCTION

This section of the EIR evaluates greenhouse gas (GHG) emissions associated with the proposed Specific Plan and its contribution to global climate change. Specifically, this section evaluates the extent to which GHG emissions from development pursuant to the Specific Plan contributes to elevated levels of GHGs in Earth's atmosphere and consequently contributes to climate change. This section also addresses the Specific Plan's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of greenhouse gases. The analysis within this section is based on the Greenhouse Gas Analysis prepared for both phases (including PA-1, PA-2 and PA-3) of the project by Urban Crossroads (UC 2017), provided in Appendix G.

5.7.2 REGULATORY SETTING

California Assembly Bill 1493 – Pavley

In 2002, the California legislature adopted legislation requiring the adoption of regulations to reduce GHG emissions in the transportation sector (AB 1493). (Cal. Stats 2002, Ch. 2002. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG from 2009 to 2016. CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was established by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

California Assembly Bill 32, Global Warming Solutions Act of 2006

In furtherance of the goals established in Executive Order S-3-05, the legislature enacted AB 32 (Health and Safety Code Section 38500 et seq.) to mandate the quantification and reduction of GHGs to 1990 levels by the year 2020. The law establishes periodic targets for reductions, and requires certain facilities to report emissions of GHGs annually. The legislation authorizes CARB to reduce emissions from certain sectors that contribute the most to statewide emissions of GHGs.

Under AB 32, CARB must adopt regulations requiring the reporting and verification of statewide GHG emissions. This program will be used to monitor and enforce compliance with the established standards. CARB is also required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 allows CARB to adopt market-based compliance mechanisms to meet the specified requirements. Also, CARB is ultimately responsible for monitoring

compliance and enforcing any rule, regulation, order, emission limitation, emission reduction measure, or market-based compliance mechanism adopted.

The first action under AB 32 resulted in the adoption of a report listing early action GHG emission reduction measures on June 21, 2007. The early actions include three specific GHG control rules. On October 25, 2007, CARB approved an additional six early action GHG reduction measures under AB 32. The three original early-action regulations meeting the narrow legal definition of “discrete early action GHG reduction measures” include:

- A low-carbon fuel standard to reduce the “carbon intensity” of California fuels.
- Reduction of refrigerant losses from motor vehicle air conditioning system maintenance to restrict the sale of “do-it-yourself” automotive refrigerants.
- Increased methane capture from landfills to require broader use of state-of-the-art methane capture technologies.

The additional six early-action regulations, which were also considered “discrete early action GHG reduction measures,” consist of:

- Reduction of aerodynamic drag, and thereby fuel consumption, from existing trucks and trailers through retrofit technology.
- Reduction of auxiliary engine emissions of docked ships by requiring port electrification.
- Reduction of PFCs from the semiconductor industry.
- Reduction of propellants in consumer products (e.g., aerosols, tire inflators, and dust removal products).
- Requirements that all tune-up, smog check, and oil change mechanics ensure proper tire inflation as part of overall service in order to maintain fuel efficiency.
- Restriction on the use of SF₆ from non-electricity sectors if viable alternatives are available.

As required under AB 32, on December 6, 2007, CARB approved the 1990 GHG emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was set at 427 MT CO₂e (metric tons of carbon dioxide equivalent). In addition to the 1990 emissions inventory, CARB also adopted regulations requiring mandatory reporting of GHGs for large facilities that account for 94 percent of GHG emissions from industrial and commercial stationary sources in California. About 800 separate sources fall under the new reporting rules and include electricity generating facilities, electricity retail providers and power marketers, oil refineries, hydrogen plants, cement plants, cogeneration facilities, and other industrial sources that emit CO₂ in excess of specified thresholds.

On December 11, 2008, CARB approved the Climate Change Proposed Scoping Plan: A Framework for Change to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California’s GHG emissions. The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate Action Team early actions and additional GHG reduction measures by both entities, identifies additional measures to be pursued as regulations, and outlines the role of a cap-and-trade program. The key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent.
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85% of California’s GHG emissions.

- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets.
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (LCFS).
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential (GWP) gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the 2020 GHG reduction goal. In 2014, CARB released the First Update to the Scoping Plan, which builds upon the Initial Scoping Plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. This update defines CARB's climate change priorities for the next five years and sets the groundwork to reach long-term goals set forth in Executive Order S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals in the original 2008 Scoping Plan. It also evaluates how to align the state's "longer-term" GHG reduction strategies with other state policy priorities for water, waste, natural resources, clean energy, transportation, and land use.

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update would reflect the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce methane emissions from agricultural and other wastes. The proposed Second Update is undergoing a review period and has not yet been adopted.

Senate Bill 375

In August 2008, the legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, SB 375 (Steinberg) (Cal Stats 2008, Ch. 728), which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations (MPOs) will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, an MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for "transit priority projects," as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-

inducing impacts of those projects when the projects are consistent with the SCS or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional MPOs.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all state agencies with jurisdiction over sources of greenhouse gas emissions are required to continue to develop and implement emissions reduction programs to reach the state's 2050 target and attain a level of emissions necessary to avoid dangerous climate change. According to the Governor's Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill 32

Senate Bill 32 was signed on September 8, 2016 by Governor Jerry Brown. SB 32 requires the state to reduce statewide greenhouse gas emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide greenhouse gas reduction target of 80 percent below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that ARB is not only respond to the Governor, but also the Legislature.

AB 398 – Extension of Cap and Trade Program to 2030

AB 398 (Cal Stats 2017, Ch. 617) was signed by Governor Brown on July 25, 2017, and became effective immediately as urgency legislation. AB 398, among other things extending the cap and trade program through 2030. Senate Bill 97

SB 97 (Health and Safety Code Section 21083.5) was adopted in 2007 and required that the Office of Planning and Research to prepare amendments to the CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. A new section, CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The new section allows agencies the discretion to determine whether a quantitative or qualitative analysis is best for a particular project. However, little guidance is offered on the crucial next step in this assessment process—how to determine whether the project's estimated GHG emissions are significant or cumulatively considerable.

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. However, GHG mitigation measures are referenced in general terms, and no specific measures are identified. Additionally, the revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination

that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b).

In addition, the amendments revised Appendix F of the CEQA Guidelines, which focuses on Energy Conservation. The sample environmental checklist in Appendix G was amended to include GHG questions.

Title 24 Energy Efficiency Standards and California Green Building Standards

The newest version of California Code of Regulations Title 24 Part 6 was adopted by the California Energy Commission (CEC) in June 2015 and became effective on January 1, 2017. The CEC indicates that these Title 24 standards will reduce energy consumption by 5 percent for nonresidential buildings above that achieved by the 2013 version of Title 24 Part 6.

South Coast Air Quality Management District

The SCAQMD formed a working group to identify greenhouse gas emissions thresholds for land use projects that could be used by local lead agencies in the Basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold, that could be applied by lead agencies, which includes the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - All land use types: 3,000 MT CO₂e per year
 - Based on land use type:
 - Residential: 3,500 MT CO₂e per year
 - Commercial: 1,400 MT CO₂e per year
 - Mixed use: 3,000 MT CO₂e per year
- Tier 4 has the following options:
 - Option 1: Reduce business as usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 Target: For service populations (SP), including residents and employees, 4.8 MT CO₂e/SP/year for projects and 6.6 MT CO₂e/SP/year for plans.
 - Option 3, 2035 Target: 3.0 MT CO₂e/SP/year for projects and 4.1 MT CO₂e/SP/year for plans.

In addition, the SCAQMD working group provides an alternative approach for industrial projects. Projects that would exceed 10,000 MT CO₂e per year would result in a cumulatively considerable impact

associated with GHG emissions, unless the project can demonstrate that it meets other project-level efficiency thresholds.

City of Ontario Climate Action Plan

The City of Ontario adopted a Climate Action Plan (CAP) on December 16, 2014. The CAP provides the City's GHG Inventory reduction goals, policies, guidelines, and implementation programs. The purpose of the CAP is to describe how to analyze GHG emissions and determine significance. The CAP has the goal of reducing GHG emissions within the City by 30 percent below 2008 levels by the year 2020.¹ The City's GHG emissions in 2008 were approximately 2.5 million MT CO_{2e}. Reducing emissions to 30 percent below 2020 levels would result in emissions of approximately 2.2 million MT CO_{2e} in 2020. In 2020, the City's GHG emissions are projected to be approximately 3.1 million MT CO_{2e} in the absence of any measures by either the state or the City. The reductions needed to reach the target (as shown by the City's CAP) are approximately 940,000 MT CO_{2e}. This target is consistent with the AB 32 target. To achieve the desired emissions reduction target, the City of Ontario selected, identified, and quantified local mitigation measures to be implemented in addition to state level measures. The CAP also includes a provision that will require an update beginning in 2018 that will quantify emissions for 2030, 2040, and 2050 for the City.

As part of the CAP, the City of Ontario published a guidance document titled "Greenhouse Gas Emissions, Screening Tables" (December 2014), which determined that projects generating 3,000 MT CO_{2e} per year or less are small projects that are considered less than significant. If a project exceeds the 3,000 MT CO_{2e} per year threshold, then project emissions would need to be reduced by 25 percent from year 2008 emissions levels, or alternatively the project would need to achieve a minimum of 100 points pursuant to the CAP Screening Tables.

The point values in the CAP Screening Tables were derived from the projected emissions reductions that would be achieved by each of the reduction measures associated with new development within the City of Ontario. The points within the Screening Tables were proportioned by square feet of new uses. This was accomplished by taking the predicted growth in households and commercial uses and proportioning the reduction quantities for new development to the Screening Tables. As the proposed project would develop lands consistent with the General Plan, it is included within these growth projections.

The CAP would result in a reduction of 39,769 MT CO_{2e} by implementation of the performance standards in the CAP Screening Tables for new development. Thus, implementation of the CAP has been quantified to ensure that projects that garner 100 points are reducing emissions by 25 percent over the year 2008. As described in the CAP, based on buildout of the General Plan, each 1,000 square feet of commercial/industrial building area needs to reduce 0.66 MT CO_{2e} to meet the City's GHG reduction goals. The point values for the performance standards in the CAP Screening Tables have been determined based on the amount of GHG reduced annually, and obtaining 100 points equates to the required reductions in GHG. Thus, pursuant to the CAP, projects that achieve at least 100 points based on the City's screening tables are determined to be consistent with the reduction quantities anticipated in the City's CAP, and consistent with CEQA guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. The screening tables allow developers to tailor their mitigation measures to the project's needs, rather than have them be subject to one-size fits all mitigation measures that may not be applicable to all developments.

The California Resources Agency has stated that in order to be used for the purpose of determining significance, a CAP must contain specific requirements that result in reductions of greenhouse gas emissions.

¹ Under the CAP, BAU represents the assumed 2020 baselines GHG emissions with "no additional efficiency measure (e.g., CALGreen Code, Title 24 revisions, etc.) being applied to future growth for projection purposes." [CAP, ES-3.]

CEQA Guidelines Section 15083.5(b) lists the requirements for greenhouse gas reduction plans used for this purpose:

- 1) **Plan Elements.** A plan for the reduction of greenhouse gas emissions should:
 - a) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
 - b) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;
 - c) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;
 - d) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
 - e) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;
 - f) Be adopted in a public process following environmental review.

- 2) **Use with Later Activities.** A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.

The City of Ontario CAP meets these requirements as listed below:

- The CAP quantifies emissions for a 2008 base year and future year 2020. The CAP also includes a provision that will require an update beginning in 2018 that will quantify emissions for 2030, 2040, and 2050 for the City.
- The CAP has adopted a target of reducing GHG emissions down to 15 percent below 2008 levels within the City of Ontario by 2020. This reduction target is compliant with AB 32; the AB 32 Climate Change Scoping Plan states: "In recognition of the critical role local governments will play in the successful implementation of AB 32, ARB recommended a greenhouse gas reduction goal for local governments of 15 percent below today's levels by 2020 to ensure that their municipal and community-wide emissions match the State's reduction target" (Scoping Plan page ES-5, ARB December 2008). As such, the City is consistent with the State's efforts to reduce GHG emissions globally and substantially lessen the cumulative contribution.
- The CAP analyzed the GHG emissions resulting from specific sources under the jurisdiction of the City or within the City's ability to influence including source categories common to most climate action plans in California.
- The CAP identified specific measures that would reduce GHG emissions by the required amount from regulations that apply to existing and new development and local measures that apply to the sources of emissions including:
 - Land Use and Transportation
 - Transportation Facilities Strategies

- Transportation Demand Strategies
 - Energy Conservation Strategies for New and Existing Buildings
 - Waste Diversion and Recycling and Energy Recovery
 - Strategies for Existing Development
 - Municipal Strategies
- The CAP includes procedures for tracking and monitoring plan performance measures including annual and triennial data collection and reporting to identify trends and potential shortfalls requiring corrective actions.
 - The CAP was included as part of a public review process and was adopted and certified in a public hearing on December 16, 2014.
 - The CAP includes binding and enforceable requirements that apply to development projects to ensure plan consistency. All emission reductions required to reach the plan 2020 targets are achieved through compliance with adopted regulations, ordinances, and code enforced by the State and the City. Reductions from mobile sources anticipated through implementation of the City's land use plan are enforced through the development review process. Conditions of approval may be applied for measures requiring project specific actions not specifically addressed by the regulation or code.

City of Ontario General Plan

The following goal and policies contained in the Environmental Resources Element (Energy) are relevant to the proposed project.

Goal ER 3: Cost-effective and reliable energy system sustained through a combination of low impact building, site and neighborhood energy conservation and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.

Policy ER 3-2: Green Development– Communities. We require the use of best practices identified in green community rating systems to guide the planning and development of all new communities.

Policy ER 3-3: Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar and natural ventilation.

Policy ER 3-4: Green Development– Public Buildings. We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.

Goal ER 4: Improved indoor and outdoor air quality, and reduced locally generated pollutant emissions.

ER4-1: Land Use. We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.

Policy ER 4-3: Greenhouse Gases (GHG) Emissions Reductions. We will reduce GHG emissions in accordance with regional, state and federal regulations.

Policy ER 4-4: Indoor Air Quality. We will comply with State Green Building Codes relative to indoor air quality.

Policy ER 4-6: Particulate Matter. We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.

Policy ER 4-8: Tree Planting. We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality.

5.7.3 ENVIRONMENTAL SETTING

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO₂ is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). For example, SF₆ is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF₆, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO₂. Therefore, an emission of one metric ton (MT) of SF₆ could be reported as an emission of 22,800 MT of CO₂e. Large emission sources are reported in million metric tons (MMT) of CO₂e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO₂) is an odorless, colorless, natural greenhouse gas. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH₄) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N₂O) (laughing gas) is a colorless greenhouse gas that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of greenhouse gases containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years.

Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

California produced 441.5 gross MMT/yr CO₂e in 2014. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions accounting for 36 percent of total GHG emissions in the state. This sector was followed by the electric power sector (including both in-state and out-of-state sources) (21 percent) and the industrial sector (19 percent).

Existing Project Site Conditions

The Specific Plan area (including PA-1, PA-2 and PA-3) is currently utilized for agricultural field crop operations and dairy operations. The Specific Plan contains approximately 1,400 mature cows and 400 young cows. GHG emission factors from the cows were obtained from documentation of California's 2000-2014 GHG Inventory, and are shown in Table 5.7-1. For the purposes of this analysis, credit for existing cow emissions has been taken for project operational activity.

Table 5.7-1: Existing Cow Greenhouse Gas Emissions

Cow	Quantity	CO ₂ e per Cow	Total CO ₂ e (lbs/hd/yr)
Mature Cow	1400	3.81	5,334.00
Heifer/Young Cow	400	0.30613	122.45
Total CO₂e			5,456.45

Source: Urban Crossroads, 2017.

5.7.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

GHG-2 Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

As described above, pursuant to the City's CAP, if the proposed Specific Plan would result in emissions that exceed 3,000 MTCO_{2e} per year, then project emissions would need to be reduced by 25 percent from year 2008 emissions levels or alternatively the proposed Specific Plan would need to achieve a minimum of 100 points pursuant to the CAP Screening Tables to result in less than significant impacts. This threshold is consistent with the SCAQMD working group recommendation that if a project exceed 10,000 MT CO_{2e} per year it would need to demonstrate that it meets other project-level efficiency thresholds to be considered a less than cumulatively considerable impact associated with GHG emissions.

5.7.5 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2016.3.1 is the most recent version, and has been used to determine construction and operational GHG emissions for buildout of the proposed Specific Plan, based on the maximum development assumptions outlined in Section 3.0, *Project Description*, Table 3-2, *Summary of Proposed Specific Plan Development*. As described in the Project Description, none of the warehouses would be refrigerated. The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures, if applied.

For construction phase project emissions, GHGs are quantified and, per SCAQMD methodology, the total greenhouse gas emissions for construction activities are divided by 30-years, and then added to the annual operational phase of GHG emissions.

To address the State's requirement to reduce GHG emissions, the City's CAP provides a target of reducing GHG emissions within Ontario by 30 percent below 2020 BAU emissions. The City's Target is consistent with the State's reduction requirements (listed above in the Regulatory Setting). Since the CAP includes specific local requirements that will substantially lessen GHG emissions, compliance with the CAP fulfills the requirements of CEQA Guidelines Section 15183.5, as detailed in the Regulatory Setting section previously.

As detailed in the Regulatory Setting section, the City's CAP includes Screening Threshold Tables to identify and quantify the reduction of greenhouse gas emissions that are attributable to various GHG reduction measures. As described, projects that garner a minimum of 100 points are consistent with the CAP, and result in less than significant impacts related to GHG emissions. Conversely, projects that do not result in 100 points on the CAP Screening Threshold Tables and would result in more than 3,000 MTCO_{2e} per year (per SCAQMD and CAP criteria) would be considered significant.

5.7.6 ENVIRONMENTAL IMPACTS

Impact GHG-1: The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Less than Significant.

Operation of Phase 1 (PA-1 and PA-2). Implementation of the proposed Specific Plan would generate GHG emissions from construction activities, operational transportation, energy, waste disposal, and area sources (such as onsite equipment). As described in the Project Description, none of the warehouses would be refrigerated. Implementation of Phase 1 (PA-1 and PA-2) would generate approximately 4,365.21

MTCO_{2e} per year from construction, area, energy, waste, and water usage. In addition, the proposed Specific Plan would generate 22,129.58 MTCO_{2e} per year from mobile sources. With subtraction of the existing emissions from the cows (5,456.45 MTCO_{2e} per year), PA-1 and PA-2 would generate a total of 21,038.3 MTCO_{2e} per year, shown on Table 5.7-2, which would exceed the City's screening threshold of 3,000 MTCO_{2e} per year.

Table 5.7-2: Greenhouse Emissions from Implementation of Phase 1 (PA-1 and PA-2)

Emission Source	Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ E
Construction emissions amortized over 30 years	132.63	0.01	0.00	132.88
Area	0.03	0.00	0.00	0.04
Energy	2219.83	0.08	0.02	2228.88
Mobile (Trucks)	18248.85	0.60	0.00	18263.74
Mobile (Passenger Cars)	3863.70	0.09	0.00	3865.84
On-Site Equipment	618.29	18.27	0.00	1075.04
Waste	341.15	12.37	0.03	658.39
Water Usage	11921.50	1.60	0.04	269.98
Total CO₂E (All Sources)	26,494.79			
Existing Cow Emissions	-5,456.45			
Net Total CO₂E (All Sources)	21,038.3			

Source: Urban Crossroads, 2017.

Operation of Phase 2 (PA-3). Implementation of Phase 2 (PA-3) would generate approximately 877.55 MT CO_{2e} per year from construction, area, energy, waste, and water usage. Like Phase 1, none of the warehouses in Phase 2 would be refrigerated. In addition, operation of PA-3 would generate 2,620.27 MT CO_{2e} per year from mobile sources. As shown on Table 5.7-3, GHG emissions from implementation of PA-3 would generate 3,497.82 MT CO_{2e} per year, which would exceed the City's screening threshold of 3,000 MT CO_{2e} per year.

Table 5.7-3: Greenhouse Emissions from Implementation of Phase 2 (PA-3)

Emission Source	Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Construction emissions amortized over 30 years	19.23	0.003	0.00	19.31
Area	5.74E-03	2.00E-05	0.00	6.13E-03
Energy	442.96	0.02	0.00	444.83
Mobile (Trucks)	2,193.37	0.05	0.00	2,194.69
Mobile (Passenger Cars)	425.58	0.003	0.00	425.58
Waste	47.64	2.82	0.00	118.02
Water Usage	238.77	1.75	0.04	295.38
Total CO₂e (All Sources)	3,497.82			

Source: Urban Crossroads, 2017.

Operation of Both Phase 1 and 2 (All PAs). The emissions from the operation of all 3 PAs (both phases after 2040) is provided in Table 5.7-4. As shown, GHG emissions from operation of all 3 PAs would generate 29,992.61 MT CO_{2e} per year, which would exceed the City's screening threshold of 3,000 MT CO_{2e} per year.

Table 5.7-4: Greenhouse Emissions from of Operation of Both Phases (All 3 PAs)

Emission Source	Total CO₂e
PA-1 and PA-2 Emissions	26,494.79
PA-3 Emissions	3,497.82
Total CO₂E (All Sources)	29,992.61

Source: Urban Crossroads, 2017.

Per the City's CAP, if greenhouse gas emissions exceed 3,000 MT CO₂e per year, such as the proposed Specific Plan, the second step is to evaluate the project against the City's applicable GHG Screening Threshold Table. Pursuant to the CAP, projects that garner a total of 100 points or greater on the Screening Threshold Table for industrial projects would result in a less than significant impact related to GHG emissions.

As described in Section 3.0, *Project Description*, the proposed Specific Plan, and Phase 1 Development Plan, would implement energy-saving and sustainable Project Design Features that provide GHG reduction features listed in the City's GHG Screening Threshold Table for industrial projects, which include the following:

- Use of modestly enhanced insulation (walls R-13, roof/attic R-38) for energy efficiency;
- Installation of enhanced window insulation (0.32 U-factor, 0.25 SHGC);
- Use of light-colored roofing with high solar reflectance to reduce heat island effects (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance);
- Implement distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent);
- Identify opportunities to provide natural lighting to reduce reliance on artificial lighting;
- Install high-efficiency lighting systems with advanced lighting controls (25% of in-unit fixtures considered high efficacy)
- Use energy star commercial appliances in the development including water efficient appliances;
- Align building orientation to take advantage of natural heating, cooling, and lighting conditions;
- Use smart irrigation controllers that automatically adjust frequency/duration of irrigation of landscape areas in response to changing weather conditions;
- Use of recycled water to irrigate landscape areas;
- Use of swaled landscape areas for storm runoff capture and retention/infiltration;
- Choose construction materials and interior finish products with zero or low emissions to improve indoor air quality;
- Provide adequate ventilation and high-efficiency in-duct filtration system;
- Use low- or medium water use, and native plant materials where appropriate; minimize turf areas;
- Provide public charging stations for use by electric vehicles;
- Use low volatile organic compound paints and wallpapers;

- Use recycle base, crushed concrete base, recycle content asphalt, shredded tired in base and asphalt roads, parking areas, and drive aisles where feasible and economically available;
- Use ultra low-flush toilets, low-flow shower heads and other water conserving fixture;
- All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) would be powered by non-diesel fueled engines and all indoor forklifts would be powered by electricity.

In addition, all development is required to comply with the City's Standard Condition 3.10, which states that the project shall comply with the adopted California Energy Code (Code of Regulations, Title 24 Part 6).

As shown below, and included in the proposed Specific Plan as Appendix B1, the Project Design Features would total 103 points on the GHG Screening Threshold Table (provided as Table 5.7-5 herein). Pursuant to the City's CAP, implementation of GHG reduction features that would exceed 100 points on the City's GHG Screening Threshold Table would reduce potential impacts related to GHG emissions to a less than significant level. Therefore, because the proposed Specific Plan (including PA-1, PA-2, and PA-3) would result in 103 points on the GHG Screening Threshold Table, impacts related to the generation of GHG emissions would be less than significant. To ensure that development of each PA would include a minimum of 100 points, PPP GHG-1 has been included, which requires that prior to issuance of building permits, documentation shall be provided to the City to demonstrate that the project features included in the construction specifications would achieve at least 100 points on the GHG Screening Threshold Table or achieve equivalent emission reductions. Thus, impacts related to GHG emissions would be less than significant.

Table 5.7-5: GHG Screening Threshold Table

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E3: Commercial/Industrial Energy Efficiency Development			
Building Envelope			
Insulation	2008 baseline (walls R-13; roof/attic R-30)	0 points	15
	Modestly Enhanced Insulation (walls R-13, roof/attic R-38))	15 points	
	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	18 points	
	Greatly Enhanced Insulation (spray foam insulated walls R-15 or higher, roof/attic R-38 or higher) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	20 points	
Windows	2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient [SHGC])	0 points	8
	Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)	7 points	
	Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)	8 points	
	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	12 points	
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	12 points	12
	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	14 points	
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	16 points	
Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage.		-
	Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)	12 points	
	Blower Door HERS Verified Envelope Leakage or equivalent <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	10 points	
Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls.		

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	Modest Thermal Mass (10% of floor or 10% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4 points	
	Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	6 points	-
	Enhanced Thermal Mass (80% of floor or 80% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	24 points	
Indoor Space Efficiencies			
Heating/ Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0 points	14
	Modest Duct insulation (R-6)	8 points	
	Enhanced Duct Insulation (R-8)	10 points	
	Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	14 points	
Space Heating/ Cooling Equipment	2008 Minimum HVAC Efficiency (EER 13/60% AFUE or 7.7 HSPF)	0 points	-
	Improved Efficiency HVAC (EER 14/65% AFUE or 8 HSPF)	7 points	
	High Efficiency HVAC (EER 15/72% AFUE or 8.5 HSPF)	8 points	
	Very High Efficiency HVAC (EER 16/80% AFUE or 9 HSPF) <i>(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)</i>	12 points	
Commercial Heat Recovery Systems	Heat recovery strategies employed with commercial laundry, cooking equipment, and other commercial heat sources for reuse in HVAC air intake or other appropriate heat recovery technology. Point values for these types of systems will be determined based upon design and engineering data documenting the energy savings.	TBD	-
Water Heaters	2008 Minimum Efficiency (0.57 Energy Factor)	0 points	-
	Improved Efficiency Water Heater (0.675 Energy Factor)	14 points	
	High Efficiency Water Heater (0.72 Energy Factor)	16 points	
	Very High Efficiency Water Heater (0.92 Energy Factor)	19 points	
	Solar Pre-heat System (0.2 Net Solar Fraction)	4 points	
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	8 points	
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours.		

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	All peripheral rooms within building have at least one window or skylight	1 points	7
	All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.)	5 points	
	All rooms daylighted	7 points	
Artificial Lighting	2008 Minimum (required)	0 points	9
	Efficient Lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)	9 points	
	High Efficiency Lights (50% of in-unit fixtures are high efficacy)	12 points	
	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	14 points	
Appliances	Energy Star Commercial Refrigerator (new)	4 points	8
	Energy Star Commercial Dish Washer (new)	4 points	
	Energy Star Commercial Cloths Washing	4 points	
Miscellaneous Commercial/Industrial Building Efficiencies			
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	6 point	6
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21st.	6 Points	-
Other	This allows innovation by the applicant to provide design features that increases the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	-
Existing Commercial building Retrofits	The applicant may wish to provide energy efficiency retrofit projects to existing commercial buildings to further the point value of their project. Retrofitting existing commercial buildings within the City is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case by case basis and must have the approval of the Ontario Planning Department. The decision to allow applicants the ability to participate in this program will be evaluated based upon, but not limited to the following:	TBD	-

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	<p>Will the energy efficiency retrofit project benefit low income or disadvantaged communities?</p> <p>Does the energy efficiency retrofit project fit within the overall assumptions in the reduction measure associated with commercial building energy efficiency retrofits?</p> <p>Does the energy efficiency retrofit project provide co-benefits important to the City?</p> <p>Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.</p>		
Reduction Measure PS E4: Commercial/Industrial Renewable Energy			
Photovoltaic	<p>Solar Photovoltaic panels installed on commercial buildings or in collective arrangements within a commercial development such that the total power provided augments:</p> <p>Solar Ready Roofs (sturdy roof and electric hookups)</p> <p>10 percent of the power needs of the project</p> <p>20 percent of the power needs of the project</p> <p>30 percent of the power needs of the project</p> <p>40 percent of the power needs of the project</p> <p>50 percent of the power needs of the project</p> <p>60 percent of the power needs of the project</p> <p>70 percent of the power needs of the project</p> <p>80 percent of the power needs of the project</p> <p>90 percent of the power needs of the project</p> <p>100 percent of the power needs of the project</p>	<p>2 points</p> <p>8 points</p> <p>14 points</p> <p>20 points</p> <p>26 points</p> <p>32 points</p> <p>38 points</p> <p>44 points</p> <p>50 points</p> <p>56 points</p> <p>60 points</p>	-
Wind turbines	<p>Some areas of the City lend themselves to wind turbine applications. Analysis of the areas capability to support wind turbines should be evaluated prior to choosing this feature.</p> <p>Wind turbines as part of the commercial development such that the total power provided augments:</p> <p>10 percent of the power needs of the project</p> <p>20 percent of the power needs of the project</p> <p>30 percent of the power needs of the project</p> <p>40 percent of the power needs of the project</p> <p>50 percent of the power needs of the project</p> <p>60 percent of the power needs of the project</p> <p>70 percent of the power needs of the project</p>	<p>8 points</p> <p>14 points</p> <p>20 points</p> <p>26 points</p> <p>32 points</p> <p>38 points</p> <p>44 points</p>	-

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
	80 percent of the power needs of the project	50 points	
	90 percent of the power needs of the project	56 points	
	100 percent of the power needs of the project	60 points	
Off-site renewable energy project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing commercial/industrial that will help implement reduction measures associated with existing buildings. These off-site renewable energy retrofit project proposals will be determined on a case by case basis accompanied by a detailed plan documenting the quantity of renewable energy the proposal will generate. Point values will be based upon the energy generated by the proposal.	TBD	-
Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD	-
Reduction Measure PS W2: Commercial/Industrial Water Conservation			
Irrigation and Landscaping			
Water Efficient Landscaping	Eliminate conventional turf from landscaping	0 points	4
	Only moderate water using plants	3 points	
	Only low water using plants	4 points	
	Only California Native landscape that requires no or only supplemental irrigation	8 points	
Trees	Increase tree planting in parking areas 50% beyond City Code requirements	TBD	-
Water Efficient irrigation systems	Low precipitation spray heads < .75"/hr or drip irrigation	1 point	1
	Weather based irrigation control systems combined with drip irrigation (demonstrate 20 reduced water use)	5 points	
Recycled Water	Recycled water connection (purple pipe) to irrigation system on site	5 points	5
Storm water Reuse Systems	Innovative on-site stormwater collection, filtration and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	-

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
Potable Water			
Showers	Water Efficient Showerheads (2.0 gpm)	3 points	-
Toilets	Water Efficient Toilets/Urinals (1.5gpm)	3 points	-
	Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	4 points	
Faucets	Water Efficient faucets (1.28gpm)	3 points	-
Commercial Dishwashers	Water Efficient dishwashers (20% water savings)	4 points	4
Commercial Laundry Washers	Water Efficient laundry (15% water savings) High Efficiency laundry Equipment that captures and reuses rinse water (30% water savings)	3 points 6 points	-
Commercial Water Operations Program	Establish an operational program to reduce water loss from pools, water features, etc., by covering pools, adjusting fountain operational hours, and using water treatment to reduce draw down and replacement of water. Point values for these types of plans will be determined based upon design and engineering data documenting the water savings.	TBD	-
Reduction Measure PS T1: Land Use Based Trips and VMT Reduction			
Mixed Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed use projects will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	-
Local Retail Near Residential (Commercial only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	-
Reduction Measure PS T2: Bicycle Master Plan			
Bicycle Infrastructure	Ontario's Bicycle Master Plan is extensive and describes the construction on 11.5 miles of Class I bike paths and 23 miles of Class II and Class III bikeways to build upon the current 8 miles of bikeways.	TBD	-
	Provide bicycle paths within project boundaries.	TBD	
	Provide bicycle path linkages between project site and other land uses.	2 points	
	Provide bicycle path linkages between project site and transit.	5 points	

CEQA THRESHOLDS AND SCREENING TABLES

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS T3: Electric Vehicle Infrastructure			
Electric Vehicles	Provide public charging station for use by an electric vehicle. <i>(ten points for each charging station within the facility)</i>	10 points	10
Reduction Measure PS T4: Employee Based Trip &VMT Reduction Policy			
Compressed Work Week	Reduce the number of days per week that employees need to be on site will reduce the number of vehicle trips associated with commercial/industrial development. Compressed work week such that full time employees are on site: 5 days per week 4 days per week on site 3 days per week on site	TBD	-
Car/Vanpools	Car/vanpool program Car/vanpool program with preferred parking Car/vanpool with guaranteed ride home program Subsidized employee incentive car/vanpool program Combination of all the above	TBD	-
Employee Bicycle/ Pedestrian Programs	Complete sidewalk to residential within ½ mile Complete bike path to residential within 3 miles Bike lockers and secure racks Showers and changing facilities Subsidized employee walk/bike program (Note combine all applicable points for total value)	TBD	-
Shuttle/Transit Programs	Local transit within ¼ mile Light rail transit within ½ mile Shuttle service to light rail transit station Guaranteed ride home program Subsidized Transit passes Note combine all applicable points for total value	TBD	-
CRT	Employer based Commute Trip Reduction (CRT). CRTs apply to commercial, offices, or industrial projects that include a reduction of vehicle trip or VMT goal using a variety of employee commutes trip reduction methods. The point value will be determined based upon a TIA that demonstrates the trip/VMT reductions. Suggested point ranges: Incentive based CRT Programs (1-8 points) Mandatory CRT programs (5-20 points)	TBD	-
Other Trip Reductions	Other trip or VMT reduction measures not listed above with TIA and/or other traffic data supporting the trip and/or VMT for the project.	TBD	-
Total Points from Commercial/Industrial Project:			103

Impact GHG-2: The project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

No Impact. As described above, the City has adopted a CAP that includes GHG emission inventories, identifies the effectiveness of California initiatives to reduce GHG emissions, and identifies local measures to reduce GHG emissions. Through implementation of the CAP, the City meets the State's regulations for reducing GHG emissions, including the regulations of AB 32 and SB 32. The CAP is designed to ensure that the development accommodated by the buildout of the General Plan supports the goals of AB 32. The City of Ontario CAP includes strategies that will achieve the AB 32 GHG reduction target. The CAP target is to reduce City emissions by the amount recommended in the ARB Scoping Plan for local government of 15 percent below 2008 levels by 2020. This was roughly equivalent to the 28.4 percent overall reduction in statewide emissions from business as usual in 2020. The strategy will continue to provide reductions past 2020 and includes a commitment to update the CAP beginning in 2018. The new plan will include a specific target for GHG reductions for 2030, 2040, and 2050. The targets will be consistent with broader state and federal reduction targets and with the scientific understanding of the needed reductions by 2050.

Regarding SB 32, according to research conducted by the Lawrence Berkeley National Laboratory and supported by the CARB, California, under its existing and proposed GHG reduction policies, is on track to meet the 2020 reduction targets under AB 32 and could achieve the 2030 goals under SB 32 (UC 2017). Implementation of the proposed Specific Plan would not interfere with any requirements that assist in meeting state-adopted greenhouse gas emissions reduction targets, including that established under Executive Order S-3-05, Executive Order B-30-15, or SB 32.

The proposed Specific Plan would not interfere with the state's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; or Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 because it does not interfere with the state's implementation of GHG reduction measure described in the CARB's Updated Scoping Plan. CARB's Updated Scoping Plan sets the ground work to reach California's long-term emissions reduction goals set forth in Executive Order S-3-05, AB 32, and other GHG regulations. As listed in Section 3.0, *Project Description*, the Specific plan includes several Project Design Features that exceed existing regulatory requirements (such as electrically powered equipment, energy efficient systems, and building orientation) that would reduce GHG emissions. In addition, CARB's Updated Scoping Plan provides strategies to reduce GHG emissions, which the project is consistent with as listed below; thus, the Specific Plan would not conflict with the CARB Scoping Plan and related regulations, and impacts would be less than significant.

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The project is consistent with these measures and their implementation as they would apply to all new passenger vehicles and vehicle fuel purchased in California. As State standards all passenger vehicles and fuel associated with construction and operation of the Specific Plan would be required to comply with the Pavley emissions and Low Carbon Fuel Standards.
- Medium/Heavy-Duty Vehicle Regulations: Medium/heavy-duty vehicle regulations are implemented by the State to reduce emissions from trucks. Since the proposed Specific Plan has a large truck component, these regulations will aid in reducing GHG emissions from the project. The Specific Plan is consistent with this measure and its implementation as medium and heavy-duty

vehicles associated with construction and operation of the project would be required to comply with the requirements of this regulation.

- **Tractor-Trailer Greenhouse Gas Regulation:** Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers, are required to be either use EPA SmartWay certified tractors and trailers, or retrofit their existing fleet with SmartWay verified technologies. The project is consistent with this regulation, as it applies to specific trucks that are used throughout the State.
- **Energy Efficiency – Title 24/CalGreen:** The proposed Specific Plan is subject to the CalGreen Code Title 24 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption. Compliance with the CalGreen standards would be verified by the City during building permitting process.
- **Renewable Portfolio Standard.** As a customer of Southern California Edison, the development within Specific Plan area would purchase from an increasing supply of renewable energy sources and more efficient baseload generations, reduce GHG emissions, and be consistent with this requirement.
- **Million Solar Roofs Program:** The project is consistent with this scoping plan measure as the project would provide solar ready roofs.
- **Water Efficiency and Waste Diversion:** Development and operation of the proposed Specific Plan would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State.

In addition, implementation of the proposed Specific Plan would be consistent with the City's CAP, which facilitates GHG reductions consistent with statewide GHG reduction regulations. Overall, the City's CAP is consistent with AB 32 and SB through implementation of local GHG reduction measures that address GHG emissions related to building energy (both energy efficiency and renewable energy), agriculture, transportation, solid waste management, wastewater, and water conveyance, including the imposition of GHG reduction measures on new development (such as the proposed Specific Plan project). The GHG reduction effect of various design features are quantified in the City's CAP. As described above, and included as Appendix B1 of the proposed Specific Plan, the GHG related Project Design Features for Phase I of the proposed Specific Plan would result in the project reaching a total of 103 points, which would exceed the threshold of 100 points to obtain a consistency determination, and would be ensured through implementation of PPP GHG-1. Phase 2 would likewise be required to implement reduction measures to achieve the point totals required to be consistent with the CAP. Thus, the proposed Specific Plan is consistent with the CAP; and thus, is consistent with the State's requirements for GHG reductions. Therefore, potential impacts related to conflict with the City's CAP, which has been adopted for the purpose of reducing GHG emissions, would be less than significant.

5.7.7 CUMULATIVE IMPACTS

GHG emissions impacts are assessed in a cumulative context, since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a proposed project in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city or air basin. GHG emissions have high atmospheric lifetimes and can travel across

the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32 recognizes that California is the source of substantial amounts of GHG emissions, and recognizes the significance of the cumulative impact of greenhouse gas emissions from sources throughout the state, and sets performance standards for reduction of greenhouse gasses.

The analysis of greenhouse gas emission impacts under CEQA contained in this EIR effectively constitutes an analysis of a project's contribution to the cumulative impact of GHG emissions. As evidenced by the Specific Plan's consistency with applicable plans for the reduction of GHG emissions, such as the CARB Scoping Plan and the City's CAP. As described previously, through implementation of the CAP, the City meets the State's regulations for reducing GHG emissions, including the regulations of Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32. Specifically, the City's CAP implements performance standards that address GHG emissions. Therefore, the contribution of the Specific Plan to significant cumulative GHG impacts is less than cumulatively considerable.

5.7.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- California Assembly Bill 1493 (Pavley)
- California Executive Order S-3-05
- Assembly Bill 32 (Global Warming Solutions Act of 2006)
- Senate Bill 375 (Steinberg)
- California Executive Order B-30-15
- Senate Bill 32
- California Energy Code (Code of Regulations, Title 24 Part 6)
- California Green Building Standards Code

Local

- Ontario Climate Action Plan
- Ontario General Plan Environmental Resources Element

Plans, Program and Policies and Standard Conditions

The following Plans, Programs, and Policies (PPP) and Standard Conditions (SC) related to GHGs are incorporated into the project, and would reduce impacts related to GHGs. These actions will be included in the project's mitigation monitoring and reporting program (MMRP):

PPP GHG-1: GHG Screening Threshold Table: Prior to issuance of building permits, the applicant shall provide documentation to the City of Ontario Planning Department demonstrating that the project features

included on construction and building plans shall achieve a minimum of 100 points on the City of Ontario's Greenhouse Gas Emissions Screening Table or shall achieve equivalent emission reductions from other measures approved by the City of Ontario.

SC 3.10: The project shall comply with the adopted California Energy Code (Code of Regulations, Title 24 Part 6).

5.7.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts GHG-1 and GHG-2 would be less than significant.

5.7.10 MITIGATION MEASURE

No mitigation measures are required.

5.7.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures and existing regulatory programs listed above, would reduce potential impacts associated with GHG emissions to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to GHG emissions remain.

REFERENCES

City of Ontario Climate Action Plan, 2014. Accessed
http://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Applications/ccap_12-16-2014.pdf.

City of Ontario Climate Action Plan Screening Threshold Tables, 2014. Accessed:
http://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Applications/ghg_threshold_and_screening_table_12-16-2014.pdf.

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5.8 Hazards and Hazardous Materials

5.8.1 INTRODUCTION

This section considers the nature and range of foreseeable hazardous materials and physical hazards/impacts that would result from implementation of the proposed Specific Plan. It identifies the ways that hazardous materials and other types of hazards could expose people and the environment to various health and safety risks during construction activities and operation of proposed land uses.

This section also describes routine hazardous materials that are likely to be used, handled, or processed within the Specific Plan area, and the potential for upset and accident conditions in which hazardous materials could be released. The impact analysis identifies ways in which hazardous materials might be routinely used, stored, handled, processed, or transported, and evaluates the extent to which existing and future populations could be exposed to hazardous materials. The term “hazardous material” is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.¹

The potential for air safety hazards resulting from the proximity of the Chino Airport is also evaluated in this section, along with an analysis of potential emergency response/access issues associated with proposed development within the Specific Plan area. The analysis in this section is based in part the Phase I Environmental Site Assessment (ESA) prepared by Partner in August 2015 (Partner 2015) for PA-1 and PA-2, provided in Appendix G of this EIR.

5.8.2 REGULATORY SETTING

Hazardous Materials Management

The primary federal agencies responsible for hazardous materials management include the U.S. Environmental Protection Agency (USEPA) and the U.S. Department of Labor Occupational Safety and Health Administration (OSHA).

Resource Conservation and Recovery Act of 1976

Federal hazardous waste regulations are generally promulgated under the Resource Conservation and Recovery Act (RCRA). Pursuant to RCRA, the USEPA regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in a “cradle to grave” manner. RCRA was designed to protect human health and the environment, reduce/eliminate the generation of hazardous waste, and conserve energy and natural resources.

The Hazardous and Solid Waste Amendments of 1984 both expanded the scope of RCRA and increased the level of detail in many of its provisions, reaffirming the regulation from generation to disposal and to prohibiting the use of certain techniques for hazardous waste disposal. The USEPA has largely delegated responsibility for implementing the RCRA program in California to the State, which implements this program through the California Hazardous Waste Control Law.

¹ State of California, Health and Safety Code, Chapter 6.95, Section 25501(o).

RCRA regulates landfill siting, design, operation, and closure (including identifying liner and capping requirements) for licensed landfills. In California, RCRA landfill requirements are delegated to the California Department of Resources Recycling and Recovery (CalRecycle), which is discussed in detail below.

RCRA allows the USEPA to oversee the closure and post-closure of landfills. Additionally, the federal Safe Drinking Water Act, 40 CFR Part 141, gives the USEPA the power to establish water quality standards and beneficial uses for waters from below- or above-ground sources of contamination. For the Specific Plan area, water quality standards are administered by the Regional Water Quality Control Board (RWQCB).

RCRA also allows the USEPA to control risk to human health at contaminated sites. Vapor intrusion presents a significant risk to human populations overlying contaminated soil and groundwater and is considered when conducting human health risk assessments and developing Remedial Action Objectives.

Occupational Safety and Health Act of 1970

Federal and state occupational health and safety regulations also contain provisions regarding hazardous waste management through the Occupational Safety and Health Act of 1970 (amended), which is implemented by OSHA. Title 29 of the Code of Federal Regulations (29 CFR) requires special training of handlers of hazardous materials; notification to employees who work in the vicinity of hazardous materials; acquisition from the manufacturer of material safety data sheets (MSDS), which describe the proper use of hazardous materials; and training of employees to remediate any hazardous material accidental releases. OSHA regulates administration of 29 CFR.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. Safety and Health Regulations for Construction (29 CFR Part 1926.65 Appendix C) contains requirements for construction activities, which include occupational health and environmental controls to protect worker health and safety. The guidelines describe the health and safety plan(s) that must be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Adherence to applicable hazard-specific OSHA standards are required to maintain worker safety. For example, methane is regulated by OSHA under 29 CFR Part 1910.146 with regard to worker exposure to a "hazardous atmosphere" within confined spaces where the presence of flammable gas vapor or mist is in excess of 10 percent of the lower explosive limit. Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Title 42, Part 82 governs solid waste disposal and resource recovery.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act (HMTA), which is administered by the Research and Special Programs Administration (RSPA) of the US Department of Transportation (USDOT). The Hazardous Materials Transportation Act provides USDOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property, which is inherent in the commercial transportation of hazardous materials. The Hazardous Materials Transportation Act governs the safe transportation of hazardous materials by all modes, excluding bulk transportation by water. The Research and Special Programs Administration carries out these responsibilities by prescribing regulations and managing a user-funded grant program for planning and training grants for states and Indian tribes. USDOT regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or are involved in any way with the manufacture or testing of

hazardous materials packaging or containers. USDOT regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, USDOT is responsible for developing curriculum to train for emergency response, and administers grants to states and Indian tribes for ensuring the proper training of emergency responders. Hazardous Materials Transportation Act was enacted in 1975 and was amended and reauthorized in 1990, 1994, and 2005.

Hazardous Materials Management and Waste Handling

In the regulation of hazardous waste management, California law often mirrors or is more stringent than federal law. The California Environmental Protection Agency (CalEPA) and California Occupational Safety and Health Administration (CalOSHA) are the primary state agencies responsible for hazardous materials management. Additionally, the California Emergency Management Agency (CalEMA) administers the California Accidental Release Prevention (CalARP) program. The California Department of Toxic Substances Control (DTSC), which is a branch of CalEPA, regulates the generation, transportation, treatment, storage, and disposal hazardous waste, as well as the investigation and remediation of hazardous waste sites. The California DTSC program incorporates the provisions of both federal (RCRA) and State hazardous waste laws.

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws and regulations are overseen by a variety of state and local agencies. The California Integrated Waste Management Board and the RWQCB specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27).

In the City of Ontario, the San Bernardino County Fire Department is designated as the Certified Unified Program Agency (CUPA) responsible for implementing the following program elements:

- Hazardous Materials Disclosure Programs;
- Business Emergency Plans;
- Hazardous Materials Release Response Plans and Inventory Program (Hazardous Materials Disclosure or “Community-Right-to Know”);
- California Accidental Release Prevention Program (Cal ARP); and
- Uniform Fire Code Plans and Inventory Requirements.

The laws and regulations that established these programs require that businesses that use or store certain quantities of hazardous materials submit a Hazardous Materials Business Plan (HMBP) that describes the hazardous materials usage, storage, and disposal to the local oversight agency (CUPA).

Hazardous Waste Control Act

The Hazardous Waste Control Act was passed in 1972 and established the California Hazardous Waste Control Program within the Department of Health Services. California’s hazardous waste regulatory effort became the model for the federal Resource Conservation and Recovery Act (RCRA). California’s program, however, was broader and more comprehensive than the federal system, regulating wastes and activities

not covered by the federal program. California's Hazardous Waste Control Law was followed by emergency regulations in 1973 that clarified and defined the hazardous waste program, as follows:

- Included definitions of what was a waste and what was hazardous as well as what was necessary for appropriate handling, processing, and disposal of hazardous and extremely hazardous waste in a manner that would protect the public, livestock, and wildlife from hazards to health and safety.
- The early regulations also established a tracking system for the handling and transportation of hazardous waste from the point of waste generation to the point of ultimate disposition, as well as a system of fees to cover the costs of operating the hazardous waste management program.
- Advancing the newly developing awareness of hazardous waste management issues, the program established a technical reference center for public and private use dealing with all aspects of hazardous waste management.

California Government Code Section 65962.5 (a), Cortese List

The Hazardous Waste and Substance Sites List (Cortese List) is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. The Department of Toxic Substances Control is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

Hazardous Materials Business Plans

Article 1 of Chapter 6.95 of the California Health and Safety Code (Sections 25500–25520) requires that any business that handles, stores, or disposes of a hazardous substance at a given threshold quantity must prepare a hazardous materials business plan (HMBP). HMBPs are intended to minimize hazards to human health and the environment from fires, explosions, or an unplanned release of hazardous substances into air, soil, or surface water. The HMBP must be carried out immediately whenever a fire, explosion, or unplanned chemical release occurs. An HMBP includes three sections: (1) an inventory of hazardous materials, including a site map, which details their location; (2) an emergency response plan; and (3) an employee-training program. HMBPs serve as an aid to employers and employees in managing emergencies at a given facility. They also help better prepare emergency response personnel for handling a wide range of emergencies that might occur at the facility.

HMBPs are submitted to the State Department of Environmental Health Hazardous Materials Division. The plans must be resubmitted, reviewed, revised, or amended as necessary every 3 years. The HMBP must also be amended within 30 days whenever there are changes in the amount or location of stored hazardous chemicals on a site. The Hazardous Materials Division conducts routine inspections at businesses required to submit business plans. The purpose of these inspections is to (1) ensure compliance with existing laws and regulations concerning HMBP requirements, (2) identify existing safety hazards that could cause or contribute to an accidental spill or release, and (3) suggest preventative measures designed to minimize the risk of a spill or release of hazardous materials. After initial submission of an HMBP, the business must review and recertify the HMBP every year.

Risk Management Plans

Article 2 of Chapter 6.95 of the California Health and Safety Code (Sections 25531–25543.3) requires the owner or operator of a stationary source (non-transportation), with more than a threshold quantity of a regulated substance, to prepare a risk management plan. The state statutes and regulations combine federal and state program requirements for the prevention of accidental releases of listed substances into the atmosphere, which is called the CalARP program. CalARP requires that a risk management plan include a hazard assessment program, an accidental release prevention program, and an emergency response plan. The risk management plan must be revised every 5 years or as necessary. Typical facilities or businesses that are required to prepare risk management plans include: ammonia refrigeration facilities, water treatment and wastewater treatment plants that handle chlorine gas and facilities that store flammable chemicals such as methane and propane.

Title 22 of the California Code of Regulations and Hazardous Waste Control Law, Chapter 6.5

The Department of Toxic Substances Control regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under RCRA and the California Hazardous Waste Control Law. Both laws impose “cradle-to-grave” regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies.

Title 27 of the California Code of Regulations, Solid Waste

Title 27 of the California Code of Regulations contains a waste classification system that applies to solid wastes that cannot be discharged directly or indirectly to waters of the State and which therefore must be discharged to waste management sites for treatment, storage, or disposal. CalRecycle and its certified Local Enforcement Agency regulate the operation, inspection, permitting, and oversight of maintenance activities at active and closed solid waste management sites and operations.

California Human Health Screening Levels

The California Human Health Screening Levels (CHHSLs or “Chisels”) are concentrations of 54 hazardous chemicals in soil or soil gas that CalEPA considers to be below thresholds of concern for risks to human health. The CHHSLs were developed by the Office of Environmental Health Hazard Assessment on behalf of CalEPA. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by the EPA and CalEPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSL can be assumed to not pose a significant health risk to people who may live or work at the site. There are separate CHHSLs for residential and commercial/industrial sites.

Senate Bill 1889, Accidental Release Prevention Law/CalARP

Senate Bill (SB) 1889 (Health and Safety Code Section 25531) required California to implement a new federally mandated program governing the accidental airborne release of chemicals promulgated under Section 112 of the Clean Air Act. Effective January 1, 1997, the California Accidental Release Prevention Program (CalARP). CalARP replaced the previous California Risk Management and Prevention Program and incorporated the mandatory federal requirements. CalARP addresses facilities that contain specified hazardous materials, known as “regulated substances,” which if involved in an accidental release could result in adverse off-site consequences. CalARP defines regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive.

Occupational Safety: Title 8 – CalOSHA

CalOSHA administers federal occupational safety requirements and additional state requirements in accordance with California Code of Regulations Title 8. CalOSHA requires preparation of an Injury and Illness Prevention Program (IIPP), which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local CalOSHA enforcement unit.

CalOSHA regulates lead exposure during construction activities under CCR Title 8, Section 1532.1, Lead, which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead contamination is minimized or avoided.

Compliance with CalOSHA regulations and associated programs would be required for the proposed Specific Plan due to the potential hazards posed by onsite construction activities and contamination from former uses.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government, and private agencies. The plan is administered by the California Emergency Management Agency and includes response to hazardous materials incidents. The California Emergency Management Agency coordinates the response of other agencies, including CalEPA, California Highway Patrol, California Department of Fish and Wildlife, Regional Water Quality Control Board, South Coast Air Quality Management District, County Fire Department, and the County Health Department.

South Coast Air Quality Management District Rule 1403

SCAQMD Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices to minimize asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of asbestos containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, handling and cleanup procedures, storage, and disposal requirements for asbestos containing waste materials.

California Emergency Services Act

The California Emergency Services Act (Government Code Section 8550 et seq.) was adopted to establish the State's roles and responsibilities during human-made or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the resources of the State. This act is intended to protect health and safety by preserving the lives and property of the people of the State.

Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook

The Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook (Caltrans 2011) identifies 6 different Safety Zones for general aviation airports that are used to analyze project impacts related to airports that include the following:

- Safety Zone 1: Runway protection zone and within runway object free area adjacent to the runway;
- Safety Zone 2: Inner approach/departure zone;
- Safety Zone 3: Inner turning zone;
- Safety Zone 4: Outer approach/departure zone;
- Safety Zone 5: Sideline zone; and

- Safety Zone 6: Traffic pattern zone (not applicable to large air carrier airports)

The project site is located within Zone 6 – Traffic pattern zone, which requires that approximately 10 percent of usable open land or an open area approximately every 0.25 mile to 0.5 mile should be provided. The Handbook states that as a general guideline, open land sites should be at least 300 feet long by 75 feet wide (about 0.5 acre or the size of a football field) to be considered useful. This is a minimum size and presumes that tall objects do not exist along the approach to the site, thus precluding an aircraft from reaching it. Open land sites should be relatively level and free of objects such as structures, overhead lines, and large trees and poles that can send the plane out of control at the last moment. Parking lots or recreation areas, while not ideal, also can be considered as acceptable open lands in urbanized settings.

San Bernardino County Airport Land Use Commission

The San Bernardino County Airport Land Use Commission governs 15 airports in San Bernardino County, including Chino Airport in Chino. The Comprehensive Land Use Plan for Chino Airport establishes land use, noise, and safety policies for projects in the vicinity of the airport, including compatibility criteria and maps for the influence areas of individual airports. The Land Use Plan also establishes procedural requirements for compatibility review of development proposals related to the Chino Airport Influence Area.

Ontario International Airport Land Use Compatibility Plan

The Ontario International Airport Land Use Compatibility Plan (ALUCP) was adopted by the Ontario City Council on April 19, 2011. The basic function of the ALUCP is to promote compatibility between the Airport and surrounding land uses. As required by state law, the ALUCP provides guidance to affected local jurisdictions with regard to airport land use compatibility matters. The main objective of the ALUCP is to avoid future compatibility conflicts rather than to remedy existing incompatibilities. The ALUCP is aimed at addressing future land uses and development, not airport activity. The ALUCP does not place any restrictions on the present and future role, configuration, or use of the airport.

Emergency Response

The City of Ontario is responsible for coordination of emergency response to the Specific Plan area. The Standardized Emergency Management System is required under Government Code Section 8607(a) for managing responses to multiagency and multi-jurisdiction emergencies in the State. The Standardized Emergency Management System was established to standardize key elements of the emergency management system, so that mobilization, deployment, utilization, tracking, and demobilization of mutual aid resources are implemented effectively. Mutual aid is voluntary aid and assistance by the provision of services and facilities, including fire, police, medical, health, communication, transportation, and utilities. Disaster preparedness in the City of Ontario is coordinated through the Technical Services Bureau of the City of Ontario Fire Department. In addition, the City's General Plan identifies potential evacuation routes that include I-10, I-15, SR-60, and numerous secondary routes.

City of Ontario General Plan

The following goal and policies contained in the Safety Element (Hazardous Materials and Waste) are relevant to the proposed project:

Goal S6: Reduce potential for hazardous materials exposure and contamination.

Policy S6-1: Disclosure and Notification. We enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use or

transport.

Policy S6-2: Response to Hazardous Materials Releases. We respond to hazardous materials incidents and coordinate these services with other jurisdictions.

Policy S6-4: Safe Storage and Maintenance Practices. We require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.

Policy S6-5: Location of Hazardous Material Facilities. We regulate facilities that will be involved in the production, use, storage or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated.

Policy S6-9: Remediation of Methane. We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

City of Ontario Municipal Code

Municipal Code Section 7-3.07. Safety devices, lights, and barricades. Any activity or encroachment on a right-of-way which is hazardous, creates a hazard, or is in conflict with the normal use of a right-of-way shall be adequately safeguarded as required by the City. In the conduct of such activity or encroachment, materials, supplies, excavated material, and equipment shall be properly placed, and the permittee shall provide and maintain such safety devices, including, but not limited to, lights, barricades, signs, and guards, as are necessary to protect the public.

Municipal Code Section 9-1.3330 includes Environmental Performance Standards that require: "The use, handling, storage, and transportation of combustibles and explosives shall comply with applicable provisions of the Uniform Fire Code, the City of Ontario Hazardous Waste Ordinance and all other local, state and federal regulations."

Title 9. Development Code, Chapter 1: Zoning and Land Use Requirements, Part 5: Overlay District Regulations, Article 29: Airport Approach Zone, designates the boundaries of the Airport Hazard Areas and the height limitations as those imposed on the Airport Hazard Areas Map. In accordance with the height limitations, no building or structure shall be erected, structurally altered, enlarged, or maintained; no object shall be placed, projected, or maintained; and no tree shall be planted, allowed to grow, or be maintained within the Airport Approach Zone, Airport Turning Zone, Airport Transition Zone, or Airport Hazard Areas where the height exceeds the permitted heights on the map. In addition, within the airport approach safety zone, buildings cannot exceed one story and a floor area ratio of 0.25, and they shall not cover more than 25 percent of the lot. All development shall be constructed or reconstructed in accordance with Federal Aviation Regulations Part 77. Any building intended for human occupancy within the airport approach safety zones may not exceed a CNEL of 55 and the maximum number of employees in buildings within these zones may not exceed 25 people per acre.

5.8.3 ENVIRONMENTAL SETTING

The Specific Plan area has historically been, and is currently, used as a dairy farm and agricultural operation. Onsite operations consist of dairy farm maintenance, dairy farm operations, and farming. The dairy farm operation consists of six buildings in total; one maintenance building, one storage building, one milking-operations building, and three single-family residences. In addition, numerous three-sided storage and feeding structures containing grain and hay are located throughout the northern portion of the site, and manure from the cattle is stored in a large pile located in the north-central portion of the site and subsequently land-spread and used as fertilizer at on-site and off-site agricultural properties, or sold to

independent companies. The southern portion of the subject property is active agricultural land used for low-lying crops. It is separated from the dairy farm by a line of trees and a chain link fence.

Petroleum products and hazardous substances such as diesel fuel, motor oil, waste oil, used oil filters, used batteries, animal medical sharps, fly spray, acid cleaner, iodine dips, bleach, herbicides and pesticides are present and used in daily agricultural and dairy farm related operations. Due to the existing and historic agricultural uses of the site, there are several areas of potential concern related to existing hazardous materials onsite that are described below.

Two underground high-pressure natural gas transmission lines are located near the southwest corner of the Specific Plan area; two easements, approximately 17 feet wide, run southwest across the bottom of Planning Areas 1 and 3.

Organochlorinated Pesticides

The project area has been used for agriculture and farming uses since 1938. Farm-based operations with the use, storage, management of bulk quantities of agricultural related chemicals such as herbicides and fertilizers, (and likely pesticides) has been associated with the subject property for over 75-years (Partner 2015). The Phase I ESA identified numerous empty and discarded containers of Prefar 4-E Selective Herbicide located on the ground near irrigation piping along the east central boundary of the site. Based on the location of these discarded containers and known typical application processes, it is assumed that agricultural chemicals are added to and conveyed through the irrigation system onto the agricultural cropland which extends across the southern portion of the subject property. The presence of agricultural croplands on the southern portion of the subject property for over 75-years with the likely use and application of agricultural chemicals during a time period when related material management and handling operations were unregulated (pre-1970s), was determined by the Phase I to be a recognized environmental condition (REC) (Partner 2015).

Above Ground Storage Tanks

Three aboveground storage tanks that include: one 900-gallon diesel tank, one oil tank that is less than 100-gallons, and one emergency power generator diesel tank that is approximately 50-gallons are present on the site. Dark petroleum-like staining of the earthen ground surface was observed in the vicinity of both the 900-gallon diesel and 100-gallon oil tanks, which were identified as a REC by the Phase I (Partner 2015).

Septic Tanks

four private septic systems with associated leach fields currently provide wastewater service on the site; and hazardous materials, such as petroleum products may have become displaced into the septic system. This was identified as a REC in the Phase I (Partner 2015).

Asbestos

Asbestos is a naturally-occurring fibrous material that was used as a fireproofing and insulating agent in building construction before such uses were banned by the USEPA in the 1970s, although some nonfriable² use of asbestos in roofing materials still exists. The presence of asbestos can be found in materials such as ducting insulation, wallboard, shingles, ceiling tiles, floor tiles, insulation, plaster, floor backing, and many other building materials. Asbestos and asbestos-containing materials (ACMs) are considered both a

² Nonfriable asbestos refers to ACMs that contain asbestos fibers in a solid matrix that does not allow for them to be easily released.

hazardous air pollutant and a human health hazard. The risk to human health is from inhalation of airborne asbestos, which commonly occurs when ACMs are disturbed during such activities as demolition and renovation. Based on the estimated age of the current buildings (1968), it is possible that asbestos is present.

Lead

In 1978, the Consumer Product Safety Commission set the allowable lead levels in paint at 0.06 percent by weight in a dry film of newly applied paint. In the 1970s, the chief concern for lead-based paint was its cumulative effect on body systems, primarily when paint chips containing lead were ingested by children. Research in the early 1980s showed that lead dust is of special concern because the smaller particles are more easily absorbed by the body. Common methods of paint removal, such as sanding, scraping, and burning, create excessive amounts of dust. Lead dust is especially hazardous to young children because they play on the floor and engage in a great deal of hand-to-mouth activity, increasing their potential for exposure. Lead-based paints were commonly used in buildings built prior to 1970s; thus, due to the age of the onsite buildings, it is possible that lead-based paint and other lead containing materials are present in the buildings on the project site.

Airports

Ontario International Airport (ONT) is located approximately 4.9 miles north of the Specific Plan area. The Ontario Airport is a public international airport that is operated under a joint powers agreement between the City of Ontario and San Bernardino County. The ONT Land Use Compatibility Plan (ALUCP) provides for land use compatibility between the operation of the airport and surrounding land uses. The geographic scope of the ONT ALUCP is the Airport Influence Area, which is the area that current and future airport-related noise, safety, airspace protection and/or overflight factors may affect land uses or impose restrictions on those uses. The Specific Plan area is located within the Airport Influence Area of the Ontario Airport. The Specific Plan area is not located within a noise impact, safety zone, or overflight zone of ONT; and no land use restrictions related to ONT are applicable to the Specific Plan area (ONT ALUC 2011).

Chino Airport is operated by San Bernardino County (Department of Airports) and is designated a reliever airport for the Ontario International Airport. The project site is located one mile east of the Chino Airport, and as shown in the City's General Plan EIR, the Specific Plan area is within the Chino Airport Overlay and within the Chino Airport Influence Area.

The San Bernardino County Airport Land Use Compatibility Plan (ALUCP) that addresses the Chino Airport was prepared in 1991, and does not reflect the current usage of the facility. However, the County of Riverside Airport ALUCP from 2008 provides guidance for development around the airport, including the Specific Plan area.

Pursuant to the Riverside County ALUCP there are four Compatibility Zones within the Chino Airport Influence Area. The Specific Plan area is within Compatibility Zone D. The Specific Plan area is not located within the noise contours of the airport as shown on Map CH-3.

The Compatibility Zone D area is identified as an area for primary traffic patterns and runway buffer area. Per the Airport Land Use Compatibility Criteria for Riverside County that is applicable to Chino Airport, prohibited uses in the Compatibility Zone D area include highly noise-sensitive outdoor nonresidential uses and hazards to flight (such as physical [e.g., tall objects], visual, and electronic forms of interference). Within this zone, airspace review is required for objects and structures that are taller than 70 feet in height.

Also, the Caltrans Division of Aeronautics has identified the Specific Plan area as within Safety Zone 6: Traffic pattern zone. As detailed in Figure 4G of the Caltrans Division of Aeronautics California Airport Land Use Planning Handbook, the basic compatibility policies for Zone 6 allow residential uses, but limits school and medical uses, uses that process large quantities of highly hazardous materials, or uses that store more than 6,000 gallons of hazardous materials. The maximum non-residential intensity in Zone 6 is up to 200 people in rural areas, 300 people in suburban areas, and no limit of intensity in urban areas. In addition, projects within Zone 6 are required to provide open land for the purposes of emergency landing of aircraft near an airport. Open land shall have minimum dimensions of 300 feet long by 75 feet wide, and be located every 0.25 to 0.50 mile.

5.8.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;
- HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment;
- HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within 0.25 mile of an existing or proposed school;
- HAZ-4 Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;
- HAZ-5 Result in a safety hazard for people residing or working in the project area for a project located within an airport land use plan or, where such plan has not been adopted, be within 2 miles of a public airport use airport or public use airport;
- HAZ-6 Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area;
- HAZ-7 Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; or
- HAZ-8 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The Initial Study established that the project would result in no impact related to Thresholds HAZ-3, HAZ-6 and HAZ-8; no further assessment of these impacts is required in this EIR.

5.8.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hazards and hazardous materials considers both direct effects to the resource and indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss or degradation of public health and safety or conflict with local, state, or federal agency regulations. Information for this section was obtained, in part, from the Phase I Environmental Site Assessments prepared in 2015 (Partner 2015), which was prepared for PA-1

and PA-2 in accordance with the Standard Practice for Environmental Site Assessments. In addition, the Phase I ESAs include review of regulatory agency databases for the project site and surrounding areas.

5.8.6 ENVIRONMENTAL IMPACTS

Impact HAZ-1: The project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.

Less than Significant Impact.

Construction

The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking during construction activities. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by City of Ontario during building checks during construction activities. As a result, hazardous material impacts related to construction activities would be less than significant.

The Phase I Environmental Site Assessment determined that asbestos-containing materials and lead-based paint may exist due to the date of construction of the existing buildings. Therefore, asbestos surveys and abatement would be required prior to demolition or renovation of the existing building pursuant to the existing South Coast Air Quality Management District (SCAQMD), Cal/OSHA, and the sections of the California Health and Safety Code, which are described above in the Regulatory Setting. These requirements were developed to protect human health and the environment from the hazards associated with exposure to lead based materials and airborne asbestos fibers. Compliance with these existing regulations would reduce impacts related to use, removal, and disposal of hazardous materials to a less than significant level.

Operation

The future building occupants within the Specific Plan area site are not yet identified. Future uses on-site are assumed to be any of those uses permitted by the Industrial and Business Park land use designations, and the list of permitted uses in the proposed Specific Plan. As described by the City's General Plan EIR, the Business Park designation allows a maximum 0.60 floor area ratio (FAR) and provides for employee-intensive office uses such as corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail. The Industrial land use designation allows a maximum 0.55 FAR and provides for a variety of light industrial uses, such as warehousing/distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses (City of Ontario 2009).

In addition, the proposed Specific Plan establishes permitted uses that include the following: warehouse/distribution facilities, agriculture uses; business services; repair services; radio and television broadcasting studios; restaurants; and light manufacturing uses that do not produce odors, noise, vibration, or particulates.

Hazardous materials commonly associated with these uses include industrial cleaning, janitorial products, solvents paints, pesticides, batteries, and aerosol cans. Although the project would utilize common types of hazardous materials, normal routine use of these products pursuant to existing regulations would not result in a significant hazard to residents or workers in the vicinity of the project.

Additionally, based on the description of permitted uses in the proposed Specific Plan, it is not anticipated that acute hazardous materials would be used during the course of daily operations. Federal and state laws and regulations are in place that require businesses to plan and prepare for possible hazardous materials spills, releases, or emergencies. Any business that occupies a building within the Specific Plan that handles, stores, transports, or disposes of hazardous materials would require a permit from the San Bernardino County Fire Department, Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the County of San Bernardino Fire Department and the state Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and prepare a Hazardous Materials Business Emergency Plan that would provide a written set of procedures and information created to help minimize the effects and extent of a potential release of a hazardous material.

Compliance with existing regulations related to hazardous materials, which would be implemented during the City's occupancy permitting review, would reduce the potential of project operations to pose a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, to a less than significant level.

Impact HAZ-2: The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.

Less than Significant with Mitigation Incorporated.

Construction

Accidental Releases. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during demolition, excavation, grading, and construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. Thus, implementation of the proposed Specific Plan could potentially result in the accidental release of hazardous materials. The use of BMPs during construction implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit (and included as Standard Conditions SC 3.66, SC 3.67, and SC 3.68) would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Contaminated Soils. As described above, the project site has been used for dairy farm and agricultural activities since 1938. The Phase I identified RECs related to these long-term uses and recommended soils testing, which has been included as Mitigation Measure HAZ-1 to identify levels of soils contamination, and

implement removal pursuant to federal and state regulations, if soils exceed human screening levels. With implementation of Mitigation Measure HAZ-1, impacts related to contaminated soils would be reduced to a less than significant level.

Diesel fuel and oil are stored in aboveground storage tanks on the project site, and four septic tanks exist onsite that may have been impacted by hazardous material uses on the site. Due to the existence of stained soils, the project excavation and grading would be required to implement Mitigation Measure HAZ-1, which would manage soil excavation and grading activities to segregate and stockpile soil with detectable contaminants, and disposed of it at a suitable receiving/disposal facility. In addition, grading and excavation of sites during construction of projects per the proposed Specific Plan may expose construction workers and the public to other unknown hazardous substances present in the soil. If any unidentified sources of contamination are identified, the handling and removal activities required could pose health and safety risks to workers and the public. Thus, Mitigation Measure HAZ-1 also includes measures that would apply if potentially hazardous materials are identified. With implementation of Mitigation Measure HAZ-1, potential impacts related to contaminated soils would be reduced to a less than significant level. In addition, all development is required to comply with the City's Standard Condition 3.5, which provides methane guidelines for development that would be implemented during construction, which would reduce potential impacts related to methane to a less than significant level.

Asbestos Containing Materials. Buildings in the Specific Plan area date back to a period when many structures were constructed with what are now recognized as hazardous building materials, such as lead and asbestos. Demolition of these older structures could result in the release of hazardous materials. However, asbestos abatement contractors must follow state regulations contained in California Code of Regulations Sections 1529, and 341.6 through 341.14 as implemented by SCAQMD Rule 1403 to ensure that asbestos removed during demolition or redevelopment of the existing buildings is transported and disposed of at an appropriate facility. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition permit until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. These requirements are included as PPP HAZ-1 to ensure that the project applicant submits verification to the City that the appropriate activities related to asbestos have occurred, which would reduce the potential of impacts related to asbestos to a less than significant level.

Lead Based Materials. Lead-based materials may also be located within existing structures in the Specific Plan area. The lead exposure guidelines provided by the U.S. Department of Housing and Urban Development provide regulations related to the handling and disposal of lead-based products. Federal regulations to manage and control exposure to lead-based paint are described in Code of Federal Regulations Title 29, Section 1926.62, and state regulations related to lead are provided in the California Code of Regulations Title 8 Section 1532.1, as implemented by Cal-OSHA. These regulations cover the demolition, removal, cleanup, transportation, storage and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring and compliance to ensure the safety of construction workers exposed to lead-based materials. Cal/OSHA's Lead in Construction Standard requires project applicants to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction or demolition activities. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. In addition, Cal/OSHA requires 24-hour notification if more than 100 square feet of lead-based paint would be disturbed. These requirements are included as PPP HAZ-2 to ensure that the project applicant submits verification to the City

that the appropriate activities related to lead have occurred, which would reduce the potential of impacts related to lead based materials to a less than significant level.

Gas Lines. During grading activities, the City's grading and building plan check process would ensure that the two underground high-pressure natural gas transmission lines would be avoided. The two easements, approximately 17 feet wide, run southwest across the bottom of PA-1 and PA-3 and would be located south of the retention basin on PA-1; no buildings or structures are proposed to be constructed over the gas lines. Therefore, there would be no impact to the public or the environment due to a reasonably foreseeable accident condition involving the release of natural gas.

Operation

As described above, the risks from hazardous materials would be adequately addressed through compliance with existing federal, state, and local regulations. Development under the proposed Specific Plan would involve light industrial, warehousing/distribution, and business uses that would use and store common hazardous materials such as paints, solvents, and cleaning products. Additionally, building mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. The environmental and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used. Additionally, any business or facility which uses, generates, processes, produces, packages, treats, stores, emits, discharges, or disposes of hazardous material (or waste) would require a hazardous materials handler permit from the San Bernardino County Fire Department, Hazardous Materials Division, and would be required to prepare a Hazardous Materials Business Emergency Plan to minimize the effects and extent of a potential release of a hazardous material.

Through existing City permitting and occupancy procedures, hazardous materials would be used and stored in accordance with applicable regulations and such uses would be required to comply with federal and state laws to reduce the potential consequences of hazardous materials accidents. As a result, implementation of the proposed Specific Plan would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

Impact HAZ-4: The project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

No Impact. The Phase I Environmental Site Assessments that were prepared for PA-1 and PA-2 conducted database searches to determine if the Specific Plan area or any nearby properties are identified as having hazardous materials. The record searches determined that the project area is not located on or near by a site which is included on a list of hazardous materials sites (Partner 2015):

The Phase I Environmental Site Assessment did not identify any nearby or surrounding area sites that are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed project.

Impact HAZ-5: The project would not result in a safety hazard for people residing or working in the project area for a project located within an airport land use plan or, where such plan

has not been adopted, be within 2 miles of a public airport use airport or public use airport.

Less than Significant Impact. As described above, the Ontario International Airport is approximately 4.9 miles north of the Specific Plan area, and is not located within a noise impact, safety zone, or overflight zone (ONT ALUC 2011). Therefore, impacts related to operation of the airport and the proposed uses would not occur.

The Specific Plan area is located one mile east of the Chino Airport, and within the Chino Airport Overlay and within the Chino Airport Influence Area. In addition, the Specific Plan area is within Compatibility Zone D, which is identified as an area for primary traffic patterns and runway buffer area. The prohibited uses in the Compatibility Zone D area include highly noise-sensitive outdoor nonresidential uses and hazards to flight (such as physical [e.g., tall objects], visual, and electronic forms of interference). Within this zone airspace review is required for objects and structures that are taller than 70 feet in height.

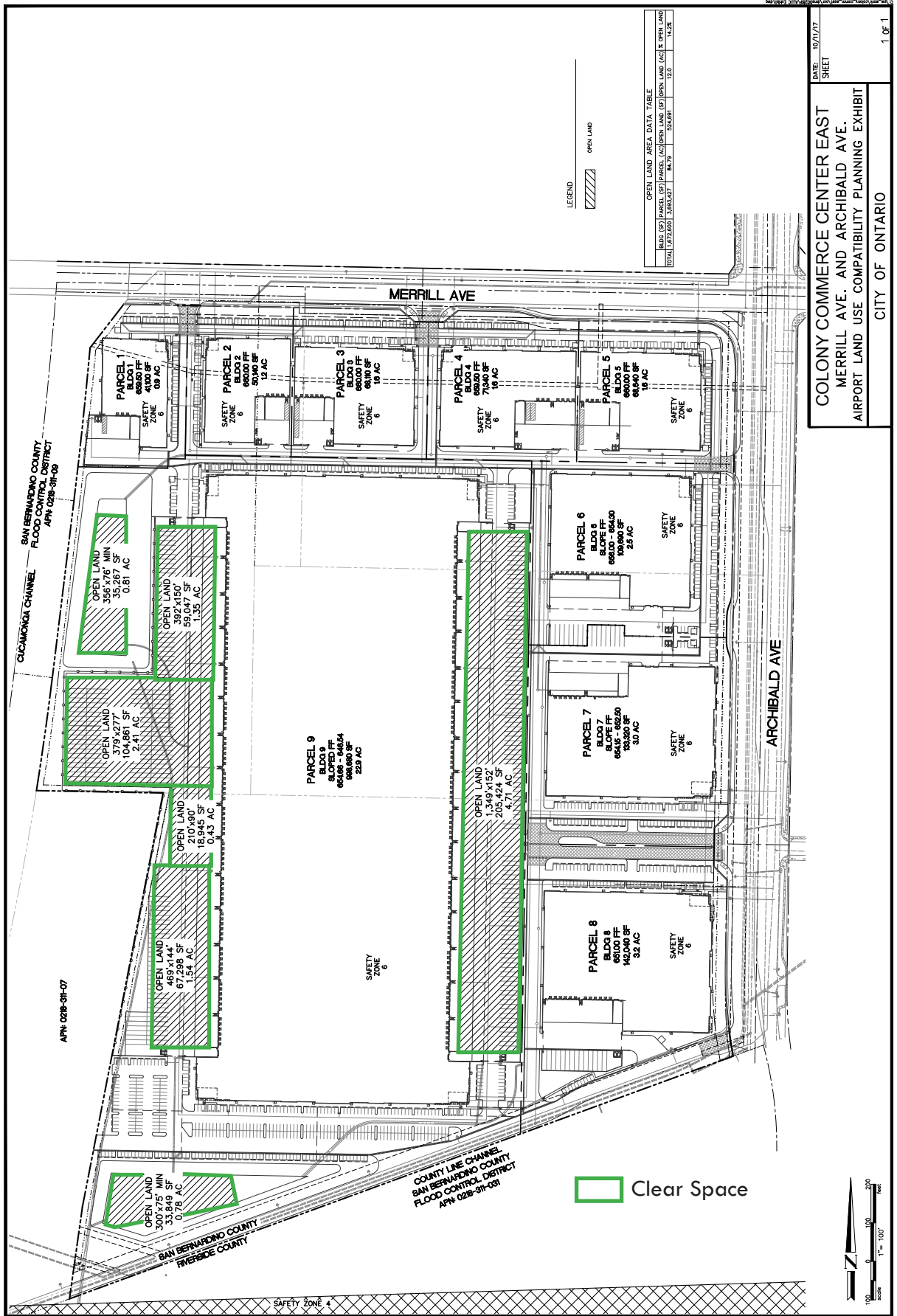
The light industrial, warehousing/distribution, and business uses allowed by the existing General Plan land use designations and proposed by the Specific Plan project would not include any highly noise-sensitive outdoor uses. Exterior uses within the Specific Plan area would be limited to parking, loading dock, solid waste and recycling, and landscaping uses. In addition, the proposed Specific Plan would allow for a maximum building height of 55 feet for main structures, and up to 65 feet for architectural projections and focal elements. Thus, the implementation of the proposed Specific Plan structures would not exceed the 70-foot high airspace review criteria, and the height of the proposed structures would not result in a hazard to flight or a safety hazard for people in the project area.

Additionally, as described above, the Specific Plan area is located within Safety Zone 6: Traffic pattern zone as defined by the Caltrans Division of Aeronautics California Airport Land Use Planning Handbook. The basic compatibility policies for Zone 6 allow the proposed light industrial, warehousing/distribution, and business uses, and limit uses that process large quantities of highly hazardous materials, or uses that store more than 6,000 gallons of hazardous materials. The proposed light industrial, warehousing/distribution, and business would not process or store large quantities of hazardous materials.

In addition, lands within Safety Zone 6 are required to provide approximately 10 percent of usable open land or an open area approximately every 0.25 mile to 0.5 mile; and that the area be at least 300 feet long by 75 feet wide. As shown, on Figure 5.8-1, open space land areas that are compliant with the criteria are provided on the eastern and western sides of Parcel 9. Development of the project site in compliance with the Caltrans Division of Aeronautics California Airport Land Use Planning Handbook (Caltrans 2011) would reduce potential impacts related to safety hazards related to the Chino Airport. Overall, the proposed Specific Plan would not result in a safety hazard related to the Chino Airport for people or structures in the project area, and impacts would be less than significant.

Impact HAZ-7: The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

Less than Significant Impact. The City of Ontario is responsible for coordination of emergency response to the Specific Plan area. Additionally, the City's Safety Element includes policies and procedures to be administered in the event of a disaster that includes interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to and recover from emergencies.



DATE: 10/17/17
SHEET
COLONY COMMERCE CENTER EAST
MERRILL AVE. AND ARCHIBALD AVE.
AIRPORT LAND USE COMPATIBILITY PLANNING EXHIBIT
CITY OF ONTARIO
1 OF 1

COLONY COMMERCE CENTER EAST SPECIFIC PLAN

Draft EIR
City of Ontario

FIGURE 5.8-1

**Caltrans Division of Aeronautics
Safety Zone 6T Required Open Space Area**

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Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Specific Plan area and would not restrict access of emergency vehicles to the project site or adjacent areas. As provided in the Project Description, construction of the proposed Specific Plan would include half-width improvements along Merrill Avenue and Archibald Avenue. The improvements to Merrill Avenue include a 108-foot right-of-way with four travel lanes, a Class II bikeway, and a sidewalk. The improvements to Archibald Avenue include a 165-foot right-of-way with six travel lanes, a raised median, and a sidewalk.

The roadway improvements would require the temporary closure of travel lanes, but full roadway closure and traffic detours are not expected to be necessary. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles through/around any required temporary road restrictions in accordance with Municipal Code Section 7-3.07, which requires that prior to any activity that would encroach into a right-of-way, the area of encroachment be safeguarded through the installation of safety devices that would be specified by the City's Engineering Department during the construction permitting process to ensure that construction activities would not physically interfere with emergency access in the site vicinity. Implementation of the project through the City's permitting process would reduce potential construction related physical interference impacts to emergency access to a less than significant level.

Operation

In addition to the roadway improvements to Merrill Avenue and Archibald Avenue described above, five driveways would provide access to the site: a 40-foot-wide right-in/right-out driveway and a 50-foot-wide signalized driveway would be located off of Merrill Avenue, and two 40-foot-wide right-in/right-out driveways and one 60-foot-wide signalized driveway would be located off of Archibald Avenue. The 60-foot-wide driveway would be the main entrance and have two inbound and two outbound lanes, while the other four driveways would include one inbound lane and one outbound lane. As described in Section 5.12, *Traffic and Circulation*, these driveways would provide adequate and safe circulation to, from, and through the Specific Plan Area.

During operation of the project building users would be required to maintain adequate emergency access for emergency vehicles as required and verified by the City and the Ontario Fire Department, pursuant to the City's Standard Conditions of Approval SC 3.24 and SC 3.25, which are listed below. Because the project is required to comply with all applicable City codes, as verified by the City and Fire Department, potential impacts related to emergency evacuation or emergency response plans would be less than significant.

5.8.7 CUMULATIVE IMPACTS

Cumulative land use changes within the County and the City would have the potential to expose future area residents, employees, and visitors to chemical hazards through redevelopment of sites and structures that may be contaminated from either historic or ongoing uses. The severity of potential hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. All hazardous materials users and transporters, as well as hazardous waste generators and disposers are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. Thus, if hazardous materials are found to be present on present or future project sites appropriate remediation activities would be required pursuant to standard federal and state regulations. Compliance with the relevant federal, state,

and local regulations during the construction and operation of related projects would ensure that cumulative impacts from hazardous materials would be less than significant.

5.8.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Federal

- United States Code of Federal Regulations Title 42, Sections 9601 et seq.: Comprehensive Environmental Response, Compensation and Liability Act and Superfund Amendments and Reauthorization Act
- United States Code of Federal Regulations Title 42, Sections 6901 et seq.: Resource Conservation and Recovery Act
- United States Code of Federal Regulations Title 42, Sections 11001 et seq.: Emergency Planning & Community Right to Know Act
- United States Code of Federal Regulations Title 49, Parts 101 et seq.: Regulations implementing the Hazardous Materials Transportation Act (United States Code of Federal Regulations Title 49 Sections 5101 et seq.)
- United States Code of Federal Regulations Title 15, Sections 2601 et seq.: Toxic Substances Control Act
- US Environmental Protection Agency Asbestos Hazard Emergency Response Act, 40 United States Code of Regulations Section 763

State

- California Health and Safety Code Chapter 6.95 and 19 California Code of Regulations Section 2729: Business Emergency Plans and chemical inventory reporting
- California Occupational Safety and Health Administration Regulation 29, CFR Standard 1926.62
- California Code of Regulations Title 24, Part 2: California Building Code
- California Code of Regulations Title 24, Part 9: California Fire Code
- California Code of Regulations Title 8, Section 1532.1, Lead in Construction Standard
- California Code of Regulations Title 8, Section 1529: Asbestos
- Title 8 of the California Code of Regulations, Section 1532.1: Lead
- Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook

Regional

- South Coast Air Quality Management District Rule 1403 Local

Plans, Program and Policies (PPPs) and Standard Conditions

The following Plans, Programs, and Policies (PPP) and Standard Conditions (SCs) related to hazards and hazardous materials are incorporated into the project, and would reduce impacts related to hazards and hazardous materials. These actions will be included in the project's mitigation monitoring and reporting program (MMRP):

PPP HAZ-1: Prior to issuance of demolition permits, the project applicant shall submit verification to the City Building Department that an asbestos survey has been conducted at all existing buildings located on

the project site. If asbestos is found, the project applicant shall follow all procedural requirements and regulations of South Coast Air Quality Management District Rule 1403. Rule 1403 regulations require that the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.

PPP HAZ-2: Prior to issuance of demolition permits, the project applicant shall submit verification to the City Building Department that a lead-based paint survey has been conducted at all existing buildings located on the project site. If lead-based paint is found, the project applicant shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint. Cal-OSHA has established limits of exposure to lead contained in dusts and fumes. Specifically, CCR Title 8, Section 1532.1 provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead.

SC 3.5: Projects located within the Ontario Ranch must comply with the Methane Assessment for Projects in the Ontario Ranch.

SC 3.24: The site plan shall allow for adequate turning radii for emergency apparatus, and access turns shall be designed to meet the minimum requirements/standards per Ontario Fire Department Standard #B-005.

SC 3.25: The site plan shall allow for adequate ingress and egress to and from the project. Additional access points may be required.

SC 3.66: Prior to the approval of a Grading Plan and issuance of Grading Permits, an Erosion and Sediment Control Plan shall be submitted to and approved by the Engineering Department. The Erosion and Sediment Control Plan shall specifically identify the BMPs that will be implemented in this project during construction, to reduce the discharge of sediment and other pollutants into the City's storm drain system.

SC 3.67: Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the Engineering Department. The WQMP shall be submitted on the San Bernardino Count Stormwater Program's model form and shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.

SC 3.68: All projects that develop 1 acre or more of total land area or which are part of a larger phased development that will disturb at least one acre of land, are required to obtain coverage under the State Water Resources Control Boards General Permit for Storm Water Discharge Associated with Construction Activity. Proof of filing a Notice of Intent (NOI) with the state for coverage under this permit is required prior to approval of the grading plan and issuance of grading permits. The applicant shall submit a copy of the Waste Discharge Identification Number (WDID) for coverage under the General Construction Permit to the Engineering Department.

SC 3.69: A SWPPP Plan. All projects that develop one 1 acre or more of total land area or which are part of a large phased development that will disturb at least one acre of land are re to prepare a Storm Water Pollution Prevention Plan SWPPP utilizing the model form in Appendix B of the 2003 CASQA Stormwater BMP Handbook for Construction and submit a copy of the plan to the City Engineering Department for review. A copy of the adopted SWPPP shall be maintained in the construction site office at all times during construction.

5.8.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts HAZ-1, HAZ-4, HAZ-5, and HAZ-7 would be less than significant.

Without mitigation, the following impact would be **potentially significant**:

Impact HAZ-2 Impacts related to a significant hazard to the public or the environment resulting from the reasonably foreseeable upset or accident conditions involving the release of hazardous materials

5.8.10 MITIGATION MEASURES

Mitigation Measure HAZ-1

Prior to approval of grading permits, the project applicant shall hire a qualified environmental consultant to conduct a limited soils investigation to identify the hazards related to the soils: 1) in the vicinity of the diesel and oil tanks; 2) in the east central agricultural irrigation well-head area where mixing and storage of agricultural chemicals occurs and where discarded herbicide containers were observed; 3) near the septic systems; and 4) in maintenance areas where petroleum and hazardous substances have been used and stored.

Soil remediation and/or export of hazardous materials must be performed in accordance with applicable regulatory requirements from the Regional Water Quality Control Board, Department of Toxic Substances Control, and the South Coast Air Quality Management District requirements. A Soil Management Plan shall be prepared to ensure the appropriate reporting, oversight, and protocols used during construction to protect the health and safety of workers and the environment. The Soil Management Plan shall include methodology and procedures to perform additional testing during soil disturbance activities if unknown potentially hazardous materials are identified. If additional contamination is discovered, soil disturbance activities within the area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up remedial measures in accordance with the Soil Management Plan are completed.

5.8.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory programs and standard conditions would reduce potential impacts associated with potential hazards and hazardous materials impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to hazards and hazardous materials would occur.

REFERENCES

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5.9 Hydrology and Water Quality

5.9.1 INTRODUCTION

This section describes the existing hydrology and water quality conditions and potential impacts from project implementation on the project site and in the surrounding area, and evaluates the potential for the Specific Plan to result in impacts related to Hydrology and Water Quality. The analysis in this section is based in part on the City's 2015 Urban Water Management Plan (UWMP), City of Ontario Drainage Master Plan, and the Preliminary Hydrology and Hydraulics Study prepared for PA-1 and PA-2 by JLC Engineering and Consulting in 2017 (JLC 2017), which is included as Appendix I.

5.9.2 REGULATORY SETTING

Clean Water Act

The Clean Water Act (CWA) established the basic structure for regulating discharges of pollutants into "waters of the U.S." The Act specifies a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Key components of the Clean Water Act that are relevant to the proposed Specific Plan are:

- Sections 303 and 304, which provide for water quality standards, criteria, and guidelines. Section 303(d) requires the state to develop lists of water bodies that do not attain water quality objectives (are impaired) after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) also requires that the state develop a Total Maximum Daily Loads (TMDLs) for each of the listed pollutants. The TMDL is the amount of pollutant loading that the water body can receive and still be in compliance with water quality objectives. After implementation of the TMDL, it is anticipated that the contamination that led to the 303(d) listing would be remediated. Preparation and management of the Section 303(d) list is administered by the Regional Water Quality Control Boards (RWQCBs).
- Section 401 requires every applicant for a federal permit or license for any activity that may result in a discharge to a water body to obtain a water quality certification that the proposed activity would comply with applicable water quality standards.
- Section 402 regulates point- and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the State Water Resources Control Board (SWRCB) oversees the NPDES program, which is administered by the local RWQCBs. The NPDES program provides for both general permits (those that cover a number of similar or related activities) and individual permits.

National Pollutant Discharge Elimination System

The NPDES permit program under the Clean Water Act controls water pollution by regulating point and nonpoint sources that discharge pollutants into "waters of the U.S." California has an approved state NPDES program. The USEPA has delegated authority for NPDES permitting to the SWRCB, which has nine regional boards. The Santa Ana Regional Water Quality Control Board (RWQCB) regulates water quality in the Ontario area. Under this system, municipal and industrial facilities are required to obtain a NPDES permit that specifies allowable limits, based on available wastewater treatment technologies, for pollutant

levels in their effluent. Stormwater discharges are regulated somewhat differently than pollutant discharges. Discharge of stormwater runoff from construction areas of one acre or more requires either an individual permit issued by the RWQCB or coverage under the statewide Construction General Stormwater Permit for stormwater discharges (discussed below). Specific industries and public facilities, including wastewater treatment plants that have direct stormwater discharges to navigable waters, are also required to obtain either an individual permit or obtain coverage under the statewide General Industrial Stormwater Permit.

Porter-Cologne Act

The Porter-Cologne Water Quality Control Act of 1969, codified as Division 7 of the California Water Code, authorizes the SWRCB to provide comprehensive protection for California's waters through water allocation and water quality protection. The SWRCB implements the requirement of CWA Section 303, establishing that water quality standards have to be set for certain waters by adopting water quality control plans under the Porter-Cologne Act. The Porter-Cologne Act establishes the responsibilities and authorities of the nine Regional Water Quality Control Boards, including preparing water quality plans for areas in the region, and identifying water quality objectives and waste discharge requirements (WDRs). Water quality objectives are defined as limits or levels of water quality constituents and characteristics established for reasonable protection of beneficial uses or prevention of nuisance. Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife. The Porter-Cologne Act has been amended to provide the authority delegated from the EPA to issue NPDES permits regulating discharges to surface waters of the U.S.

The City of Ontario is in the Santa Ana River Basin, Region 8, in the Upper Santa Ana Watershed. The Water Quality Control Plan for this region was adopted in 1995. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

California Anti-Degradation Policy

A key policy of California's water quality program is the State's Anti-Degradation Policy. This policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California (SWRCB Resolution No. 68-16), restricts degradation of surface and ground waters. In particular, this policy protects water bodies where existing quality is higher than necessary for the protection of beneficial uses. Under the Anti-Degradation Policy, any actions that can adversely affect water quality in all surface and ground waters must (1) be consistent with maximum benefit to the people of the state; (2) not unreasonably affect present and anticipated beneficial use of the water; and (3) not result in water quality less than that prescribed in water quality plans and policies (i.e., will not result in exceedances of water quality objectives).

California Construction General Permit

The State of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The last Construction General Permit amendment became effective on July 17, 2012. The Construction General Permit regulates construction site stormwater management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of stormwater associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances

to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active stormwater effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH and turbidity as well as requirements for qualified professionals to prepare and implement the plan. An appropriate permit fee must also be mailed to SWRCB.

The Construction General Permit requires project applicants to file a Notice of Intent (NOI) with the SWRCB to discharge stormwater, and to prepare and implement a SWPPP for projects that will disturb greater than 1 acre of soil. The SWPPP would include a site map, description of stormwater discharge activities, and best management practices (BMPs) taken from the menu of BMPs set forth in the California Stormwater Quality Association (CASQA) BMP Handbook that will be employed to prevent water pollution. It must describe BMPs that will be used to control soil erosion and discharges of other construction-related pollutants (e.g., petroleum products, solvents, paints, cement) that could contaminate nearby water resources. It must demonstrate compliance with local and regional erosion and sediment control standards, identify responsible parties, provide a detailed construction timeline, and implement a BMP monitoring and maintenance schedule. The Construction General Permit requires the SWPPP to identify BMPs that will be implemented to reduce controlling potential chemical contaminants from impacting water quality. Types of BMPs include erosion control (e.g., preservation of vegetation), sediment control (e.g., fiber rolls), non-stormwater management (e.g., water conservation), and waste management. The SWPPP also includes descriptions of BMPs to reduce pollutants in stormwater discharges after all construction phases have been completed at the site (post-construction BMPs).

California Water Resources Control Board Low Impact Development Policy

The SWRCB adopted the Low Impact Development (LID) Policy which, at its core, promotes the idea of “sustainability” as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. The RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed Phase I municipal stormwater NPDES permits.

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Ontario is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board’s regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term “water quality standards,” as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1994, (with updates in 2008 and 2011) with the goal of protecting the public health and welfare, and maintaining or enhancing water quality potential beneficial uses of the water.

San Bernardino County Stormwater Program: Model Water Quality Management Plan Guidance

The San Bernardino County Stormwater Program has developed the Model Water Quality Management Plan guidance document to comply with the RWQCB's NPDES permit requirements. This guidance document requires that a project's post-development discharge not exceed predevelopment discharges for 1, 5, and 10-year storms; or that a project proponent carry out additional analysis and mitigation to ensure that a project does not adversely impact downstream erosion, sedimentation, or stream habitat. This is done through implementation of the San Bernardino County Stormwater Program WQMP that is utilized for all new development projects within San Bernardino County. The City of Ontario is responsible for administering the NPDES permit program within City boundaries, which is designed to manage and monitor point and non-point-source pollution. NPDES stormwater permits for construction activity are required by the SWRCB for projects that disturb more than 1 acre of land.

City of Ontario General Plan

The following goal and policies contained in the Environmental Resources Element (Water and Wastewater) are relevant to the proposed project.

Policy ER 1-5: Groundwater Management. We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban run-off, and recharge the aquifer.

Policy ER 1-6: Urban Run-off Quantity. We encourage the use of low impact development strategies to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

Policy ER 1-7: Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

Policy ER1-8: Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

Policy S 2-1: Entitlement and Permitting Process. We follow State guidelines and building code to determine when development proposals require hydrological studies prepared by a State-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

City of Ontario Municipal Code

The City of Ontario Municipal Code identifies generally permitted activities under the Regional MS4 Permit (Order No. R8-20100036), which are listed in Municipal Code Section 6-6.207. The City and the RWQCB will allow the discharge of certain non-stormwater discharges into the MS4 storm drain system, provided that they are in compliance with the discharge limitations specified in the current General Waste Discharge Requirements for De Minimus Discharges issued by the RWQCB.

Municipal Code Section 6-6: incorporates the requirements of the Areawide Urban Stormwater Run-Off Permit (NPDES Permit No. CAS618036, Order No. R8-2002-0012) issued by the RWQCB pursuant to Section 402(p) of the Clean Water Act.

Municipal Code Section 6 Article 4: provides specific regulations related to industrial and commercial facilities, which are listed below:

- **Section 6-6.401.** Non-stormwater discharges. All non-stormwater discharges associated with industrial and commercial activities that discharge into the City's stormwater drainage system are prohibited except as permitted by an individual user's NPDES Stormwater Permit.
- **Section 6-6.402.** General permit for stormwater discharges from industrial activities. All businesses who own or operate facilities described in 40 Code of Federal Regulations 122.26(b)(14)(i)-(xi) are required to obtain coverage under the State's General Permit for Discharges of Stormwater Associated with Industrial Activities, at least 14 days prior to the startup of business activities. All listed businesses are required to submit a completed Notice of Intent (NOI) form, site map and application fee to the SWRCB. The SWRCB also requires the listed businesses to prepare a SWPPP, retain a copy of the SWPPP on site and comply with all the requirements of the permit.
 - **Section 6-6.403.** Conditional category - Notice of non-applicability. Businesses who own or operate facilities described in 40 Code of Federal Regulations 122.26(b)(14)(xi) may prepare a "Notice of Non-Applicability" in lieu of an NOI if they can certify on this form provided by the SWRCB that there is no manufacturing process, material, equipment or product storage outside in an area that is exposed to stormwater runoff. The "Notice of Non-Applicability" must document all of the following:
 - (1) All prohibited non-stormwater discharges have been eliminated or otherwise permitted;
 - (2) All significant materials related to industrial activity (including waste materials) are not exposed to stormwater or authorized non-stormwater discharges;
 - (3) All industrial activities and industrial equipment are not exposed to stormwater or authorized non-stormwater discharges;
 - (4) There is no exposure of stormwater to significant materials associated with industrial activity through other direct or indirect pathways such as from industrial activities that generate dust and particulates.
- **Section 6-6.404.** Best Management Practices. All businesses, regardless of permit status, shall implement all applicable BMPs, as listed in the California Stormwater Best Management Practice Handbooks or the current, San Bernardino County Stormwater Program's Report of Waste Discharge, to reduce pollutants in stormwater runoff and reduce non-stormwater discharges to the City's stormwater drainage system to the maximum extent practicable. All structural controls shall also be maintained to effectively prevent pollutants from contacting stormwater or remove pollutants from stormwater runoff to the maximum extent practicable.

Municipal Code Section 6 Article 5: provides specific construction regulations, which are listed below:

- **Section 6-6.501.** Stormwater Quality Management Plan. Prior to the issuance of any grading or building permit, all qualifying land development/redevelopment projects, shall submit and have approved a Stormwater Quality Management Plan (SWQMP) to the City Engineer on a form provided by the City. The SWQMP shall identify all BMPs that will be incorporated into the project to control stormwater and non-stormwater pollutants during and after construction and shall be revised as necessary during the life of the project.
- **Section 6-6.502.** General permit for stormwater discharges from construction activity. Any developer/owner engaging in construction activities which disturb 5 acres or more of land shall apply for coverage under the General Stormwater Permit for Construction Activity with the SWRCB. Coverage under the General Permit can be obtained by submitting a "Notice of Intent" form (NOI) to the SWRCB.

- **Section 6-6.505. Best Management Practices.** All construction projects which could potentially have an adverse impact on the City's stormwater drainage system or waters of the state shall install and/or implement appropriate construction and post-construction BMPs, as listed in their SWQMP or the "California Stormwater Best Management Practice Handbook", to reduce pollutants to the maximum extent practicable or to the extent required by law.

5.9.3 ENVIRONMENTAL SETTING

The Specific Plan area has historically been, and is currently, used as a dairy farm and agricultural operation.

Regional Hydrology

The City of Ontario is located within the Santa Ana River Basin, a 2,700-square-mile area in the Coastal Range Province of Southern California located roughly between Los Angeles and San Diego. The upper Basin drainage in southwestern San Bernardino County consists mainly of snowmelt and storm runoff from the San Gabriel Mountains, which feeds into Cucamonga Creek, a major drainage that flows through the City of Ontario and along the eastern boundary of Armstrong Ranch, adjacent to the east of the Specific Plan area. Cucamonga Creek flows southwesterly to the El Prado control dam, and then continues to the Pacific Ocean via the lower Santa Ana River.

Watershed

The City of Ontario is in the Chino Watershed, which consists of most of the Upper Santa Ana River Valley and portions of the San Gabriel Mountains and Puente and Chino Hills. The Santa Ana River forms the southern boundary of the Watershed. The primary direction of drainage flow in the watershed is from the San Gabriel Mountains southward to the Santa Ana River, then southwest in the river.

Water Quality

Groundwater in the Specific Plan region contains high concentrations of salt attributable to long-term dairy and agricultural activities. The primary contributor to this high concentration of salt is due to the predominant presence of dairies that have operated throughout the area for much of the twentieth century. The high organic content of the soils in the Specific plan vicinity has contributed incrementally to the degradation of surface and groundwater quality over several decades. In addition, a plume of groundwater contaminated by Volatile Organic Chemicals (VOCs) and other pollutants is located south of SR-60, west of Turner Avenue, north of Bellegrave Avenue, and east of Grove Avenue. The clean-up of this plume area is being conducted under a Stipulated Settlement and Cleanup and Abatement Order (No. R8-2016-0016). As the depth to groundwater within the project area is approximately 120-feet bgs (Partner 2015), the plume is also 120-bgs.

Stormwater in the City of Ontario includes a variety of common contaminants including primarily suspended sediments, fertilizers, pesticides, animal waste, and contaminants that are commonly associated with automobiles (e.g., petroleum compounds such as oil, grease, and hydrocarbons). Cucamonga Creek, to which the Specific Plan ultimately drains into, is currently listed as impaired (303(d) list) by unknown non-point sources due to high coliform counts, cadmium, copper, lead and zinc levels.

Groundwater Basin

The City overlies the Chino Groundwater Basin, which is one of the largest groundwater basins in southern California, covering approximately 235 square miles of the Upper Santa Ana River Valley. The Basin is

bounded by the Rialto-Colton Fault on the northeast, the Jurupa Mountains and La Sierra Hills to the southeast, the Central Avenue Fault to the southwest, and the San Jose Fault and Red Hill Fault to the northwest (Ontario 2009). The basin currently contains approximately 5,000,000 acre-feet (AF) of water and has an unused storage capacity of about 1,000,000 AF. The City of Ontario currently draws all of its groundwater supply from the Chino Basin. The water supply in the Basin is adjudicated and managed by the Chino Basin Watermaster. The depth to groundwater within the project area is approximately 120-feet bgs (Partner 2015).

Storm Drainage Facilities

Several existing drainage features are adjacent to the Specific Plan area. Existing storm drains include a 96-inch drain located in Archibald Avenue to the east of the Specific Plan area and a 48-inch storm drain on Merrill Avenue, east of Archibald Avenue. Channelized drainages include Cucamonga Creek that consists of a concrete channel to the west of the Specific Plan area, and the County Line Channel, which is a concrete channel located along the southern Specific Plan area boundary. The Specific Plan area does not currently contain any drainage infrastructure improvements. Stormwater currently absorbs into the pervious surfaces on the project site, and excess runoff drains to the County Line Channel.

Dam Inundation Areas

A large portion of the City, including the Specific Plan area, is included in the inundation area of the San Antonio Dam (Ontario 2009). The City's General Plan EIR describes that catastrophic failure of the San Antonio Dam when it is at or near capacity could spread water two to four feet deep over the western and central parts of the City, which includes the Specific Plan area. In addition, the City's General Plan EIR shows that the Specific Plan area would be inundated with the flood water 7.5 hours after failure of the San Antonio Creek Dam.

5.9.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- WQ-1 Violate any water quality standards or waste discharge requirements;
- WQ-2 Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of the preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- WQ-3 Substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
- WQ-4 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- WQ-5 Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;
- WQ-6 Otherwise substantially degrade water quality;

- WQ-7 Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- WQ-8 Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- WQ-9 Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- WQ-10 Cause or result in inundation by seiche, tsunami, or mudflow.

The Initial Study established that the project would result in no impact related to Thresholds WQ-2, WQ-7, WQ-8, and WQ-10; no further assessment of these impacts is required in this EIR.

5.9.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hydrology and water quality is based on a review of published information and reports regarding regional hydrology, groundwater conditions, and surface water quality. The potential impacts on hydrology and water quality were evaluated by considering the general type of pollutants that operation of the Specific Plan would generate during construction and operation. In determining the level of significance, the analysis recognizes that development under the proposed Specific Plan would be required to comply with relevant federal, state, and regional laws and regulations that are designed to ensure compliance with applicable water quality standards and waste discharge requirements. Because the regional and local regulations related to water quality standards have been developed to reduce the potential of pollutants in the water resources (as described in the Regulatory Setting Section above), and are implemented to specific waterbodies, such as 303D TMDL requirements, or development projects such as grading and construction permit regulations, implementation of all relevant water quality and hydrology requirements would limit the potential of the proposed Specific Plan to a less than significant impact.

5.9.6 ENVIRONMENTAL IMPACTS

Impacts WQ-1 and WQ-6: The project would not violate any water quality standards or waste discharge requirements; or otherwise substantially degrade water quality.

Less than Significant Impact.

Construction

Implementation of the proposed Specific Plan includes development involving demolition of the existing structures, site preparation, construction of new buildings, and infrastructure improvements. Demolition of existing structures, removal of existing contaminated soils, grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities would expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality.

Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality.

Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction activities, excavated soil would be exposed, thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

However, the use of BMPs during construction implemented as part of a SWPPP as required by the NPDES General Construction Permit and the City's Municipal Code Section 6-6 (and included as Standard Conditions SC 3.66, SC 3.67, and SC 3.68) would serve to ensure that project impacts related to construction activities resulting in a degradation of water quality would be less than significant. Furthermore, an Erosion and Sediment Transport Control Plan prepared by a qualified SWPPP developer (QSD) is required to be included in the SWPPP for the project, and typically includes the following types of erosion control methods:

- Prompt revegetation of proposed landscaped/grassed swale areas;
- Perimeter gravel bags or silt fences to prevent off-site transport of sediment;
- Storm drain inlet protection (filter fabric gravel bags and straw wattles), with gravel bag check dams within paved roadways;
- Regular sprinkling of exposed soils to control dust during construction and soil binders for forecasted wind storms;
- Specifications for construction waste handling and disposal;
- Contained equipment wash-out and vehicle maintenance areas;
- Erosion control measures including soil binders, hydro mulch, geotextiles, and hydro seeding of disturbed areas ahead of forecasted storms;
- Construction of stabilized construction entry/exits to prevent trucks from tracking sediment on City roadways;
- Construction timing to minimize soil exposure to storm events; and
- Training of subcontractors on general site housekeeping.

In addition, all construction activities would be required to comply with San Bernardino County guidelines for excavation and grading, the California Stormwater Quality Association Construction Manual, and the Ontario Municipal Code Section 6 Articles 4 and 5. These regulations include specifications designed to minimize potential pollutants entering stormwater during construction. Therefore, compliance with the Statewide General Construction Activity Stormwater Permit requirements and other applicable requirements, which would be verified during the City's construction permitting process, and adherence to the required regulations as implemented by the City's Standard Conditions and Municipal Code, would ensure that project impacts for Phase 1 and Phase 2 of development (PA-1, PA-2, and PA-3)_related to construction activities resulting in a degradation of water quality would be less than significant.

Operation

Under the existing conditions, existing land uses (e.g., dairy farms, row-cropped agriculture, residential uses) contribute to surface and groundwater quality degradation. The Cucamonga Creek Channel and Santa Ana River are impaired by bacteria pathogens due to dairies, agriculture, and other unknown

sources. Groundwater quality in the region has been degraded by agricultural operations over the past 75 years.

The proposed Specific Plan, particularly the development of Phase 1 (PA-1 and PA-2), would remove the existing dairy and agricultural sources of pollution, and develop urban uses that would include installation of water quality treatment facilities. The proposed warehousing/distribution, light industrial and business land uses would increase impermeable surfaces that would result in an increase in the volume of surface runoff and potential pollutants from vehicles. Operation of the proposed land uses could generate pollutants including trash, debris, oil residue, and other residue that could be deposited on streets, sidewalks, driveways, paved areas, and other surfaces and wash into receiving waters. The pollutants that could be released include bacteria, nutrients, oil and grease, metals, organics, and pesticides. Nutrients in post-construction stormwater include nitrogen and phosphorous from fertilizers from landscaping areas. Excess nutrients can impact water quality by promoting excessive and/or rapid growth of aquatic vegetation and algae growth, which reduces water clarity and results in oxygen depletion. Pesticides can be toxic to aquatic organisms and bioaccumulate in larger species such as birds and fish and result in harmful effects. Oil and grease may end up in stormwater from leaking vehicles, and metals may enter stormwater as surfaces corrode, decay, or leach and from roadway runoff.

The City of Ontario Municipal Code Section 6-6.501 requires new development projects to prepare a WQMP (per the Regional MS4 Permit No. CAS618036) that would comply with the San Bernardino County Water Quality Management Plan, and not result in a degradation of the quality of receiving waters (Cucamonga Creek Channel and the Santa Ana River). WQMPs shall include BMPs for source control, pollution prevention, site design, and structural treatment control BMPs. WQMPs are also required to include control measures for any listed pollutants to an impaired waterbody on the 303(d) list such that the discharge shall not cause or contribute to an exceedance of receiving water quality objectives.

In addition, the San Bernardino County MS4 Permit, implemented via the City Municipal Code Section 6-6, requires that all development incorporate all feasible LID BMPs to reduce potential project pollutants from entering the Cucamonga Creek Channel. The LID site design/BMP features that would be constructed with the Specific Plan include two onsite infiltration basins: one basin near the southwest corner of the Specific Plan area, and the other basin near the northwest corner. These basins would retain, slow, and filter the runoff before its discharge through storm drain connections to the County Line Channel, which then discharges to the Cucamonga Creek Channel. In addition, landscaped areas within the Specific Plan area would be developed as swales and designed to receive runoff from impervious surfaces, for example, building roofs and paved areas draining into swaled landscape areas to capture, retain, and infiltrate the runoff.

Implementation of the proposed Specific Plan would comply with BMPs pursuant to NPDES requirements, and would comply with San Bernardino County Stormwater Program requirements through implementation of the City's Municipal Code. As part of the permitting approval process, construction plans would be required to demonstrate compliance with these regulations to minimize the potential of the Specific Plan to result in a degradation of the quality of receiving waters (e.g., Cucamonga Creek Channel and the Santa Ana River). Plans for grading, drainage, erosion control and water quality would be reviewed by the City Engineer prior to issuance of grading permits to ensure that the applicable and required LID BMPs are constructed during implementation of the Specific Plan.

Overall, adherence to the existing regulations as implemented by the City's Standard Conditions and Municipal Code would ensure that project impacts for Phase 1 (PA-1 and PA-2) and Phase 2 (PA-3) of development related to degradation of water quality from operational activities would be less than significant.

Impact WQ-3: The project would not substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

Less than Significant Impact.

Construction

Construction of the structures proposed by Phase 1 (PA-1 and PA-2) of the Specific Plan would require demolition and removal of existing farming structures, buildings, and infrastructure on the site. Additionally, excavation, grading, and other site preparation activities would loosen soils, which has the potential to result in erosion and the loss of topsoil. Similar construction and demolition activities are anticipated for buildout of Phase 2 (PA-3). Because the Specific Plan area is flat and does not contain substantial slopes, the large majority of soil disturbance would be related to excavation and backfill for installation of building foundations and underground utilities, as well as site grading to provide proper drainage.

The existing NPDES Construction General Permit, as included in the City's Municipal Code Section 6 Article 5, requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer for the proposed construction activities. The SWPPP is required to address site-specific conditions related to potential sources of sedimentation and erosion, and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alternation of a drainage pattern during construction activities. Common types of construction BMPs include:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

In addition, a Qualified SWPPP Practitioner is required to ensure compliance with the SWPPP through regular monitoring and visual inspections during construction activities. The SWPPP would be amended and BMPs revised, as determined necessary through field inspections, in order to protect against substantial soil erosion, the loss of topsoil, or alteration of the drainage pattern. Compliance with the Construction General Permit and a SWPPP prepared by a Qualified SWPPP Developer and implemented by a Qualified SWPPP Practitioner would prevent construction-related impacts related to potential alteration of a drainage pattern or erosion from development activities. Overall, with implementation of the existing construction regulations, and City Standard Conditions (SC 3.64 through 3.69 listed below) that would be verified by the City's engineering during the permitting approval process, impacts related to alteration of an existing drainage pattern during construction for both Phase 1 and 2 (PA-1, PA-2, and PA-3) that could result in substantial erosion, siltation, increases in stormwater runoff, and flooding on- or off-site would be less than significant.

Operation

The Specific Plan area does not contain any creeks, streams, or rivers. The Specific Plan area is generally flat and the existing drainage patterns generally flow from north to south. The project proposes to maintain the existing north to south drainage, and would not significantly alter the existing drainage pattern of the site.

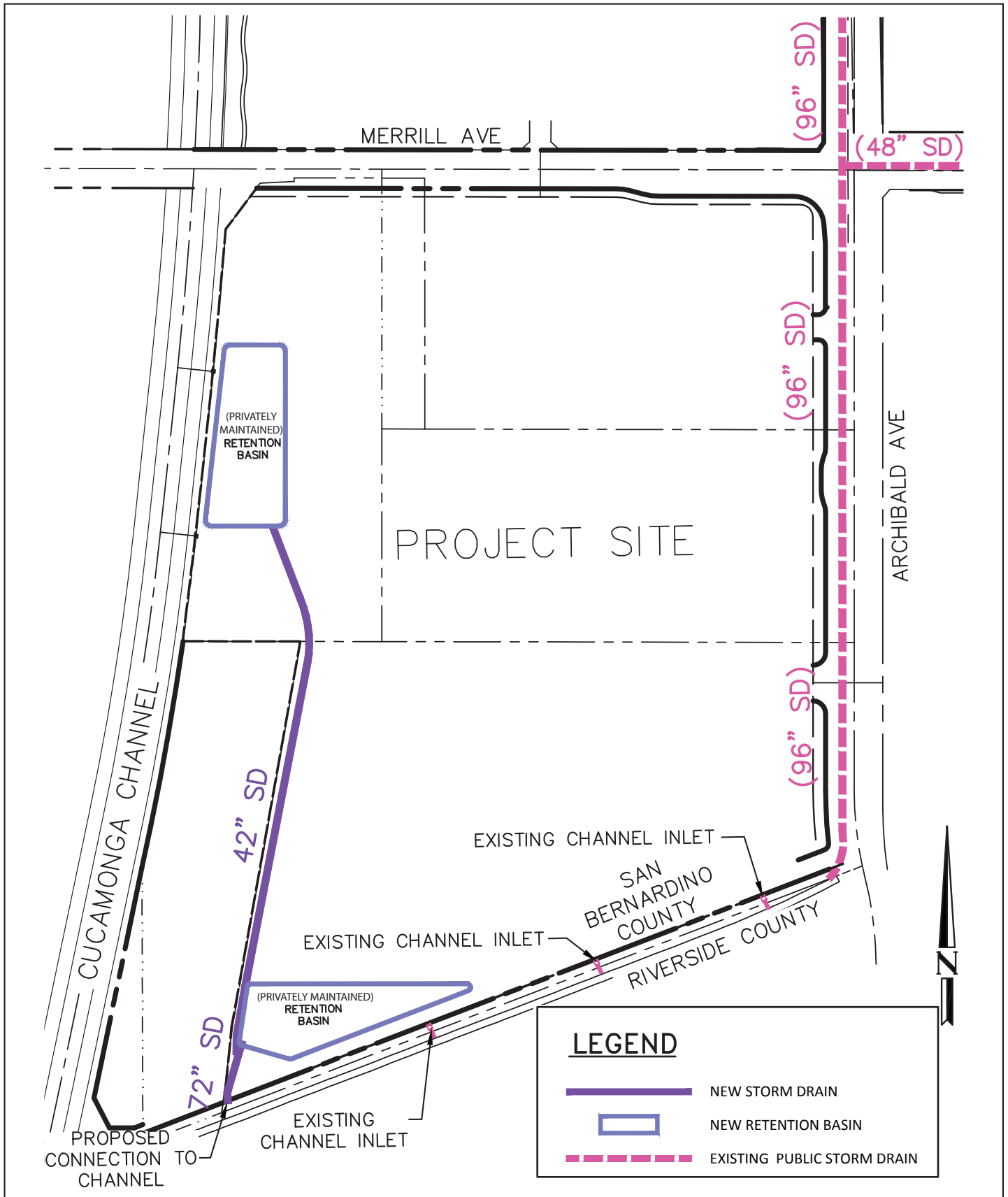
Development of Phase 1 (PA-1 and PA-2) of the Specific Plan includes construction of an onsite storm drain system that would be consistent with the City's Storm Drainage Master Plan and is sized to adequately accommodate the stormwater flows from the project area, and would maintain the existing drainage pattern of the site. Runoff from the planned system would discharge into one of two onsite infiltration basins located on PA-2, which would retain, slow, and filter the runoff before its discharge through new storm drain connections to County Line Channel, and which would not result in erosion or siltation. In addition, landscaped areas within Phase 1 (PA-1 and PA-2) and future Phase 2 (PA-3) would be graded as swales and designed to accept runoff water from impervious surfaces, which would reduce the potential for erosion.

The City of Ontario Municipal Code Section 6-6.501 requires new development projects to prepare a WQMP that is required to include BMPs to reduce the potential of erosion and/or sedimentation through site design and structural treatment control BMPs. Implementation of the proposed Specific Plan would comply with these requirements through compliance with the City's Municipal Code. As part of the permitting approval process, the proposed drainage and water quality design and engineering plans would be reviewed by the City Engineer to ensure that it limits the potential for erosion and siltation. Overall, adherence to the existing regulations as implemented by the City's Standard Conditions (listed below) and Municipal Code requirements (listed above), would ensure that project impacts from Phase 1 and 2 of development (for all three PAs) related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant.

Impact WQ-4: The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Less than Significant Impact. As described above, the Specific Plan area does not contain any streams or rivers. The Specific Plan area is generally flat and the existing drainage patterns generally flows from north to south. Development of the Specific Plan Phase 1 (PA-1 and PA-2) would result in an increase in the amount of impervious surfaces onsite, which would increase the onsite runoff. Thus, the Development Plan for Phase 1 of the Specific Plan includes construction of an onsite storm drain system that would route runoff into one of two onsite infiltration basins, and would slow and filter the runoff before it is discharged into the County Line Channel, as shown in Figure 5.9-1, *Drainage Plan/Hydrology*.

Landscaped areas would also be developed swales and designed to receive and infiltrate runoff water from impervious surfaces. Use of the infiltration basins and swales would regulate the rate and velocity of stormwater flows and would control the amount of discharge into the County Line Channel. In addition, the drainage facilities proposed for Phase 1 (PA-1 and PA-2) have been sized to adequately accommodate the stormwater flows from the Specific Plan area, and are consistent with the City's Storm Drainage Master Plan. Similarly, future development of Phase 2 (PA-3) would be consistent with the City's Storm Drainage Master Plan. Thus, development in accordance with the proposed Specific Plan would not substantially increase the rate or amount of surface runoff, such that flooding would occur.



Source: David Evans & Associates
 NOTE: Reference the City's most current Master Plan for sizing/alignment.

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In addition, the City's Standard Condition SC 3.64, listed below, requires a hydrology study and drainage analysis to be prepared by a state registered civil engineer in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines, to ensure the drainage design would accommodate the proposed Specific Plan development. As a result, implementation of both Phases of the Specific Plan would not result in alteration of any stream or river, or the potential for on- or off-site flooding, and impacts would be less than significant.

Impact WQ-5: The project would not create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

Less than Significant Impact. Development of the Specific Plan includes installation of a subsurface storm drain system that would capture runoff from impervious areas, and drain it into one of two onsite infiltration basins: one basin near the southwest corner of the Specific Plan area and the other basin near the northwest corner. The two basins have been designed to accommodate the anticipated runoff from the Specific Plan area, and would retain, slow, and filter the runoff before its discharge through storm drain connections into the County Line Channel, which is on the southern boundary of the Specific Plan area. In addition to the storm drain system, landscaped areas within the Specific Plan area would be developed as swales and designed to receive runoff water from impervious surfaces, and infiltrate it into the site soils. The City's Standard Condition SC 3.64, listed below, requires proposed development projects to submit a hydrology study and drainage analysis prepared by a state registered civil engineer in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines to ensure the drainage design would accommodate the proposed Specific Plan development. As a result, implementation of the proposed Specific Plan would not contribute runoff water which would exceed the capacity of the existing or planned stormwater drainage systems, and impacts to drainage capacity would be less than significant.

Additionally, as described previously, the City of Ontario Municipal Code Section 6-6.501 requires new development projects to prepare a WQMP (per the Regional MS4 Permit No. CAS618036) that would comply with the San Bernardino County Water Quality Management Plan and Stormwater Program requirements to minimize the potential of the Specific Plan to generate sources of pollution.

The review of plans for grading, drainage, erosion control, and water quality by the City Engineer prior to issuance of grading permits would ensure the compliance of drainage improvements with all applicable City and County standards, which would reduce contaminants in stormwater runoff by capturing and infiltrating runoff within the Specific Plan area. As a result, implementation Phase 1 and 2 of the Specific Plan and development of PA-1, PA-2, and PA-3 would not contribute substantial sources of polluted runoff, and impacts would be less than significant.

Impact WQ-9: The project would not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.

Less than Significant Impact. The majority of the southern portion of the City of Ontario, as well the Specific Plan area, lies within the dam inundation area for the San Antonio Dam (see Figure 5.9-2 of the City's General Plan EIR). The City's General Plan EIR concludes that catastrophic failure of the San Antonio Dam when it is at or near capacity could spread water two to four feet deep over the western and central parts of the City, which includes the Specific Plan area. In addition, Figure 5.9-2 of the City's General Plan EIR shows that the Specific Plan area would be inundated with the flood water 7.5 hours after failure of the San Antonio Creek Dam. This should provide adequate time for employees and visitors at the project site to evacuate. In any event, the probability of catastrophic failure is very low due to the ongoing

management of water volumes being held by the dam, and the City of Ontario Fire Department maintains a list of emergency procedures to be followed in the event of a failure (Ontario 2009). Because the likelihood of catastrophic failure of the San Antonio Dam is very low and the Specific Plan does not include residential uses, there would be adequate time to evacuate the project area, and the City is prepared in the event of such failure, impacts related to the potential for injury or death involving flooding as a result of the failure of a dam are considered less than significant.

5.9.7 CUMULATIVE IMPACTS

The areas considered for cumulative impacts to hydrology and water quality are the Chino Watershed for drainage and water quality impacts, and the Chino Basin for groundwater impacts.

Water Quality: The geographic scope for cumulative impacts related to hydrology and water quality includes the Chino Watershed because cumulative projects and developments pursuant to the proposed Specific Plan could incrementally exacerbate the existing impaired condition and could result in new pollutant related impairments.

Related developments within the watershed would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit that requires implementation of a SWPPP (for construction), a WQMP (for operation) and BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration. The NPDES permit requirements have been set by the State Water Board and implemented by the RWQCB (and the City's Municipal Code Section 6-6 within Ontario) to reduce incremental effects of individual projects so that they would not become cumulatively considerable. Therefore, overall potential impacts to water quality associated with present and future development in the watershed would not be cumulatively considerable with compliance with all applicable laws, permits, ordinances and plans. As detailed previously, the proposed Specific Plan would be implemented in compliance with all regulations, as would be verified during the permitting process. Therefore, cumulative impacts related to water quality would be less than significant.

Drainage: The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Specific Plan area, from capture of runoff through final discharge points. As described above the proposed project includes installation of infiltration basins that would retain, slow, and filter the runoff before its discharge through storm drain connections to the County Line Channel. These facilities would retain runoff and reduce erosion and siltation. In addition, pursuant to state and regional regulations that require development projects to maintain pre-project hydrology, no net increase of offsite stormwater flows would occur. As a result, the proposed project would not generate runoff that could combine with additional runoff from cumulative projects that could cumulatively combine to impact erosion, siltation, flooding, and water quality. Thus, cumulative impacts related to drainage would be less than significant.

Dam Inundation: Cumulative impacts related to dam inundation flooding are generally site specific. As described above, the probability of dam inundation is very low, and flood waters would take 7.5 hours to evacuate the project site. The project would include drainage features and an infiltration basin, as part of the City's Master Drainage Plan, that would accommodate some of the flows from a potential dam inundation. In addition, the project does not include a residential population that would cumulatively increase the number of residents impacted by a potential dam inundation flood flow. Thus, the Specific Plan's potential cumulative contribution to impacts related to dam inundation would be less than significant.

5.9.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ
- California Water Resources Control Board Low Impact Development (LID) Policy
- Regional MS4 Permit (Order No. R8-20100036)

City

- Municipal Code Section 6
- SCAQMD Rule 402: Nuisance Odors

Existing Regulations

The following City Standard Conditions (SCs) that are incorporated into the Specific Plan that would reduce impacts related to hydrology and water quality. These actions will be included in the project's mitigation monitoring and reporting program:

SC 3.64: A hydrology study and drainage analysis prepared and signed by a Civil Engineer registered in the State of California in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines is required. Additional drainage facilities may be required as a result of the findings of this study.

SC 3.66: Prior to the approval of a Grading Plan and issuance of Grading Permits, an Erosion and Sediment Control Plan shall be submitted to and approved by the Engineering Department. The Erosion and Sediment Control Plan shall specifically identify the Best Management Practices (BMPs) that will be implemented in this project during construction to reduce the discharge of sediment and other pollutants into the City's storm drain system.

SC 3.67: Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the Engineering Department. The WQMP shall be submitted using the San Bernardino County Stormwater Program's model form and shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.

SC 3.68: All projects that develop 1 acre or more of total land area or which are part of a larger phased development that will disturb at least one acre of land, are required to obtain coverage under the State Water Resources Control Board's General Permit for Stormwater Discharge Associated with Construction Activity. Proof of filing a Notice of Intent (NOI) with the state for coverage under this permit is required prior to approval of the grading plan and issuance of grading permits. The applicant shall submit a copy of the Waste Discharge Identification Number (WDID) for coverage under the General Construction Permit to the Engineering Department.

SC 3.69: A SWPPP Plan. All projects that develop one 1 acre or more of total land area or which are part of a large phased development that will disturb at least one acre of land are re to prepare a Stormwater Pollution Prevention Plan (SWPPP) utilizing the model form in Appendix B of the 2003 CASQA Stormwater Best Management Practices (BMP) Handbook for Construction and submit a copy of the plan to the City

Engineering Department for review. A copy of the adopted SWPPP shall be kept in the construction site office at all times during construction.

5.9.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impact WQ-1, WQ-3, WQ-4, WQ-5, WQ-6, and WQ-9 would be less than significant.

5.9.10 MITIGATION MEASURES

No mitigation measures are required.

5.9.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to hydrology and water quality have been identified and impacts would be less than significant.

REFERENCES

City of Ontario 2015 Urban Water Management Plan, July 2016. Accessed: http://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/2015_urban_water_management_plan.pdf.

City of Ontario Draft Environmental Impact Report for the Ontario Plan (General Plan) (Ontario 2009). Accessed: <http://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/31651.pdf>

State Water Resources Control Board Construction Stormwater Program. Accessed: http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml.

Santa Ana Regional Water Quality Control Board Santa Ana Region Basin Plan. Accessed: http://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/index.shtml.

5.10 Land Use and Planning

5.10.1 INTRODUCTION

This section provides an analysis of the consistency of the proposed project with applicable land use plans, policies, and regulations that guide development of the project site and evaluates the relationship of the project with surrounding land uses. The analysis in this section is based in part on the City of Ontario General Plan, General Plan EIR, and zoning code.

5.10.2 REGULATORY SETTING

SCAG Regional Transportation Plan

On April 7, 2016 SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). Most of the plan's goals are related to transportation and the efficiency of transportation. Because the proposed project does not involve transportation, many of the goals are not relevant to the proposed Specific Plan. However, the goals that are related to the proposed Specific Plan project are listed below:

Goals

1. Align the plan investments and policies with improving regional economic development and competitiveness.
2. Maximize mobility and accessibility for all people and goods in the region.
3. Ensure travel safety and reliability for all people and goods in the region.
4. Preserve and ensure a sustainable regional transportation system.
6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
7. Actively encourage and create incentives for energy efficiency, where possible.

Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook

The Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook (Caltrans 2011) identifies 6 different Safety Zones for general aviation airports that are used to analyze project impacts related to airports that include the following:

- Safety Zone 1: Runway protection zone and within runway object free area adjacent to the runway;
- Safety Zone 2: Inner approach/departure zone;
- Safety Zone 3: Inner turning zone;
- Safety Zone 4: Outer approach/departure zone;
- Safety Zone 5: Sideline zone; and
- Safety Zone 6: Traffic pattern zone (not applicable to large air carrier airports)

The project site is located within Zone 6 – Traffic pattern zone, which requires that approximately 10 percent of usable open land or an open area approximately every 0.25 mile to 0.5 mile should be provided. The Handbook states that as a general guideline, open land sites should be at least 300 feet long by 75 feet wide (about 0.5 acre or the size of a football field) to be considered useful. This is a minimum size and presumes that tall objects do not exist along the approach to the site, thus precluding an aircraft from reaching it. Open land sites should be relatively level and free of objects such as structures,

overhead lines, and large trees and poles that can send the plane out of control at the last moment. Parking lots or recreation areas, while not ideal, also can be considered as acceptable open lands in urbanized settings.

San Bernardino County Airport Land Use Commission

The San Bernardino County Airport Land Use Commission governs 15 airports in San Bernardino County, including Chino Airport in the City of Chino. The Comprehensive Land Use Plan for Chino Airport establishes land use, noise, and safety policies for projects in the vicinity of the airport, including compatibility criteria and maps for the influence areas of individual airports. The Land Use Plan also establishes procedural requirements for compatibility review of development proposals related to the Chino Airport Influence Area.

Ontario International Airport Land Use Compatibility Plan

The Ontario International Airport Land Use Compatibility Plan (ALUCP) was adopted by the Ontario City Council on April 19, 2011. The basic function of the ALUCP is to promote compatibility between the Airport and surrounding land uses. As required by state law, the ALUCP provides guidance to affected local jurisdictions with regard to airport land use compatibility matters. The main objective of the ALUCP is to avoid future compatibility conflicts rather than to remedy existing incompatibilities. The ALUCP is aimed at addressing future land uses and development, not airport activity. The ALUCP does not place any restrictions on the present and future role, configuration, or use of the airport.

The Ontario Plan – The City of Ontario General Plan

The Ontario Plan establishes the direction and vision for the City of Ontario providing a guidance system to shape the Ontario community for the future. The Plan provides for policies to accommodate change over a 30-year period commencing in 2010. The Ontario Plan consists of a six-part Component Framework: (1) Vision, (2) Governance Manual, (3) Policy Plan, (4) City Council Priorities, (5) Implementation, and (6) Tracking and Feedback. The Policy Plan Component of The Ontario Plan serves as the City's General Plan, which is mandated by state law. The City's General Plan, like all general plans, is a State of California required legal document providing guidance to those who make decisions that affect resource allocation and future developments' physical form and character. Ontario's General Plan is made up of nine elements, which are listed below:

1. The Land Use Element designates the distribution, location, and balance of land uses.
2. The Housing Element analyzes existing and future housing needs; addresses constraints to meeting local housing needs; identifies land, financial, and administrative resources for housing; sets forth goals and policies to meet community housing needs; and establishes housing programs and an implementation plan.
3. The Mobility Element provides overall guidance for the City's responsibility to satisfy the local and sub-regional mobility needs while maintaining the quality of life envisioned in The Ontario Plan.
4. The Safety Element, which includes Noise, provides policies that minimize potential dangers to residents, businesses, workers, and visitors as well as identifies potential hazards.
5. The Environmental Resources Element, which includes Conservation, establishes policies that support system integration, resource conservation and regeneration, and energy independence.
6. The Parks and Recreation Element, which includes Open Space, establishes goals for the Ontario park system and recreation programs.

7. The Community Economics Element articulates the City's approach to developing and maintaining the community's economy and its relationship to the City's fiscal health.
8. The Community Design Element utilizes community design to help achieve the Vision in the areas of economic development, land use, housing, community health, infrastructure, and transportation.
9. The Social Resources Element identifies quality and accessible health care, education, community services, and cultural activities as critical components to achieving Ontario's Vision.

City of Ontario Development Code

The Ontario Development Code is designed to implement the General Plan and identifies six special policy overlay zones: Planned Residential District (PRD), Euclid Avenue Corridor Combined (EA), Special Area Combined (SA), Vintage Overlay (VI), Agricultural Overlay (AG), and Hazardous Waste Overlay (HW). The Specific Plan area is located within the AG overlay zone.

Development Code (Chapter 5) Section 5.01.005(F)(1): Agricultural Overlay District (Right to Farm Ordinance). The City's Agricultural Overlay District, or the Right to Farm ordinance, is a "buffering" device between existing agricultural uses and urban development. New landowners or tenants near existing farm uses would be given notice in the form of a deed disclosure that agricultural nuisances (odors, noises, etc.) are present and that they have a right to exist until the land is developed.

The intent of the Agricultural Overlay District is to allow for the continuation of agricultural uses and agricultural support uses on an interim basis, until the more intensive urban uses that are identified by the General Plan, are developed. The Agricultural Overlay District is also intended to act as a "buffering" device between existing agricultural uses and urban development by limiting land use activity near existing agriculture to those uses which are compatible and supportive of agricultural and related uses.

5.10.3 ENVIRONMENTAL SETTING

Specific Plan Area

The project site is bound on the north by Merrill Avenue, on the east by Archibald Avenue, on the south by the County Line Channel, and on the west by the Cucamonga Creek Channel. The northern portion of the Specific Plan area is currently occupied by an active dairy farm. The site contains two single-family residences and multiple dairy-related structures (sheds, corrals, etc.), feeding preparation areas, cultivated/disked areas, manure spreading areas, and debris dumping areas.

The Specific Plan area is divided in half by a eucalyptus grove that extends from Archibald Avenue on the west to the Cucamonga Creek Channel on the east. The southern portion of the Specific Plan area consists of an agricultural field that is used for row crops.

Surrounding Areas

- **North:** Merrill Avenue and agricultural uses that are designated for future residential development.
- **West:** Cucamonga Creek Channel and agricultural uses that are designated for future industrial development.
- **South:** County Line Channel that flows into Cucamonga Creek Channel and dairy farm areas that are designated for future industrial development.

- **East:** Archibald Avenue and single-family residential development.

The land uses surrounding the Specific Plan area are shown on Figure 4-1, Section 4.0, *Environmental Setting*. As shown on the adjacent areas are planned for urban industrial, business park, and residential uses.

General Plan Land Use and Zoning Designations

The Specific Plan area is designated by the Ontario General Plan as Industrial (0.55 FAR) and Business Park uses (0.60 FAR), as shown in Figure 4-3, *General Plan Designations*, Chapter 4.0, *Environmental Setting*. In addition, the Specific Plan area is within the Chino Airport Overlay area because the Chino airport is one mile west of the project area. The City's Land Use Element Table LU-2 describes the intention of each of the designations, as listed below:

- **Industrial:** Variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
- **Business Park:** Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail.
- **Chino Airport Overlay:** An area within which may be effected by the operation of the airport; and airport operations should be considered when identifying appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas.

The Specific Plan area has a zoning designation of SP/AG (Specific Plan/Agricultural Preserve) as shown in Figure 4-4, *Zoning Designations*, Chapter 4.0, *Environmental Setting*. The SP/AG zoning requires a Specific Plan be developed to guide development of the area. The AG designation provides notice that agriculture onsite is planned to continue until implementation of the urban development identified by the General Plan occurs. In addition, the AG designation requires a deed disclosure related to agricultural nuisances be provided to new landowners and tenants in the project vicinity.

Airports

Ontario International Airport (ONT) is located approximately 4.9 miles north of the Specific Plan area. The ONT is a public international airport that is operated under a joint powers agreement between the City of Ontario and San Bernardino County. The ONT Land Use Compatibility Plan (ALUCP) provides for land use compatibility between the operation of the airport and surrounding land uses. The geographic scope of the ONT ALUCP is the Airport Influence Area, which is the area that current and future airport-related noise, safety, airspace protection and/or overflight factors may affect land uses or impose restrictions on those uses. The Specific Plan area is located within the Airport Influence Area of ONT. The compatibility of proposed projects within the Airport Influence Area are described in Section 5 of the ONT ALUCP which provides that projects shall be evaluated in accordance with the specific safety, noise, airspace protection, overflight policies, and special compatibility policies of the ONT ALUCP. As shown in the ALUCP, the Specific Plan area is not located within a noise impact, safety zone, or overflight zone of ONT; and no land use restrictions related to ONT are applicable to the Specific Plan area (ONT ALUC 2011).

Chino Airport is operated by San Bernardino County (Department of Airports) and is designated a reliever airport for the Ontario International Airport. The Specific Plan area is located one mile east of the

Chino Airport, and as shown in the City's General Plan EIR (Figure 5.8-1, Airport Land Use Compatibility), the Specific Plan area is within the Chino Airport Overlay and within the Chino Airport Influence Area.

The San Bernardino County Airport Land Use Compatibility Plan (ALUCP) that addresses the Chino Airport was prepared in 1991, and does not reflect the current usage of the facility. However, the County of Riverside Airport ALUCP from 2008 provides guidance for development around the airport, including the Specific Plan area.

Pursuant to the Riverside County ALUCP there are four Compatibility Zones within the Chino Airport Influence Area. The Specific Plan area is within Compatibility Zone D. The Specific Plan area is not located within the noise contours of the airport, as shown on Map CH-3, Future Noise Impacts of the Airport Land Use..

The Compatibility Zone D area is identified as an area for primary traffic patterns and a runway buffer area. Per the Airport Land Use Compatibility Criteria for Riverside County that is applicable to Chino Airport, prohibited uses in the Compatibility Zone D area include highly noise-sensitive outdoor nonresidential uses and hazards to flight (such as physical [e.g., tall objects], visual, and electronic forms of interference). Within this zone airspace review is required for objects and structures that are taller than 70-feet in height.

In addition, the Specific Plan area is within Safety Zone 6, as delineated by the Caltrans Division of Aeronautics. As detailed in Figure 4G of the Caltrans Division of Aeronautics California Airport Land Use Planning Handbook, the compatibility policies for Zone 6 allow residential uses, but limit school and medical uses, uses that process large quantities of highly hazardous materials, and uses that store more than 6,000 gallons of hazardous materials. The maximum non-residential intensity in Zone 6 is up to 200 people in rural areas, 300 people in suburban areas, and no limit of intensity in urban areas. In addition, projects within Zone 6 are required to provide open land for the purposes of emergency landing of aircraft near an airport. Open land shall have minimum dimensions of 300 feet long by 75 feet wide, and be located every 0.25 to 0.50 mile.

5.10.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- LU-1 Physically divide an established community;
- LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan

The Initial Study established that the project would result in no impact related to Thresholds LU-1 and LU-3; no further assessment of these impacts is required in this EIR.

5.10.5 METHODOLOGY

The evaluation of impacts to land use and planning is based on a comparison of the proposed Specific Plan and the applicable plans, policies, and regulations to determine if implementation of the project would conflict with a plan, policy, or regulation related to environmental effects.

5.10.6 ENVIRONMENTAL IMPACTS

Impact LU-2: The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

No Impact.

SCAG Regional Transportation Plan. As described above, SCAG RTP policies focus largely on transportation and the efficiency of transportation, which are not applicable to the proposed Specific Plan project. However, the proposed Specific Plan would implement and are consistent with the SCAG policies that are listed in Table 5.10-1. Therefore, implementation of the Specific Plan would not result in conflict with SCAG policies, and impacts would not occur.

Table 5.10-1: Specific Plan Consistency with Applicable SCAG Regional Transportation Plan

RTP Policy	Specific Plan Consistency with Policy
1. Align the plan investments and policies with improving regional economic development and competitiveness.	Consistent. The proposed Specific Plan would provide light industrial, warehousing/distribution, and business uses that would improve regional economics by providing an increase of employment, improving the jobs-housing balance, and providing additional goods and services within the Ontario region. The proposed Specific Plan is consistent with RTP Policy 1.
2. Maximize mobility and accessibility for all people and goods in the region.	Consistent. The proposed Specific Plan would provide light industrial, warehousing/distribution, and business uses that would increase the accessibility of goods in the region due to access to regional transportation facilities. The proposed Specific Plan is consistent with RTP Policy 2.
3. Ensure travel safety and reliability for all people and goods in the region.	Consistent. The proposed Specific Plan does not involve regional travel improvements, but does provide street improvements, driveway accessibility, and a safe onsite circulation system (as detailed in Section 5.12, <i>Traffic and Circulation</i>) that provides for reliable safe travel within and adjacent to the project site. The proposed Specific Plan is consistent with RTP Policy 3.
4. Preserve and ensure a sustainable regional transportation system.	Consistent. As described above, the proposed Specific Plan does not involve regional travel improvements, but does provide improvements within and adjacent to the project site that provide connections to regional transportation systems. The proposed Specific Plan is consistent with RTP Policy 4.

RTP Policy	Specific Plan Consistency with Policy
5. Maximize the productivity of our transportation system.	Not Applicable. The proposed Specific Plan would develop light industrial, warehousing/distribution, and business uses that do not involve maximizing the productivity of the transportation system.
6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent. The proposed Specific Plan includes a pedestrian circulation system comprised of interconnected sidewalks within all roadway rights-of-ways, that would be separated from vehicular travel lanes by a landscaped parkway, which would encourage bicycling and walking. The proposed Specific Plan is consistent with RTP Policy 6.
7. Actively encourage and create incentives for energy efficiency, where possible.	Consistent. As described in Section 3.0, <i>Project Description</i> , the proposed Specific Plan includes design features that promote energy efficiency and sustainability. The proposed Specific Plan is consistent with RTP Policy 7.
8. Encourage land use and growth patterns that facilitate transit and active transportation.	Not Applicable. Due to the agriculture, dairy, and low density residential uses in the Specific Plan area, there is no existing transit service in the immediate vicinity of the project site.
9. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Not Applicable. The proposed Specific Plan would develop light industrial, warehousing/distribution, and business uses that do not involve the security of the regional transportation system, or regional transportation system planning.

The City of Ontario General Plan. The proposed Specific Plan has been prepared in conformance with the goals and policies of the City of Ontario General Plan. Table 5.10-2 lists the General Plan policies that are applicable to the proposed Specific Plan and evaluates the project’s compliance with each policy. As described, the proposed Specific Plan would be consistent with the applicable General Plan policies, and impacts related to a conflict with a General Plan policy would not occur.

Table 5.10-2: Specific Plan Consistency with Applicable General Plan Policies

General Plan Policy	Specific Plan Consistency with Policy
Land Use Element	
Policy LU1-1: Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.	Consistent. The Specific Plan area is located within an area proposed for urbanization with planned infrastructure improvements for water, sewer, drainage, and roadways. The proposed Specific Plan would implement the City’s planned infrastructure improvements that would serve the ultimate uses proposed for the Specific Plan area. In addition, the proposed Specific Plan would include building, sign, and landscaping guidelines that would help create

General Plan Policy	Specific Plan Consistency with Policy
	place and identity. The proposed Specific Plan is consistent with General Plan Policy LU1-1.
<p>Policy LU1-2: Sustainable Community Strategy. We integrate state, regional and local Sustainable Community/Smart Growth principles into the development and entitlement process.</p>	<p>Consistent. The proposed Specific Plan would be implemented pursuant to the current Title 24 provisions, which provides sustainable measures to conserve energy. In addition, the proposed Specific Plan includes a plant palette of drought tolerant materials and requires that planting and irrigation systems be designed to conserve water. The proposed Specific Plan is consistent with General Plan Policy LU1-2.</p>
<p>Policy LU1-3: Adequate Capacity. We require adequate infrastructure and services for all development.</p>	<p>Consistent. The infrastructure in the area has been planned to meet the needs of the ultimate buildout of the General Plan land use and zoning designations. The proposed project would include installation of the City’s master planned infrastructure that would serve the project site, in addition to adjacent areas. The proposed and planned infrastructure would have adequate capacity, and the proposed Specific Plan is consistent with General Plan Policy LU1-3.</p>
<p>Policy LU1-5: Jobs-Housing Balance. We coordinate land use, infrastructure, and transportation planning and analysis with regional, county and other local agencies to further regional and subregional goals for jobs-housing balance.</p>	<p>Consistent. The project region has a greater number of housing units and residents than jobs, and many employees commute to other regions for jobs. The proposed Specific Plan would provide an increase in employment generating uses on the project site, which would assist in the jobs to housing regional balance. The proposed Specific Plan is consistent with General Plan Policy LU1-5.</p>
<p>Policy LU1-6: Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.</p>	<p>Consistent. The project region has a greater number of housing units and residents than jobs, and the proposed Specific Plan would provide an increase in employment-generating uses on the project site. This would assist in providing a complete community where people live and work. The proposed Specific Plan is consistent with General Plan Policy LU1-6.</p>
<p>Policy LU2-1: Land Use Decisions. We minimize adverse impacts on adjacent properties when considering land use and zoning requests.</p>	<p>Consistent. The proposed Specific Plan would implement the existing General Plan Land uses and zoning designations of the area including the Right to Farm ordinance. The proposed Specific Plan does not include and land use or zoning changes. The proposed Specific Plan is consistent with General Plan Policy LU2-1.</p>
<p>Policy LU2-2: Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur.</p>	<p>Consistent. The proposed Specific Plan includes the provision of buffers that such as setbacks and landscaping along the frontage of Merrill Avenue and Archibald Avenue. The project would also comply with</p>

General Plan Policy	Specific Plan Consistency with Policy
	the provisions of the Right to Farm ordinance limiting potential impacts on adjacent agricultural uses until they transition to the planned urban uses. The proposed Specific Plan is consistent with General Plan Policy LU2-2.
Policy LU2-3: Hazardous Uses. We regulate the development of industrial and similar uses that use, store, produce or transport toxic substances, air emissions, other pollutants or hazardous materials.	Consistent. As detailed in Section 5.8, <i>Hazards and Hazardous Materials</i> , the proposed Specific Plan would comply with all requirements for using, storing, producing, or transporting toxic substances, air emissions, other pollutants, or hazardous materials. The proposed Specific Plan is consistent with General Plan Policy LU2-3.
Policy LU2-4: Regulation of Nuisances. We regulate the location, concentration and operations of potential nuisances.	Consistent. As detailed in Section 5.3, <i>Air Quality</i> , the proposed Specific Plan would not generate nuisance odors. Also, as described in Section 5.11, <i>Noise</i> , operation of the proposed project would be regulated by the City's Noise Ordinance and would not result in noise that would be a nuisance. The proposed Specific Plan is consistent with General Plan Policy LU2-4.
Policy LU2-5: Regulation of Uses. We regulate the location, concentration and operations of uses that have impacts on surrounding land uses.	Consistent. The proposed Specific Plan would implement the existing zoning designations of the area that regulates the future uses within the planning area. The proposed Specific Plan is consistent with General Plan Policy LU2-5.
Policy LU2-6: Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.	Consistent. The streets within and adjacent to the Specific Plan area would be landscaped in an aesthetically pleasing manner with landscaped parkways on each side of the street. In addition, decorative monuments would be constructed at key project entries to provide identification and to establish a sense of place. The proposed Specific Plan would be consistent with General Plan Policy LU2-6.
Policy LU2-9: Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane producing sites be designed to minimize health risks.	Consistent. All development is required to comply with the City's Standard Condition 3.5, which provides methane guidelines for development that would be implemented during construction, which would reduce potential impacts related to methane to a less than significant level. The proposed Specific Plan would implement the City's Standard Condition and would be consistent with General Plan Policy LU2-9.
Policy LU3-1: Development Standards. We maintain clear development standards which allow flexibility to achieve our Vision.	Consistent. The proposed Specific Plan includes development standards that allow for flexibility to achieve the City's vision. The proposed Specific Plan would be consistent with General Plan Policy LU3-1.

General Plan Policy	Specific Plan Consistency with Policy
<p>Policy LU4-3: Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrently with development.</p>	<p>Consistent. The proposed project would include installation of the City's master planned infrastructure that would serve the project site and surrounding areas. Therefore, the proposed and planned infrastructure would be in place to serve the proposed development, and the proposed Specific Plan is consistent with General Plan Policy LU4-3.</p>
<p>Policy LU5-2: Airport Planning Consistency. We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations and/or adopted master plans and land use compatibility plans for the ONT and Chino Airport.</p>	<p>Consistent. As detailed within this section and Section 5.8, <i>Hazards and Hazardous Materials</i>, the proposed Specific Plan would be consistent with the Airport Land Use Planning for both the Ontario and Chino Airports. Therefore, the proposed Specific Plan would be consistent with General Plan Policy LU5-2.</p>
<p>Policy LU5-3: Airport Impacts. We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations.</p>	<p>Consistent. As detailed in Section 5.8, <i>Hazards and Hazardous Materials</i>, the proposed Specific Plan would not result in potential hazards related to the Ontario or Chino Airport operations. Therefore, the proposed Specific Plan would be consistent with General Plan Policy LU5-3.</p>
<p>Policy LU5-7: ALUCP Consistency and Land Use Regulations. We comply with state law that requires general plans, specific plans and all new development be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public use airport.</p>	<p>Consistent. As described previously and detailed in Section 5.8, <i>Hazards and Hazardous Materials</i>, and Section 5.10, <i>Land Use and Planning</i>, the proposed Specific Plan would be consistent with the Airport Land Use Planning for both the Ontario and Chino Airports. Therefore, the proposed Specific Plan would be consistent with General Plan Policy LU5-7.</p>
Community Design Element	
<p>Policy CD1-2: Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.</p>	<p>Consistent. The proposed Specific Plan includes cohesive design guidelines to guide the physical character of all future development and all project related features, including the overall landscape treatment within the project. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD1-2.</p>
<p>Policy CD1-4: Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting.</p>	<p>Consistent. The Specific Plan includes improvements to Merrill Avenue and Archibald Avenue that include landscaping, signage, and lighting that would be installed pursuant to the design specifications of the proposed Specific Plan. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD1-4.</p>
<p>Policy CD1-5: View Corridors. We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to</p>	<p>Consistent. The Specific Plan includes improvements to Archibald Avenue, which is a north-south street and will be designed in accordance with the Master Plan of Streets and Highways. Therefore, the proposed Specific</p>

General Plan Policy	Specific Plan Consistency with Policy
<p>geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.</p>	<p>Plan would be consistent with General Plan Policy CD1-5.</p>
<p>Policy CD2-1: Quality Architecture. We encourage all development projects to convey visual interest and character through:</p> <ul style="list-style-type: none"> • Building volume, massing, and height to provide appropriate scale and proportion; • A true industrial style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and • Exterior building materials that are visually interesting, high quality, durable, and appropriate for the industrial style. 	<p>Consistent. The proposed Specific Plan includes design guidelines to guide the development of the proposed structures to include features that would provide scale, proportion, and high-quality building materials. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD2-1.</p>
<p>Policy CD2-5: Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.</p>	<p>Consistent. The proposed Specific Plan is designed with comprehensive street improvements to accommodate the safe and efficient movement of vehicles, bicycles, and pedestrians. The proposed Specific Plan includes half-width improvements to Merrill Avenue and Archibald Avenue that involve landscaping, signage, and lighting. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD2-5.</p>
<p>Policy CD2-7: Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.</p>	<p>Consistent. Sustainable Community/Smart Growth principles are incorporated into the proposed Specific Plan, and include the following:</p> <ol style="list-style-type: none"> 1. Encourage walking and other non-vehicular modes of travel. 2. Provide pedestrian connectivity through the project perimeter. 3. Provide shaded outdoor areas for employee break areas. 4. Encourage the use of architectural elements designed to reduce interior heat gain. 5. Encourage the use of recycled, recyclable, and environmentally friendly building materials. 6. Require the use of low energy glass and low water plumbing features. 7. Encourage the use of drought tolerant landscaping and water efficient irrigation methods. <p>The proposed Specific Plan includes design guidelines that encourages all new construction to utilize design features, fixtures, and heating and cooling controls to conserve energy and water that would all be required to comply with Title 24 energy efficiency standards. Additionally, the landscape concept incorporates a plant palette of drought tolerant materials and requirements to install planting and irrigation systems</p>

General Plan Policy	Specific Plan Consistency with Policy
	designed to conserve water. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD2-7.
Policy CD2-8: Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.	Consistent. As described in Section 5.14, <i>Public Services</i> , the proposed Specific Plan would include installation of security features such as the provision of low-intensity security lighting in parking areas and adjacent to buildings structure security. Additionally, the proposed Specific Plan requires that a comprehensive lighting plan be prepared and approved in conjunction with the site plans, and that all plans shall be reviewed and approved by the Ontario Police Department. Also, pursuant to the City's existing permitting process, the Building Department would review and approve the final site plans to ensure that crime prevention through design measures are incorporated appropriately to provide a safe environment. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD2-8.
Policy CD2-9: Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.	Consistent. The proposed Specific Plan incorporates the use of durable landscaping materials, a drought tolerant plant palette, and a planting and irrigation system designed to conserve water. Open space areas would include shaded areas, bicycle racks, and other amenity features to encourage pedestrian and other non-vehicular activities. All materials utilized in private and public common areas would be durable landscaping materials. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD2-9.
Policy CD2-10: Surface Parking Areas. We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.	Consistent. The proposed Specific Plan includes landscaping around and throughout vehicular parking areas that are visible to streets. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD2-10.
Policy CD2-11: Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.	Consistent. The proposed Specific Plan includes landscaping to be installed at key entries along with signage to help identify the location and provide a sense of place. The signage and entries would be designed with durable, lasting materials approved by the City's Building Department during the construction permitting process. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD2-11.
Policy CD2-12: Site and Building Signage. We	Consistent. As described in the previous response, the

General Plan Policy	Specific Plan Consistency with Policy
<p>encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.</p>	<p>proposed Specific Plan project includes signage to help identify the location and provide a sense of place. The signage and entries would be designed with durable, lasting materials approved by the City’s Building Department during the construction permitting process. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD2-12.</p>
<p>Policy CD3-1: Design. We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics.</p>	<p>Consistent. The proposed Specific Plan is designed with comprehensive street improvements to accommodate the safe and efficient movement of vehicles, bicycles, and pedestrians. The proposed Specific Plan includes half-width improvements to Merrill Avenue and Archibald Avenue that involve landscaping, signage, and lighting. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD3-1.</p>
<p>Policy CD3-2: Connectivity Between Streets, Sidewalks, Walkways and Plazas. We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians.</p>	<p>Consistent. The proposed Specific Plan design includes landscaping and paving that would provide visual connectivity between streets and sidewalks for pedestrians. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD3-2.</p>
<p>Policy CD5-1: Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.</p>	<p>Consistent. The proposed Specific Plan includes a Maintenance Responsibility Matrix defining the public, private, and utility entities responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, traffic signals, infrastructure, and utilities within the Specific Plan area. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD5-1.</p>
<p>Policy CD5-2: Maintenance of Infrastructure. We require the continual maintenance of infrastructure.</p>	<p>Consistent. The proposed Specific Plan includes a Maintenance Responsibility Matrix defining the responsible entities for continual maintenance of roadways, sidewalks, traffic signals, off site and on site public water, sewer, and storm drain infrastructure facilities. Therefore, the proposed Specific Plan would be consistent with General Plan Policy CD5-2.</p>
<p>Mobility Element</p>	
<p>Policy M1-1: Roadway Design and Maintenance. We require our roadways to:</p> <ul style="list-style-type: none"> • Comply with federal, state and local design and safety standards. • Meet the needs of multiple transportation modes and users. • Handle the capacity envisioned in the Functional Roadway Classification Plan. • Maintain a peak hour Level of Service (LOS) E or better at all intersections. 	<p>Consistent. The proposed Specific Plan would provide roadway improvements to adjacent streets and develop driveways that would comply with federal, state, and local safety design standards. Sidewalks would be included to provide for multi-modal transportation. Streetscapes that include landscaping would be installed to improve the existing visual resources. In addition, Mitigation Measure TR-1 is included in Section 5.12, <i>Transportation and Circulation</i>, to mitigate the traffic impacts of the proposed Specific</p>

General Plan Policy	Specific Plan Consistency with Policy
<ul style="list-style-type: none"> • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices and our Right-of-Way Management Plan. 	<p>Plan; and there are no intersections that deteriorate from acceptable LOS in the Existing condition to unacceptable LOS in the Existing plus Project condition. Furthermore, the proposed Specific Plan includes provision for maintenance of all onsite infrastructure and landscaping. Therefore, the proposed Specific Plan would be consistent with General Plan Policy M1-1.</p>
<p>Policy M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.</p>	<p>Consistent. As detailed in Section 5.12, <i>Transportation and Circulation</i>, Mitigation Measure T-1 is included to mitigate the impacts related to the traffic trips that would be generated by the proposed Specific Plan. The mitigation requires fair-share payments toward construction of traffic improvements that would reduce impacts of the proposed Specific Plan. Therefore, the proposed Specific Plan would be consistent with General Plan Policy M1-2.</p>
<p>Policy M2-1: Bikeway Plan. We maintain our Multipurpose Trails & Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.</p>	<p>Consistent. The proposed Specific Plan includes a connection to the multipurpose trail along the Cucamonga Creek Channel. From this connection point, pedestrians would have access to the larger City of Ontario system of trails and bikeways. Therefore, the proposed Specific Plan would be consistent with General Plan Policy M2-1.</p>
<p>Policy M2-2: Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.</p>	<p>Consistent. The proposed Specific Plan includes a connection to the multipurpose trail along the Cucamonga Creek Channel. From this connection point, pedestrians would have access to the larger City of Ontario system of trails and bikeways. Therefore, the proposed Specific Plan would be consistent with General Plan Policy M2-2.</p>
<p>Policy M2-3: Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.</p>	<p>Consistent. The proposed Specific Plan includes construction of a pedestrian circulation system comprised of interconnected sidewalks within all roadway rights-of-ways, that would be separated from vehicular travel lanes by a landscaped parkway. Therefore, the proposed Specific Plan would be consistent with General Plan Policy M2-3.</p>
<p>Policy M2-4: Network Opportunities. We explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, levees, drainage corridors, road right-of-ways, medians and other potential options.</p>	<p>Consistent. As described in the response above, the proposed Specific Plan includes construction of a pedestrian circulation system comprised of interconnected sidewalks within all roadway rights-of-ways, that would be separated from vehicular travel lanes by a landscaped parkway. Therefore, the proposed Specific Plan would be consistent with General Plan Policy M2-4.</p>

General Plan Policy	Specific Plan Consistency with Policy
Environmental Resources Element	
Policy ER1-3: Conservation. We require conservation strategies that reduce water usage.	Consistent. The proposed development would be required to comply with Title 24 energy efficiency standards that include water conservation features, such as low-flow water fixtures, drought tolerant landscaping, and irrigation systems designed to conserve water. Therefore, the proposed Specific Plan would be consistent with General Plan Policy ER1-3.
Policy ER1-4: Supply-Demand Balance. We require that available water supply and demands be balanced.	Consistent. As described in Section 5.15, <i>Utilities and Service Systems</i> , the proposed Specific Plan would be served by the City's available water supply. Therefore, the proposed Specific Plan would be consistent with General Plan Policy ER1-4.
Policy ER1-5: Groundwater Management. We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban run-off, and recharge the aquifer.	Consistent. As described in Section 5.8, <i>Hydrology and Water Quality</i> , the proposed Specific Plan would implement a SWPPP as required by the NPDES General Construction Permit and the City's Municipal Code Section 6-6 during construction activities, and implement a WQMP per Municipal Code Section 6-6.501, the Regional MS4 Permit, and the San Bernardino County Water Quality Management Plan, which would protect groundwater quality. Therefore, the proposed Specific Plan would be consistent with General Plan Policy ER1-5.
Policy ER1-6: Urban Run-off Quantity. We encourage the use of low impact development strategies to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.	Consistent. As described in Section 5.8, <i>Hydrology and Water Quality</i> , the proposed Specific Plan would use low impact development strategies that intercept, filter, and infiltrate run-off to ensure that the quantity and velocity of run-off does not increase with implementation of the proposed Specific Plan. Therefore, the proposed Specific Plan would be consistent with General Plan Policy ER1-6.
Policy ER1-7: Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.	Consistent. As described previously and in Section 5.8, <i>Hydrology and Water Quality</i> , the proposed Specific Plan would implement a SWPPP as required by the NPDES General Construction Permit and the City's Municipal Code Section 6-6 during construction activities, and implement a WQMP per Municipal Code Section 6-6.501, the Regional MS4 Permit, and the San Bernardino County Water Quality Management Plan, which would protect groundwater quality. Therefore, the proposed Specific Plan would be consistent with General Plan Policy ER1-7.
Policy ER1-8: Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements	Consistent. As described in Section 5.15, <i>Utilities and Service Systems</i> , the City requires users of the wastewater system to obtain a wastewater discharge

General Plan Policy	Specific Plan Consistency with Policy
adopted by the Regional Water Quality Control Board (RWQCB).	permit (pursuant to Municipal Code Section 6-7.301) that identifies the type and amount of wastewater that would be discharged into the sewer system. This manages wastewater to be consistent with waste discharge requirements of the RWQCB. Therefore, the proposed Specific Plan would be consistent with General Plan Policy ER1-8.
Policy ER2-1: Waste Diversion. We shall meet or exceed AB 939 requirements.	Consistent. As described in Section 5.15, <i>Utilities and Service Systems</i> , all uses within the City are subject to the requirements of AB 939, and all projects in the City undergo development review and permitting, including a review to ensure compliance with waste diversion requirements. Therefore, the proposed Specific Plan would be consistent with General Plan Policy ER2-1.
Policy ER3-1: Conservation Strategy. We require conservation as the first strategy to be employed to meet applicable energy-saving standards	Consistent. As described previously, the proposed development would be required to comply with Title 24 energy efficiency standards that conserve energy. Therefore, the proposed Specific Plan would be consistent with General Plan Policy ER3-1.
Policy ER3-2: Green Development– Communities. We require the use of best practices identified in green community rating systems to guide the planning and development of all new communities.	Consistent. As provided in Section 3.0, <i>Project Description</i> , the proposed Specific Plan would implement energy-saving and sustainable design features and operational programs consistent with the City of Ontario Climate Action Plan (CAP) and the California Green Building Standards Code. Therefore, the proposed Specific Plan would be consistent with General Plan Policy ER3-2.
Policy ER3-3: Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar and natural ventilation.	Consistent. As described in the previous response, the proposed Specific Plan would implement energy-saving and sustainable design features and operational programs consistent with the City of Ontario Climate Action Plan (CAP) and the California Green Building Standards Code. Therefore, the proposed Specific Plan would be consistent with General Plan Policy ER3-3.
Policy ER3-4: Green Development– Public Buildings. We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.	Consistent. As described in the previous response, the proposed Specific Plan would implement energy-saving and sustainable design features and operational programs consistent with the City of Ontario Climate Action Plan (CAP) and the California Green Building Standards Code. Therefore, the proposed Specific Plan would be consistent with General Plan Policy ER3-4.
Policy ER4-1: Land Use. We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.	Consistent. As described previously, the proposed project would provide an increase in employment-generating uses on the project site, which would assist in the jobs to housing regional balance and thereby

General Plan Policy	Specific Plan Consistency with Policy
	reduce VMT within the region. Therefore, the proposed Specific Plan is consistent with General Plan Policy ER4-1.
Policy ER4-3: Greenhouse Gases (GHG) Emissions Reductions. We will reduce GHG emissions in accordance with regional, state and federal regulations.	Consistent. As described in Section 5.7, <i>Greenhouse Gas</i> , the proposed project would be implemented consistent with the City's Climate Action Plan, which would meet regional and state regulations related to GHG emissions. Therefore, the proposed Specific Plan is consistent with General Plan Policy ER4-3.
Policy ER4-4: Indoor Air Quality. We will comply with State Green Building Codes relative to indoor air quality.	Consistent. The proposed Specific Plan would comply with all State Green Building Codes relative to indoor air quality, which would be verified by the City during the building permitting process. Therefore, the proposed Specific Plan is consistent with General Plan Policy ER4-4.
Policy ER4-6: Particulate Matter. We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.	Consistent. As described in Section 5.3, <i>Air Quality</i> , the proposed project would be implemented in compliance with all SCAQMD rules, which are included as PPP AQ-1, related to the reduction of particulate matter, and would meet both state and federal clean air standards. Therefore, the proposed Specific Plan is consistent with General Plan Policy ER4-6.
Policy ER4-8: Tree Planting. We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality.	Consistent. The proposed project includes landscaping such as trees to be installed along the streets, within parking areas, and around building structures. Therefore, the proposed Specific Plan is consistent with General Plan Policy ER4-8.
Policy ER5-2: Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.	Consistent. As described in Section 5.4, <i>Biological Resources</i> , the proposed Specific Plan would be implemented in compliance with federal, state, and regional regulations related to protected species. Therefore, the proposed Specific Plan is consistent with General Plan Policy ER5-2.
Safety Element	
Policy S1-1: Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.	Consistent. As described in Section 5.6, <i>Geology and Soils</i> , the proposed project would be implemented in compliance with the California Building Code (CBC) adopted in the City's Municipal Code Title 8, which would be verified for appropriate inclusion as part of the building plan check and development review process. Therefore, the proposed Specific Plan is consistent with General Plan Policy S1-1.
Policy S1-2: Entitlement and Permitting Process. We follow state guidelines and the California Building Code	Consistent. As described in Section 5.6, <i>Geology and Soils</i> , two geotechnical investigations were prepared

General Plan Policy	Specific Plan Consistency with Policy
to determine when development proposals must conduct geotechnical and geological investigations.	for the project site, and as described in the previous response, the proposed project would be implemented pursuant to the requirements of the CBC. Therefore, the proposed Specific Plan is consistent with General Plan Policy S1-2.
Policy S2-1: Entitlement and Permitting Process. We follow State guidelines and building code to determine when development proposals require hydrological studies prepared by a State-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down-gradient.	Consistent. As described in Section 5.8, <i>Hydrology and Water Quality</i> , a hydrology and hydraulics study was prepared for the project site, and found that the proposed project would not have down-gradient flooding potential because the project includes installation of an onsite infiltration basin that would retain and filter stormflows before slowly discharging into the storm drains. The facilities have been sized to accommodate the anticipated runoff such that flooding would not occur. Therefore, the proposed Specific Plan is consistent with General Plan Policy S2-1.
Policy S2-5: Storm Drain System. We maintain and improve the storm drain system to minimize flooding.	Consistent. As described in the previous response and in Section 5.8, <i>Hydrology and Water Quality</i> , the project includes installation of an onsite infiltration basin and storm drain facilities that have been designed to accommodate stormflows, such that flooding would not occur. Therefore, the proposed Specific Plan is consistent with General Plan Policy S2-5.
Policy S3-1: Prevention Services. We proactively mitigate or reduce the negative effects of fire, hazardous materials release, and structural collapse by implementing the adopted Fire Code.	Consistent. As described in Section 5.14, <i>Public Services</i> , the proposed project would be implemented in compliance with the adopted Fire Code that is included in Fire Code Section 4-4.01. Also, the City's Building Department and the Fire Department would review the building plans prior to approval to ensure that all applicable fire safety features are included in the project. Therefore, the proposed Specific Plan is consistent with General Plan Policy S3-1.
Policy S3-3: Fire and Emergency Medical Services. We maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies.	Consistent. As described in Section 5.14, <i>Public Services</i> , the City has eight existing fire stations; the closest of which is 4.1 miles north of the project site. The City is also developing a new fire station that will be located 1 mile from the project site. Therefore, the proposed Specific Plan is consistent with General Plan Policy S3-3.
Policy S3-8: Fire Prevention through Environmental Design. We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces and buildings.	Consistent. As described in previously and in Section 5.14, <i>Public Services</i> , the proposed project would be implemented in compliance with the adopted Fire Code that is included in Fire Code Section 4-4.01, and City's Building Department and the Fire Department would review the building plans prior to approval to ensure that all applicable fire safety features are included in the project. Therefore, the proposed Specific Plan is

General Plan Policy	Specific Plan Consistency with Policy
	consistent with General Plan Policy S3-8.
<p>Policy S4-1: Noise Mitigation. We utilize the City's Noise Ordinance, building codes and subdivision and development codes to mitigate noise impacts.</p>	<p>Consistent. As described in Section 5.11, <i>Noise</i>, the proposed project would be implemented in compliance with the City's Noise Ordinance standards, which are included as PPP SC 1.4 and SC 5.3. Therefore, the proposed Specific Plan is consistent with General Plan Policy S4-1.</p>
<p>Policy S5-2: Dust Control Measures. We require the implementation of Best Management Practices for dust control at all excavation and grading projects.</p>	<p>Consistent. As described in Section, 5.3 <i>Air Quality</i>, the proposed project would be implemented in compliance with all SCAQMD rules, including Rule 403 related to implementation of BMPs for fugitive dust. Therefore, the proposed Specific Plan is consistent with General Plan Policy S5-2.</p>
<p>Policy S6-9: Remediation of Methane. We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.</p>	<p>Consistent. The Phase II Environmental Site Assessment (Cardno 2015) that was conducted on the project site included 10 soil vapor borings around the cattle corrals and analyzed for methane. Four of the borings contained very low levels of methane with a maximum concentration of 4.94 µg/l (parts per billion or ppb). The City of Ontario utilizes a level of 5,000 parts per million (ppm) as a guideline for mitigation. Therefore, the site is not anticipated to result in a health risk related to methane, and development of the proposed structures would include additional methane testing as required for building permit approval. Therefore, the proposed Specific Plan would be consistent with General Plan Policy S6-9.</p>
<p>Policy S7-4: Crime Prevention through Environmental Design (CPTED). We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.</p>	<p>Consistent. As described previously, and in Section 5.14, <i>Public Services</i>, the proposed Specific Plan would include installation of security features, such as the provision of low-intensity security lighting in parking areas and adjacent to building structures. Additionally, the proposed Specific Plan requires that a comprehensive lighting plan be prepared and approved in conjunction with the site plans, and that all plans would be reviewed and approved by the Ontario Police Department. Also, pursuant to the City's existing permitting process, the Building Department would review and approve the final site plans to ensure that crime prevention through design measures are incorporated appropriately to provide a safe environment. Therefore, the proposed Specific Plan would be consistent with General Plan Policy S7-4.</p>
<p>Community Economics Element</p>	
<p>Policy CE1-1: Jobs-Housing Balance. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces</p>	<p>Consistent. As described previously, the proposed Specific Plan would provide an increase in employment-generating uses in the City, which would assist in the</p>

General Plan Policy	Specific Plan Consistency with Policy
the regional economy’s reliance on out-commuting.	jobs to housing regional balance. Therefore, the proposed Specific Plan is consistent with General Plan Policy CE1-1.
Policy CE1-2: Jobs and Workforce Skills. We use our economic development resources to: 1) attract jobs suited for the skills and education of current and future City residents; 2) work with regional partners to provide opportunities for the labor force to improve its skills and education; and 3) attract businesses that increase Ontario’s stake and participation in growing sectors of the regional and global economy.	Consistent. As described in the previous response, the proposed Specific Plan would provide an increase in employment-generating uses in the City, and would potentially attract businesses that increase the City’s participation in the regional and global economy. Therefore, the proposed Specific Plan is consistent with General Plan Policy CE1-2.
Policy CE1-5: Business Attraction. We proactively attract new and expanding businesses to Ontario in order to increase the City’s share of growing sectors of the regional and global economy.	Consistent. As described in the previous response, the proposed Specific Plan would provide an increase in businesses in the City, and would potentially attract businesses that increase the City’s participation in the regional and global economy. Therefore, the proposed Specific Plan is consistent with General Plan Policy CE1-5.

City of Ontario Development Code. Upon adoption of the proposed Specific Plan, the development regulations and design standards within the Specific Plan would apply to the project area, and would establish the applicable zoning regulations and development standards. The Specific Plan would become the main land use implementation tool for the project area. As stated in Section 1.01.035 of the City’s Development Code, in the event of any conflict between the requirements of the Development Code and the standards contained within an adopted Specific Plan, the requirements of the Specific Plan shall govern, and when the provisions of a Specific Plan are silent on a specific matter, the regulations set forth in the Development Code shall apply. As such, the proposed Specific Plan would not result in conflicts with the Ontario Development Code, and impacts would be less than significant.

Ontario Airport. As described above, the ONT is approximately 4.9 miles north of the Specific Plan area, and is not located within a noise impact, safety zone, or overflight zone of ONT (ONT ALUC 2011). Therefore, the proposed Specific Plan project is not subject to the ONT ALUC policies related to lands within a safety, noise, or overflight zone; and the proposed Specific Plan would not conflict with an ONT ALUC policy or plan that was adopted for the purpose of avoiding or mitigating an environmental effect, and land use impacts related to the airport would not occur.

Chino Airport. As described above, the Specific Plan area is located one mile east of the Chino Airport, is within the Chino Airport Overlay, and is within the Chino Airport Influence Area. In addition, the Specific Plan area is within Compatibility Zone D, which is identified as an area for primary traffic patterns and runway buffer area. The prohibited uses in the Compatibility Zone D area include highly noise-sensitive outdoor nonresidential uses and hazards to flight (such as physical [e.g., tall objects], visual, and electronic forms of interference). Within this zone airspace review is required for objects and structures that are taller than 70-feet in height.

The proposed industrial and business park uses allowed by the existing General Plan land use designations and proposed by the Specific Plan project would not include any highly noise-sensitive outdoor uses. Exterior uses within the Specific Plan area would be limited to parking, loading dock, solid waste and recycling, and landscaping uses. In addition, the proposed Specific Plan would allow for a maximum building height of 55 feet for main structures, and up to 65 feet for architectural projections and focal elements. Thus, the implementation of the proposed Specific Plan structures would not exceed the 70-foot high airspace review criteria, and would be consistent with the Compatibility Zone D criteria.

Additionally, as described above, the Specific Plan area is located within Safety Zone 6: Traffic pattern zone as defined by the Caltrans Division of Aeronautics California Airport Land Use Planning Handbook. The basic compatibility policies for Zone 6 allow the proposed industrial warehousing uses, but limit uses that process large quantities of highly hazardous materials, or uses that store more than 6,000 gallons of hazardous materials. As described in Section 5.8, *Hazards and Hazardous Materials*, the proposed industrial warehousing uses would not process or store large quantities of hazardous materials. In addition, lands within Safety Zone 6T are required to provide approximately 10 percent of usable open land or an open area approximately every 0.25 mile to 0.5 mile; and that the area be at least 300 feet long by 75 feet wide. As shown, on Figure 5.8-1 in Section 5.8, *Hazards and Hazardous Materials*, open space land areas that are compliant with the criteria are provided on the eastern and western sides of parcel 9; and the project would be consistent with the safety guidelines in the Caltrans Division of Aeronautics California Airport Land Use Planning Handbook. Overall, the proposed Specific Plan would not result in a conflict related to the land use plans for the Chino Airport, and impacts would not occur.

5.10.7 CUMULATIVE IMPACTS

The geographic context for this cumulative analysis includes the City of Ontario in relation to the City's General Plan. Cumulative development would result in substantial changes to existing land use patterns through conversion of agricultural and dairy lands into urban uses pursuant to the General Plan land use designations. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted General Plan goals, objectives, and policies, as well as with the City's Development Code and Airport Land Use Plan policies. As part of environmental review, projects would be required to provide mitigation for any inconsistencies with the General Plan and environmental policies that would result in adverse physical environmental effects. The cumulative projects as a whole would result in a more intensely developed built environment than currently exists, and would be required to be consistent with local General Plan policies.

While cumulative projects could include General Plan amendments and/or zone changes, modifications to existing land uses. Such amendments do not necessarily represent an inherent negative effect on the environment, particularly if the proposed changes involve changes in types and intensity of uses, rather than eliminating application of policies that were specifically adopted for the purpose of avoiding or mitigating environmental effects. Past and present cumulative projects do not involve amendments that would eliminate application of policies that were adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

5.10.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

There are no Standard Conditions or Plans, Programs, or Policies related to Land Use.

5.10.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impact LU-2 would be less than significant.

5.10.10 MITIGATION MEASURES

No mitigation measures are required.

5.10.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to land use and planning have been identified and impacts would be less than significant.

REFERENCES

Caltrans Division of Aeronautics California Airport Land Use Planning Handbook. Accessed at: <http://dot.ca.gov/hq/planning/aeronaut/documents/alucp/AirportLandUsePlanningHandbook.pdf>

Ontario International Airport Land Use Compatibility Plan, 2011 (ONT ALUC 2011). Accessed at: <http://www.ontarioplan.org/alucp-for-ontario-international-airport/>.

Riverside County Airport Land Use Compatibility Plans. Accessed at: <http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx>.

5.11 Noise

5.11.1 INTRODUCTION

This section evaluates the noise impacts that would result from development occurring pursuant to the proposed Specific Plan. It discusses the existing noise environment within and around the project area, as well as the regulatory framework for regulation of noise. It also analyzes the effect of the development that would be permitted by the Specific Plan on the existing ambient noise environment during construction, demolition, and operational activities, and evaluates the Specific Plan's noise effects for consistency with relevant local agency noise policies and regulations. The analysis in this section also addresses impacts in relation to groundborne vibration. The Noise Impact Analyses prepared by Urban Crossroads (Urban Crossroads 2017) is included as Appendix J.

NOISE AND VIBRATION TERMINOLOGY

Various noise descriptors are utilized in this EIR analysis, and are summarized as follows:

- Leq:** The equivalent sound level, which is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The Leq of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The Leq may also be referred to as the average sound level.
- Lmax:** The instantaneous maximum noise level experienced during a given period of time.
- Lmin:** The instantaneous minimum noise level experienced during a given period of time.
- Lx:** The sound level that is equaled or exceeded "x" percent of a specified time period. The "x" thus represents the percentage of time a noise level is exceeded. For instance, L50 and L90 represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.
- Ldn:** Also termed the "day-night" average noise level (DNL), Ldn is a measure of the average of A-weighted sound levels occurring during a 24-hour period, accounting for the greater sensitivity of most people to nighttime noise by weighting noise levels at night (penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises.
- CNEL:** The Community Noise Equivalent Level, which, similar to the Ldn, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 pm to 10:00 pm and after an addition of 10 dBA to noise levels between the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.
- Ambient Noise:** The "ambient noise level" is the background noise level associated with a given environment at a specified time, and is usually a composite of sound from many sources from many directions.

Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3 dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over soft surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source.

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.

Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings, but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal, and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

5.11.2 REGULATORY SETTING

Title 24, California Building Code

State regulations related to noise include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are collectively known as the California Noise Insulation Standards and are found in California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. To limit noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor ceiling assemblies must block or absorb sound. To limit noise from exterior sources, the noise insulation standards set forth an interior standard of DNL 45 dBA in any habitable room and, where such units are proposed in areas subject to noise levels greater than DNL 60 dBA require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard. If the interior noise level depends upon windows being closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment. Title 24 standards are enforced through the building permit application process in the City.

City of Ontario General Plan Noise Element

The City of Ontario General Plan identifies several policies to minimize the impacts of excessive noise levels throughout the community. The noise hazards section establishes a goal of maintaining *an environment where noise does not adversely affect the public's health, safety, and welfare*. To satisfy this goal, the policy plan identifies six policies related to: noise mitigation; coordination with transportation authorities; airport noise mitigation; truck traffic; roadway design; and airport noise compatibility.

The noise criteria identified in Noise Hazards (Table LU-7) are guidelines to evaluate the land use compatibility of transportation-related noise. The *Noise Level Exposure and Land Use Compatibility Guidelines*, shown on Table 5.11-1 describes categories of compatibility and not specific noise standards. The proposed industrial warehousing land uses are considered *clearly acceptable* with unmitigated exterior noise levels approaching 70 dBA CNEL and *normally acceptable* with noise levels up to 80 dBA CNEL. For noise levels greater than 80 dBA CNEL, industrial land uses are considered *normally unacceptable* and new construction is discouraged.

Table 5.11-1: Noise Level Exposure and Land Use Compatibility Guidelines

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)					
Category	Land Use	55	60	65	70	75	80
Residential/ Lodging	Single Family / Duplex	Green	Green	Yellow	Orange	Red	Red
	Multi-Family	Green	Green	Yellow	Orange	Red	Red
	Mobile Homes	Green	Green	Yellow	Red	Red	Red
	Hotel/Motels	Green	Green	Green	Yellow	Orange	Red
Public/Institutional	Schools/Hospitals	Green	Green	Yellow	Orange	Red	Red
	Churches/ Libraries	Green	Green	Yellow	Orange	Red	Red
	Auditoriums/Concert Halls	Green	Yellow	Orange	Orange	Red	Red
Commercial	Offices	Green	Green	Green	Yellow	Yellow	Orange
	Retail	Green	Green	Green	Green	Yellow	Orange
Industrial	Manufacturing	Green	Green	Green	Green	Yellow	Orange
	Warehousing	Green	Green	Green	Green	Yellow	Orange
Recreational/ Open Space	Parks/Playgrounds	Green	Green	Green	Yellow	Orange	Red
	Golf Courses/ Riding Stables	Green	Green	Green	Yellow	Orange	Red
	Outdoor Spectator Sports	Green	Green	Yellow	Orange	Orange	Red
	Outdoor Music Shells/ Amphitheaters	Yellow	Yellow	Orange	Red	Red	Red
	Livestock/Wildlife Preserves	Green	Green	Green	Green	Orange	Red
	Crop Agriculture	Green	Green	Green	Green	Green	Green

LEGEND

	Clearly Acceptable:	No special noise insulation required, assuming buildings of normal conventional construction.
	Normally Acceptable:	Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditioning will normally suffice.
	Normally Unacceptable:	New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and necessary noise insulation features included.
	Clearly Unacceptable:	No new construction should be permitted.

Source: The Ontario Plan Safety Section on Noise Hazards (Table LU-7).

City of Ontario Municipal Code

Section 5-29.04(a) identifies the acceptable daytime and nighttime ambient exterior noise standards for each land use type. For Manufacturing and Industrial land uses (Noise Zone V), such as the project,

ambient exterior noise levels may not exceed 70 dBA Leq. For residential land uses (Noise Zone I), ambient exterior noise levels may not exceed 65 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.), and may not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.). The maximum acceptable project-related operational noise levels received at off-site land uses in the City of Ontario are identified on Table 5.11-2.

The City of Ontario has set restrictions to control noise impacts associated with construction. Section 5-29.09 of the Municipal Code states: No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m. While the City establishes limits to the hours during which construction activity may take place, it does not identify specific noise level limits for construction noise levels at potentially affected receiver locations.

Table 5.11-2: Operational Noise Standards

City	Land Use	Time Period	Exterior Noise Levels (dBA) ⁴					
			Leq (E. Avg.)	L ₅₀ (30 mins)	L ₂₅ (15 mins)	L ₈ (5 mins)	L ₂ (1 min)	L _{max} (Anytime)
Ontario ¹	Residential	Daytime	65	-	65	-	-	85
		Nighttime	45	-	45	-	-	65
Chino ²	Residential	Daytime	-	55	60	65	70	75
		Nighttime	-	50	55	60	65	70
Eastvale ³	Residential	Daytime	55	-	-	-	-	-
		Nighttime	45	-	-	-	-	-

¹ Source: Section 5-29.04 of the City of Ontario Municipal Code (Appendix 3.1).

² Source: Section 9.40.040 of the City of Chino Municipal Code (Appendix 3.2).

³ Source: Section 8.52.040 of the City of Eastvale Municipal Code (Appendix 3.3).

⁴ Leq represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The percent noise level is the level exceeded "n" percent of the time during the measurement period. L₂₅ is the noise level exceeded 25 percent of the time.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.; "E. Avg." = logarithmic (energy) average

City of Chino Municipal Code

The City of Chino Noise Ordinance included in the Municipal Code (Chapter 9.40) establishes the maximum permissible noise level that may intrude into a neighbor's property. Section 9.40.040 establishes the exterior noise level criteria for residential properties affected by stationary noise sources. While the Municipal Code identifies noise zones for commercial (Zone II), manufacturing and industrial properties (Zone III), it only establishes exterior noise standards for residential property (Section 9.40.030). For residential properties (Noise Zone 1), the exterior noise level shall not exceed 55 dBA during daytime hours (7:00 a.m. to 10:00 p.m.) and shall not exceed 50 dBA during the nighttime hours (10:00 p.m. to 7:00 a.m.) for more than 30 minutes in any hour. These standards shall apply for a cumulative period of 30 minutes in any hour, as well as plus 5 dBA cannot be exceeded for a cumulative period of more than 15 minutes in any hour, or the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour, or the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour, or the standard plus 20 dBA for any period of time. The City of Chino Municipal Code operational noise level standards are shown on Table 5.11-2.

Section 9.40.060(D) of the City's Noise Ordinance indicates that noise sources associated with construction, repair, remodeling, or grading of any real property, are exempt from the provisions of the noise ordinance, provided the construction activities take place between the hours of 7:00 a.m. and 8:00 p.m. Monday through Saturday, with no construction allowed on Sundays and federal holidays (Section 15.44.030), and provided the noise levels exceeding 65 dBA L50 when measured on residential property do not endanger the public health, welfare and safety. However, neither the City's General Plan or Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers. Therefore, for purposes of this analysis, a construction noise threshold of 65 dBA is used.

City of Chino Noise Ordinance Section 9.40.110 - Vibration, states in pertinent part: it is unlawful for any person to create, maintain or cause any ground vibration which is perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located. For the purpose of this chapter, the perception threshold shall be presumed to be more than 0.05 inches per second (root mean square—RMS) vertical velocity.

Section 9.40.060(D) states that vibration created by construction activities is exempt from provisions of the Ordinance, if any construction-source vibration does not endanger the public health, welfare, and safety. Therefore, to determine if the vibration levels due to construction will endanger the public health, welfare, and safety of nearby sensitive receiver locations, the operational vibration level standard of 0.05 inches per second (RMS) is used.

City of Eastvale Municipal Code

Section 8.52.040 identifies acceptable daytime and nighttime ambient exterior noise standards based on land use type. However, the City of Eastvale Municipal Code noise level standards incorrectly identify maximum noise level (Lmax) standards that should instead reflect the average Leq noise levels. This inaccuracy was originally adopted in the Municipal Code by the County of Riverside and subsequently adopted by the City of Eastvale at the time of incorporation. Based on several discussions with the County of Riverside Office of Industrial Hygiene, the Municipal Code stationary source noise level standards should reflect the average Leq noise levels.

As shown on Table 5.11-2, correcting the City of Eastvale Lmax criteria to Leq brings the stationary source exterior noise level criteria in line with the residential noise standards within the City of Chino. For the residential land uses located in the City of Eastvale near the project site, ambient exterior noise levels may not exceed 55 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.), and may not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.).

The City of Eastvale has set restrictions to control noise impacts associated with construction. Section 8.52.020 of the Municipal Code states that construction noise is exempt from the Noise Ordinance if the construction of the project is within one-quarter of a mile from an inhabited dwelling and occurs between the permitted hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between 7:00 a.m. and 6:00 p.m. during the months of October through May.¹ While the City establishes limits to the hours during which construction activity may take place, it does not identify specific noise level limits for construction noise levels at potentially affected receivers.

¹ Construction occurring greater one-quarter of a mile from an inhabited dwelling unit is exempt without time restrictions.

5.11.3 ENVIRONMENTAL SETTING

To assess the existing noise level environment, six 24-hour noise level measurements were taken on January 25, 2017 at sensitive receiver locations in the project area. The receiver locations were selected to describe and document the existing noise environment within the project area. Figure 5.11-1 shows the noise measurement locations. The existing ambient noise levels in the project area are dominated by auto and heavy trucks on Archibald Avenue and aircraft activity from Chino Airport. The 24-hour existing noise level measurements are shown on Table 5.11-3.

Table 5.11-3: 24-Hour Ambient Noise Level Measurements

Location	Distance to Project Boundary (Feet)	Description	Energy Average Hourly Noise Level (dBA Leq)		CNEL
			Daytime	Nighttime	
L1	1,000'	Located west of the project site on Merrill Avenue adjacent to existing agricultural land use.	65.6	64.2	71.1
L2	90'	Located north of the project site adjacent to an existing residential home on agricultural land use.	54.8	53.8	60.4
L3	305'	Located east of the project site on Merrill Avenue adjacent to existing residential homes.	62.9	63.4	70.0
L4	230'	Located east of the project site across Archibald Avenue adjacent to existing residential homes.	65.2	63.3	70.3
L5	40'	Located adjacent to the southeast project site boundary on Archibald Avenue, north of existing agricultural land use.	65.8	64.4	71.4
L6	250'	Located southwest of the project site on Remington Avenue adjacent to existing agricultural land use.	57.5	53.9	61.5

Source: Urban Crossroads, 2017.

Existing Airport Related Noise

The proposed project is located approximately 1.3 miles east of the nearest runway at the Chino Airport and is within the Chino Airport Overlay. The Chino Airport Master Plan identifies noise compatibility policies based on the Chino Airport Comprehensive Land Use Plan (ACLUP). The ACLUP establishes threshold for aircraft noise exposure for new developments. The Chino Airport Master Plan shows the noise level contour boundaries for 2030 conditions, which show that the Specific Plan area is partially located within the 55 to 60 dBA CNEL 2030 noise contour boundaries, as shown on Figure 5.11-2. In addition, the Los Angeles / Ontario International Airport (Ontario Airport) is located approximately five miles north of the Specific Plan area. However, the Specific Plan area is not located within the noise level contour boundaries of the Ontario Airport, but is located within the airport influence area.

Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Specific Plan areas, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV), and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

Sensitive Receptors

Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: schools, hospitals, residences, churches, libraries, and recreation areas. Traditionally, agricultural uses are not considered sensitive. However, for purposes of this EIR, agricultural uses are treated as sensitive uses.

Sensitive receivers near the project site includes single-family residences shown in Figure 5.11-3 at location R2, and existing agriculture uses at locations R1 and R3 to R5. The closest sensitive receiver is identified as R1 where an existing residence is located approximately 119 feet north of the Specific Plan boundary.

- R1: An existing agricultural use with a residence on Merrill Avenue located approximately 119 feet north of the project site.
- R2: An existing residence located roughly 217 feet east of the project site across Archibald Avenue.
- R3: An existing agriculture use located south of the project site, approximately 469 feet west of Archibald Avenue.
- R4: An existing agriculture use located approximately 747 feet southwest of the project site on Moon Place.
- R5: An existing agriculture use located approximately 2,035 feet west of the project site at on Carpenter Avenue.

5.11.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- NOI-1 Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other affected agencies;
- NOI-2 Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- NOI-3 Result in a substantial permanent increase in ambient noise levels in the project vicinity or above levels existing without the project;
- NOI-4 Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- NOI-5 For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels; or

Figure 5.11-1: Noise Measurement Locations



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Figure 5.11-2: Chino Airport and Ontario Airport Noise Contours



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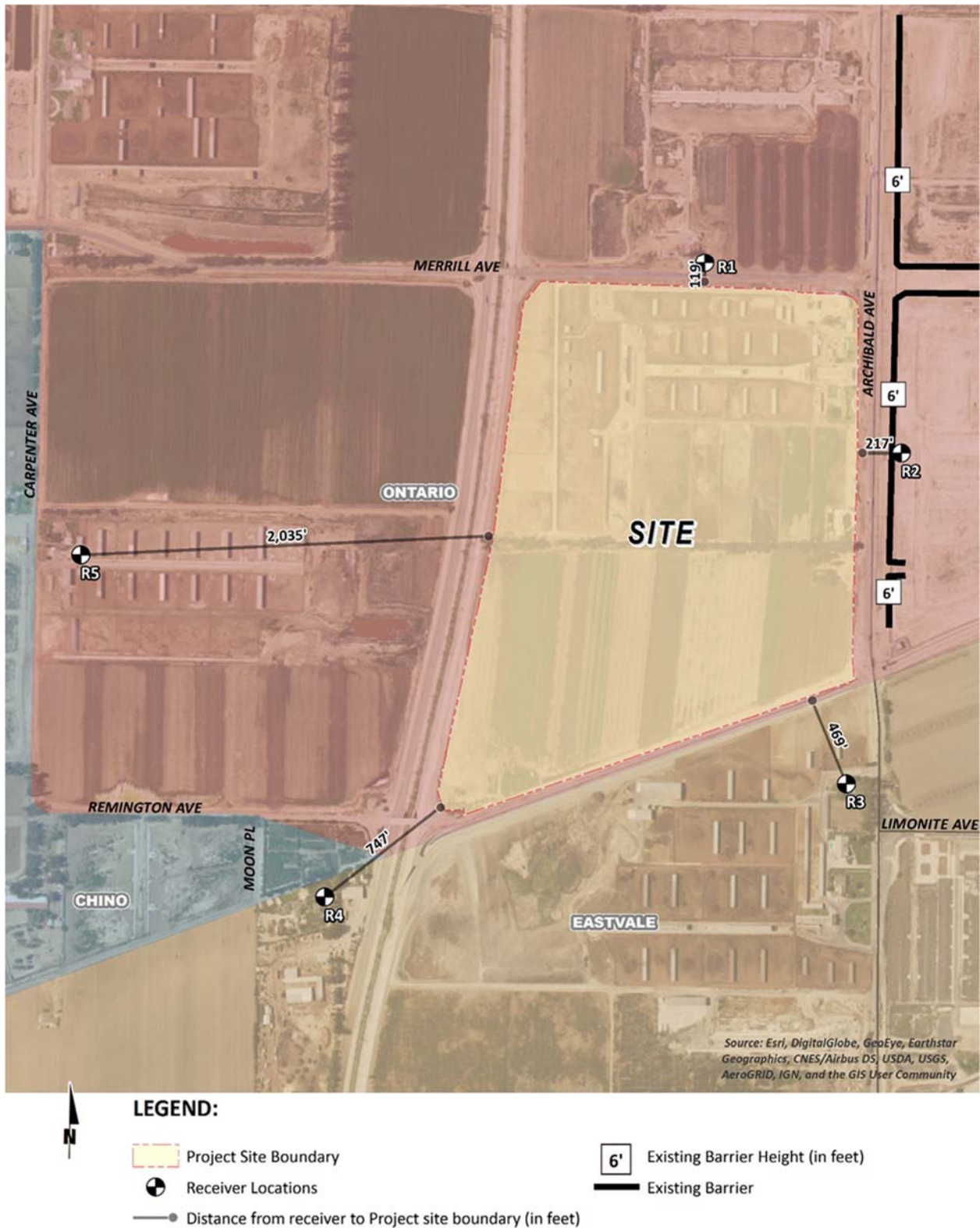
Unmitigated Noise Level Contour Boundaries

- 55 dBA CNEL
- 60 dBA CNEL
- 65 dBA CNEL
- 70 dBA CNEL
- 75 dBA CNEL

Sources: Chino Airport Master Plan, Exhibit B4 and the Riverside County Airport Land Use Compatibility Plan, Map CH-3.

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Figure 5.11-3: Sensitive Receiver Locations



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- NOI-6 For a project located within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

The Initial Study established that the project would result in no impact related to Threshold NOI-6; no further assessment of this impact is required in this EIR.

Based on the Cities' requirements described previously, noise impacts are considered significant if any of the following occur from implementation of the proposed Specific Plan.

Construction Noise and Vibration

- If project-related construction activities:
 - Ontario and Eastvale: occur at any time other than the permitted hours of 7:00 a.m. to 6:00 p.m. any weekday, or on Saturday or Sunday from 9:00 a.m. to 6:00 p.m. (City of Ontario Municipal Code, Section 5-29.09).²
 - Chino: create noise levels at sensitive residential receivers which exceed the construction noise level limit of 65 dBA Leq at nearby sensitive receiver locations (Acceptable construction noise level limit based on the City of Chino Municipal Code, Section 9.40.060(D), and other jurisdictions in the County of San Bernardino).
 - Caltrans: for impacts to ambient noise, generate temporary project construction-related noise level increases which exceed the 12 dBA Leq substantial noise level increase threshold at noise-sensitive receiver locations (Caltrans, Traffic Noise Analysis Protocol for construction noise).
- If short-term project generated construction source vibration levels could exceed the vibration standard of 0.05 inch/sec RMS at noise-sensitive receiver locations (Section 9.40.110 of the City of Chino Municipal Code. The City of Ontario and Eastvale do not identify specific vibration level standards.).

Off-Site Traffic Noise

- When the noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.):
 - are less than 60 dBA CNEL and the project creates a *readily perceptible* 5 dBA CNEL or greater Project-related noise level increase; or
 - range from 60 to 65 dBA CNEL and the project creates a *barely perceptible* 3 dBA CNEL or greater Project-related noise level increase; or
 - already exceed 65 dBA CNEL, and the project creates a community noise level impact of greater than 1.5 dBA CNEL (FICON, 1992).
- When the noise levels at existing and future non-noise-sensitive land uses (e.g. industrial, etc.):
 - are less than the General Plan Safety Section on Noise Hazards (Table LU-7) 70 dBA CNEL noise criteria and the Project creates a *readily perceptible* 5 dBA CNEL or greater Project-related noise level increase; or
 - are greater than the General Plan Safety Section on Noise Hazards (Table LU-7) 70 dBA CNEL noise criteria and the Project creates a *barely perceptible* 3 dBA CNEL or greater

² The City of Eastvale's construction hours limits are less stringent than the City of Ontario's. Therefore, the City of Ontario's construction hours are used.

Project-related noise level increase.

Table 5.11-4: Significance Criteria Summary

Analysis	Receiving Land Use	Jurisdiction	Condition(s)	Significance Criteria	
				Daytime	Nighttime
Off-Site	Noise-Sensitive ¹	All	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
			If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
			If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive ²		if ambient is < 70 dBA CNEL	≥ 5 dBA CNEL Project increase	
			if ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive	Ontario ³	Hourly Leq	65	45
			≥ 15 Minutes L ₂₅	65	45
			Anytime L _{max}	85	65
		Chino ⁴	≥ 30 Minutes L ₅₀	55	50
			≥ 15 Minutes L ₂₅	60	55
			≥ 5 Minutes L ₈	65	60
			≥ 1 Minute L ₂	70	65
		Eastvale ⁵	Anytime L _{max}	75	70
			Hourly Leq	55	45
		All	if ambient is < 60 dBA Leq ¹	≥ 5 dBA Leq Project increase	
			if ambient is 60 - 65 dBA Leq ¹	≥ 3 dBA Leq Project increase	
if ambient is > 65 dBA Leq ¹	≥ 1.5 dBA Leq Project increase				
Construction	Noise-Sensitive	Ontario ⁶	Permitted hours of 7:00 a.m. to 6:00 p.m. any weekday, or on Saturday or Sunday from 9:00 a.m. to 6:00 p.m.		
		All	Noise Level Threshold ⁷	65 dBA Leq	n/a
			Noise Level Increase Threshold ⁸	12 dBA Leq	n/a
		All	Vibration Level Threshold ⁹	0.05 in/sec RMS	n/a

¹ Source: FICON, 1992.

² Based on the land use compatibility criteria found in The Ontario Plan Safety Section on Noise Hazards (Table LU-7).

³ Source: Section 5-29.04 of the City of Ontario Municipal Code (Appendix 3.1).

⁴ Source: Section 9.40.040 of the City of Chino Municipal Code (Appendix 3.2).

⁵ Source: 8.52.040 of the City of Eastvale Municipal Code (Appendix 3.3).

⁶ Source: Section 5-29.09 of the City of Ontario Municipal Code (Appendix 3.1).

⁷ Acceptable construction noise level threshold based on the City of Chino construction noise level limits of 65 dBA; also identified in the following cities within the County of San Bernardino: Rancho Cucamonga (Development Code, Section 17.66.050(D)(4)(a) Noise Standards); (Code of Ordinances, Section 17.90.020(d) Construction Practices); and Chino (Municipal Code, Section 9.40.060(D) Special Provisions).

⁸ Construction noise level increase threshold. Caltrans Traffic Noise Analysis Protocol.

⁹ Source: Section 9.40.110 of the City of Chino Municipal Code. The City of Ontario and Eastvale do not identify specific vibration level standards.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.; "n/a" = No nighttime construction activity is permitted, so no nighttime construction noise level limits are identified; "RMS" = root-mean-square

Operational Noise

- If project-related operational (stationary-source) noise levels:

- **Ontario:** exceed the exterior daytime (65 dBA Leq, 65 dBA L₂₅, or 85 dBA L_{max}) or nighttime (45 dBA Leq, 45 dBA L₂₅, or 65 dBA L_{max}) noise level standards at nearby sensitive residential land uses within the City of Ontario (Section 5-29.04 of the City of Ontario Municipal Code); or
- **Chino:** exceed the exterior 55 dBA L₅₀ daytime or 50 dBA L₅₀ nighttime noise level standards for sensitive residential land uses in the City of Chino. These standards shall not be exceeded for a cumulative period of 30 minutes (L₅₀), or plus 5 dBA cannot be exceeded for a cumulative period of more than 15 minutes (L₂₅) in any hour, or the standard plus 10 dBA for a cumulative period of more than 5 minutes (L₈) in any hour, or the standard plus 15 dBA for a cumulative period of more than 1 minute (L₂) in any hour, or the standard plus 20 dBA at any time (L_{max}) (Section 9.40.040 of the City of Chino Municipal Code); or
- **Eastvale:** exceed the exterior 55 dBA Leq daytime or 45 dBA Leq nighttime noise level standards at nearby sensitive receiver locations in the City of Eastvale (8.52.040 of the City of Eastvale Municipal Code).
- If the existing ambient noise levels at the nearby noise-sensitive receivers near the project site:
 - are less than 60 dBA and the project creates a *readily perceptible* 5 dBA or greater project-related noise level increase; or
 - range from 60 to 65 dBA and the project creates a *barely perceptible* 3 dBA or greater Project-related noise level increase; or
 - already exceed 65 dBA, and the project creates a community noise level impact of greater than 1.5 dBA (FICON, 1992).

5.11.5 METHODOLOGY

Construction Noise. To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the proposed Specific Plan were combined with the existing ambient noise levels measurements at the sensitive receiver locations. The difference between the combined Specific Plan-construction and ambient noise levels are used to describe the construction noise level contributions necessary to assess the level of significance associated with temporary construction noise level impacts. For purposes of analyzing impacts to ambient noise, a temporary noise level increase of 12 dBA Leq is considered a potentially significant impact based on the Caltrans substantial noise level increase criteria.

Operational Noise. The primary source of noise associated with the operation of the proposed Specific Plan would be from vehicular and truck trips to and from the plan area. The expected roadway noise level increases from vehicular traffic were calculated the FHWA traffic noise prediction model and the average daily traffic volumes from the Traffic Impact Analysis prepared for the proposed Specific Plan for the following traffic conditions: existing, opening year 2019, and horizon year 2040 conditions.

As detailed in the Traffic Impact Analysis, which is included as Appendix K, operation of Phase 1 of the Specific Plan is anticipated to generate 3,003 trip-ends per day (actual vehicles) with 279 a.m. peak hour trips and 316 p.m. peak hour trips. Of these trips, 764 would be truck trip-ends. With the addition of PA-3 traffic after 2040, a total of 3,533 trip-ends per day (actual vehicles) would occur, with 343 in the a.m. peak hour and 385 in the p.m. peak hour. Of these trips, 873 would be truck trip-ends. The increase in noise levels generated by the vehicular trips have been quantitatively estimated and compared to the applicable noise standards and thresholds of significance listed previously.

Secondary sources of noise would include new stationary sources (such as loading dock noise and heating, ventilation, and air conditioning units) associated with the new industrial uses. The increase in noise levels generated by these activities have been quantitatively estimated and compared to the applicable noise standards listed previously.

Vibration. Aside from noise levels, groundborne vibration would also be generated during construction of the proposed project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the project area. The potential ground-borne vibration levels resulting from construction activities occurring from the proposed Specific Plan were estimated by data published by the Federal Transit Administration (FTA). Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to the applicable thresholds of significance listed previously.

5.11.6 ENVIRONMENTAL IMPACTS

Impact NOI-1: The project would not expose persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Construction

Less than Significant Impact. Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: demolition, grading, building construction, architectural coating, paving.

Noise levels generated by heavy construction equipment can range from approximately 68 dBA to in excess of 80 dBA when measured at 50 feet, as shown on Table 5.11-5. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver, and would be further reduced to 68 dBA at 200 feet from the source to the receiver.

Table 5.11-5: Construction Reference Noise Levels

ID	Noise Source	Reference Distance From Source (Feet)	Reference Noise Levels @ Reference Distance (dBA Leq)	Reference Noise Levels @ 50 Feet (dBA Leq)
1	Truck Pass-Bys & Dozer Activity	30'	63.6	59.2
2	Dozer Activity	30'	68.6	64.2
3	Construction Vehicle Maintenance Activities	30'	71.9	67.5
4	Foundation Trenching	30'	72.6	68.2
5	Rough Grading Activities	30'	77.9	73.5
6	Residential Framing	30'	66.7	62.3
7	Water Truck Pass-By & Backup Alarm	30'	76.3	71.9
8	Dozer Pass-By	30'	84.0	79.6
9	Two Scrapers & Water Truck Pass-By	30'	83.4	79.0

ID	Noise Source	Reference	Reference	Reference
10	Two Scrapers Pass-By	30'	83.7	79.3
11	Scraper, Water Truck, & Dozer Activity	30'	79.7	75.3
12	Concrete Mixer Truck Movements	50'	71.2	71.2
13	Concrete Paver Activities	30'	70.0	65.6
14	Concrete Mixer Pour & Paving Activities	30'	70.3	65.9
15	Concrete Mixer Backup Alarms & Air Brakes	50'	71.6	71.6
16	Concrete Mixer Pour Activities	50'	67.7	67.7
17	Forklift, Jackhammer, & Metal Truck Bed Loading	50'	67.9	67.9

Source: Urban Crossroads, 2017.

Noise levels are calculated at 50 feet using a drop off rate of 6 dBA per doubling of distance (point source).

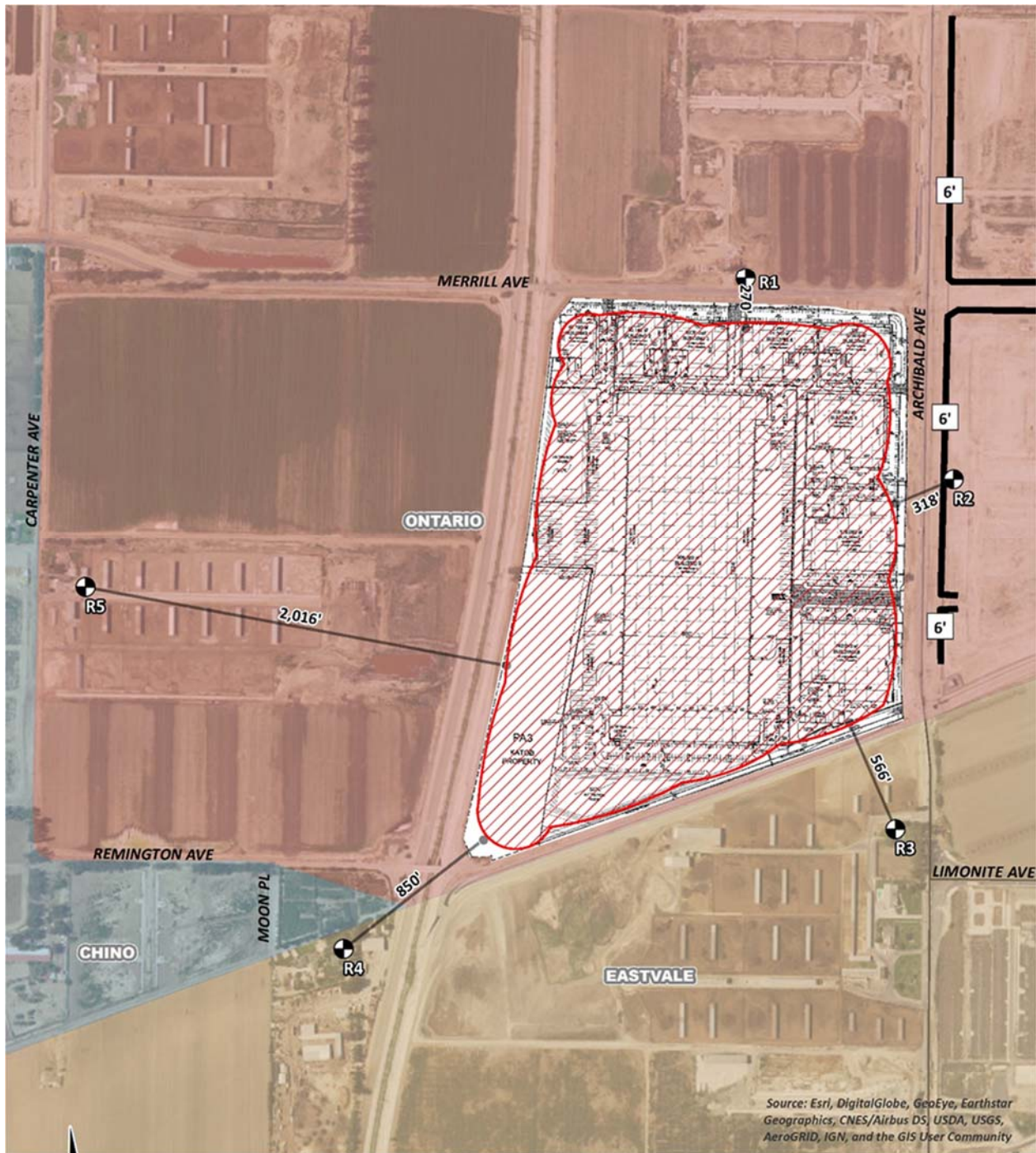
The noise impacts associated with construction of the proposed project are expected to create temporarily high noise levels at the nearby receiver locations. The specific construction equipment noise levels for each piece of equipment during each construction activity are provided in Tables 10-2 through 10-6 of the Noise Impact Analyses, which is included as Appendix J. Because construction operations would not occur outside the construction hour limits imposed by the City of Ontario (and, as discussed above, the City of Eastvale), project construction would not exceed any applicable standards of those cities. As shown on Table 5.11-6 and Figure 5.11-4, the construction noise levels from development of all 3 PAs, that would be experienced at the nearby sensitive receiver locations are expected to range from 47.5 to 64.9 dBA Leq, which would be less than the City of Chino's 65 dBA Leq significance threshold for construction noise, which is the most conservative of the construction noise standards (although none of the sensitive receivers are located in the City of Chino). Therefore, noise from construction activities would be less than significant.

Table 5.11-6: Construction Noise Level

Receiver Location	Construction Phase Hourly Noise Level (dBA Leq)					
	Demolition	Grading	Building Construction	Architectural Coating	Paving	Peak Activity
R1	64.9	64.9	53.5	53.5	57.0	64.9
R2	58.5	58.5	47.1	47.1	50.5	58.5
R3	58.5	58.5	47.1	47.1	50.5	58.5
R4	55.0	55.0	43.6	43.6	47.0	55.0
R5	47.5	47.5	36.1	36.1	39.5	47.5

Source: Urban Crossroads, 2017.

Figure 5.11-4: Construction Noise Receiver Locations



Operation

This EIR analysis assumes the project would be operational 24 hours per day, seven days per week. Operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at loading docks. The on-site project-related noise sources are expected to include: idling trucks, delivery truck activities, parking, backup alarms, as well as loading dock activity, and roof-top air conditioning units.

Loading Docks. The noise from the loading dock activity includes: employees loading and unloading a docked truck container included the squeaking of the truck's shocks when weight was removed from the truck, employees playing music over a radio, forklift horn, trucks backup alarm, truck engines and air brakes noise. As described by the Noise Study a reference noise level of 67.2 dBA Leq is estimated to occur from loading dock facilities at a distance of 50 (Urban Crossroads 2017). Exhibit 9-A of the Noise Study shows the location of loading dock operations on the project site, as well as the distance from those operations to the nearest sensitive receivers.

HVAC Units. As described by the Noise Study, noise generated by HVAC units were estimated based on the use of a typical system for the proposed buildings; such as a Lennox SCA120 series 10-ton model HVAC unit. This unit generates a noise level of 57.2 dBA Leq at a distance of 50 feet. Exhibit 9-A of the Noise Study shows the location of future HVAC units relative to the nearest sensitive receivers.

Based on the reference noise levels described above, Table 5.11-7 provides the operational noise levels that are estimated to occur from operation of PA-1 and PA-2 at the nearby sensitive receiver locations in 2019, which are shown on Figure 5.11-5. As shown, the noise levels at the receiver locations would range from 28.0 to 54.2 dBA Lmax, and would be less than the Cities' operational noise standards. As a result, noise generated from operation of PA-1 and PA-2 would be less than significant.

Table 5.11-7: Operational Noise Levels in 2019

Receiver Location	Noise Source	Project Operational Noise Levels (dBA)					
		Leq (E. Avg.)	L ₅₀ (30 mins)	L ₂₅ (15 mins)	L ₈ (5 mins)	L ₂ (1 min)	L _{max} (Anytime)
R1	Unloading/Docking Activity	26.5	23.5	26.5	31.1	34.9	39.3
	Roof-Top Air Conditioning Units	43.6	40.8	20.1	17.9	16.5	44.6
	Combined Noise Level:	43.7	40.9	27.4	31.3	35.0	45.7
R2	Unloading/Docking Activity	37.5	34.5	37.5	42.1	45.9	50.3
	Roof-Top Air Conditioning Units	32.3	29.5	8.8	6.6	5.2	33.3
	Combined Noise Level:	38.6	35.7	37.5	42.1	45.9	50.4
R3	Unloading/Docking Activity	41.4	38.4	41.4	46.0	49.8	54.2
	Roof-Top Air Conditioning Units	33.3	30.5	9.8	7.6	6.2	34.3
	Combined Noise Level:	42.0	39.1	41.4	46.0	49.8	54.2
R4	Unloading/Docking Activity	32.8	29.8	32.8	37.4	41.2	45.6
	Roof-Top Air Conditioning Units	27.1	24.3	3.6	1.4	0.0	28.1
	Combined Noise Level:	33.8	30.9	32.8	37.4	41.2	45.7
R5	Unloading/Docking Activity	30.2	27.2	30.2	34.8	38.6	43.0

Receiver Location	Noise Source	Project Operational Noise Levels (dBA)					
		Leq (E.)	L ₅₀ (30 mins)	L ₂₅ (15 mins)	L ₈ (5 mins)	L ₂ (1 min)	L _{max} (Anytime)
	Roof-Top Air Conditioning Units	23.0	20.2	0.0	0.0	0.0	24.0
	Combined Noise Level:	31.0	28.0	30.2	34.8	38.6	43.1
Operational Noise Standards							
Agency	Land Use / Time Period	Leq (E. Avg.)	L ₅₀ (30 mins)	L ₂₅ (15 mins)	L ₈ (5 mins)	L ₂ (1 min)	L _{max} (Anytime)
Ontario	Residential Daytime	65	-	65	-	-	85
	Residential Nighttime	45	-	45	-	-	65
Chino	Residential Daytime	-	55	60	65	70	75
	Residential Nighttime	-	50	55	60	65	70
Eastvale	Residential Daytime	55	-	-	-	-	-
	Residential Nighttime	45	-	-	-	-	-
Impact?		No	No	No	No	No	No

Source: Urban Crossroads, 2017.

Table 5.11-8 provides the operational noise levels that are estimated to occur from operation of all 3 PAs at the nearby sensitive receiver locations (shown in Figure 5.11-6), which would range from 27.4 to 54.2 dBA L_{max}. As shown, the noise levels at the receiver locations would be less than the Cities' operational noise standards. As a result, noise generated from operation of the proposed Specific Plan (all 3 PAs) would be less than significant.

Table 5.11-8: Operational Noise Levels at Specific Plan Buildout

Receiver Location	Noise Source	Project Operational Noise Levels (dBA)					
		Leq (E. Avg.)	L ₅₀ (30 mins)	L ₂₅ (15 mins)	L ₈ (5 mins)	L ₂ (1 min)	L _{max} (Anytime)
R1	Unloading/Docking Activity	26.5	23.5	26.5	31.1	34.9	39.3
	Roof-Top Air Conditioning Units	43.6	40.8	20.1	17.9	16.5	44.6
	Combined Noise Level:	43.7	40.9	27.4	31.3	35.0	45.7
R2	Unloading/Docking Activity	37.5	34.5	37.5	42.1	45.9	50.3
	Roof-Top Air Conditioning Units	32.3	29.5	8.8	6.6	5.2	33.3
	Combined Noise Level:	38.6	35.7	37.5	42.1	45.9	50.4
R3	Unloading/Docking Activity	41.4	38.4	41.4	46.0	49.8	54.2
	Roof-Top Air Conditioning Units	33.3	30.5	9.8	7.6	6.2	34.3
	Combined Noise Level:	42.0	39.1	41.4	46.0	49.8	54.2
R4	Unloading/Docking Activity	38.4	35.4	38.4	43.0	46.8	51.2
	Roof-Top Air Conditioning Units	32.5	29.7	9.0	6.8	5.4	33.5
	Combined Noise Level:	39.4	36.4	38.4	43.0	46.8	51.3

Receiver Location	Noise Source	Project Operational Noise Levels (dBA)					
		Leq (E.)	L ₅₀ (30)	L ₂₅ (15)	L ₈ (5 mins)	L ₂ (1 min)	L _{max} (Anytime)
R5	Unloading/Docking Activity	30.6	27.6	30.6	35.2	39.0	43.4
	Roof-Top Air Conditioning Units	24.9	22.1	1.4	0.0	0.0	25.9
	Combined Noise Level:	31.6	28.7	30.6	35.2	39.0	43.5
Operational Noise Standards							
Agency	Land Use / Time Period	Leq (E. Avg.)	L ₅₀ (30 mins)	L ₂₅ (15 mins)	L ₈ (5 mins)	L ₂ (1 min)	L _{max} (Anytime)
Ontario	Residential Daytime	65	-	65	-	-	85
	Residential Nighttime	45	-	45	-	-	65
Chino	Residential Daytime	-	55	60	65	70	75
	Residential Nighttime	-	50	55	60	65	70
Eastvale	Residential Daytime	55	-	-	-	-	-
	Residential Nighttime	45	-	-	-	-	-
Impact?		No	No	No	No	No	No

Source: Urban Crossroads, 2017.

Impact NOI-2: The project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels.

Less than Significant Impact.

Construction

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. The proposed construction activities most likely to cause vibration are:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to building, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.
- **Trucks:** Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Based on the reference vibration levels provided by the FTA, at distances ranging from 270 to 2,016 feet from project construction activities, construction vibration velocity levels are expected to approach 0.003 in/sec PPV, as shown on Table 5.11-9.

Table 5.11-9: Construction Equipment Vibration Levels

Receiver	City	Dist. To Const. Activity (Feet)	Receiver PPV Levels (in/sec)					RMS Velocity (in/sec)	Threshold	
			Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		RMS	Exceeded?
R1	Ontario	270'	0.000	0.001	0.002	0.003	0.003	0.002	0.05	No
R2	Ontario	318'	0.000	0.001	0.002	0.002	0.002	0.001	0.05	No
R3	Eastvale	566'	0.000	0.000	0.001	0.001	0.001	0.001	0.05	No
R4	Eastvale	850'	0.000	0.000	0.000	0.000	0.000	0.000	0.05	No
R5	Ontario	2,016'	0.000	0.000	0.000	0.000	0.000	0.000	0.05	No

Source: Urban Crossroads, 2017.

"PPV" = peak particle velocity; "RMS" = root-mean-square velocity

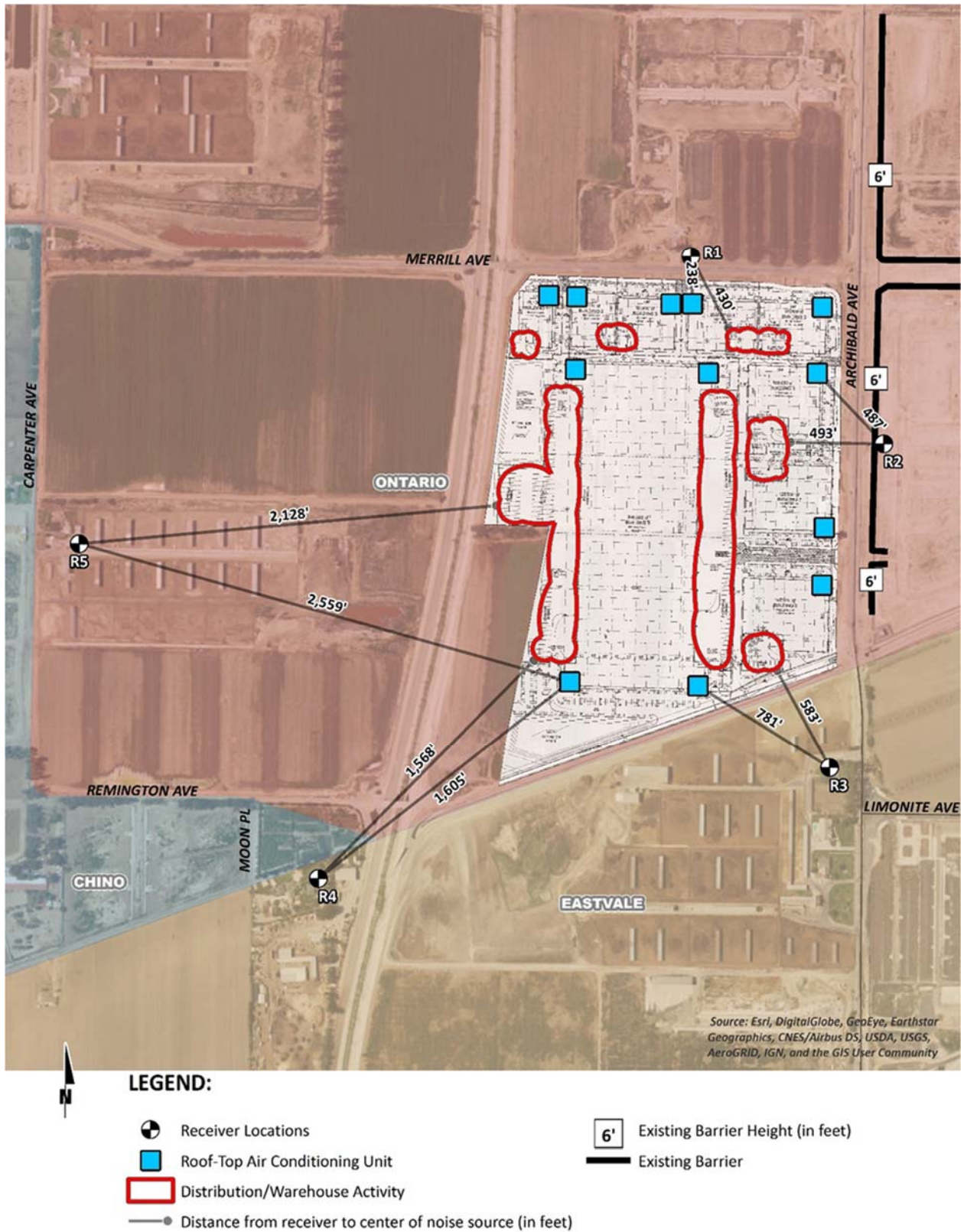
To assess the human perception of vibration levels in PPV the velocities are converted to RMS vibration levels based on the Caltrans *Transportation and Construction Vibration Guidance Manual* conversion factor of 0.71. Table 5.11-9 shows that the highest construction vibration levels in RMS are expected to approach 0.002 in/sec RMS at the nearby receiver locations which would be less than the vibration standard of 0.05 in/sec RMS at all receiver locations during project construction. Therefore, vibration from construction would be less than significant.

Furthermore, construction vibration levels would not be capable of causing building damage to nearby residential homes. The FTA identifies construction vibration levels capable of building damage ranging from 0.12 to 0.5 in/sec PPV. The peak project-construction vibration levels shown on Table 5.11-9, approaching 0.003 in/sec PPV, would not exceed the FTA vibration levels for building damage at the residences near the project site. Further, construction would be restricted to daytime hours consistent with City requirements thereby eliminating potential vibration impact during the sensitive nighttime hours.

Operation

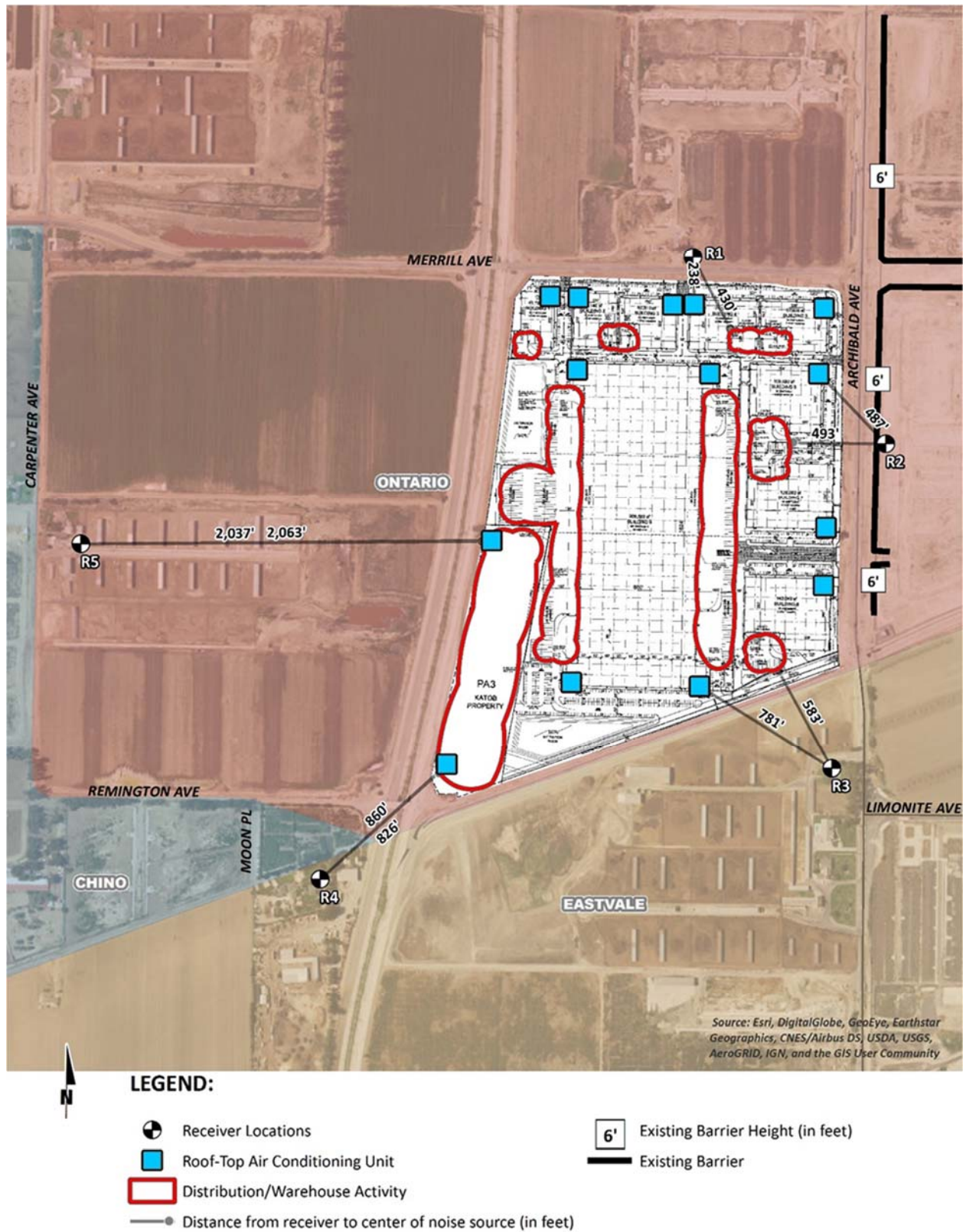
The operation of the project would include heavy trucks transiting on site to and from the loading dock areas. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels for the heavy truck activity at normal traffic speeds would be 0.001 in/sec RMS, based on the FTA Transit Noise Impact and Vibration Assessment. Thus, trucking operations on nearby streets and roadways would not result in a significant impact. Also, truck deliveries transiting on site would be travelling at very low speeds so it is expected that delivery truck vibration at nearby sensitive receptors would be less than the vibration threshold of 0.05 in/sec RMS, and therefore, would be less than significant.

Figure 5.11-5: Operational Noise from PA-1 and PA-2



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Figure 5.11-6: Operational Noise from All Three Planning Areas (PA-1, PA-2, and PA-3)



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Impact NOI-3: The project would not result in a substantial permanent increase in ambient noise levels in the project vicinity or above levels existing without the project.

On-Site Operations. As described above, onsite project operational noise levels at the nearby sensitive receiver locations would range from 28.0 to 54.2 dBA L_{max} during operation of PA-1 and PA-2; and from 27.4 to 54.2 dBA L_{max} with operation of all 3 PAs. As shown on Table 5.11-10, the highest project generated daytime operational noise level increase over the existing ambient conditions would be 0.9 dBA L₅₀, and the highest nighttime project generated noise level increase would be 0.4 dBA Leq (Table 5.11-11). Since the project operational noise level contributions would not exceed 1.5 dBA, the increases at the sensitive receiver locations would be less than significant and the project would not result in a substantial permanent increase in ambient noise levels in the project vicinity. Therefore, operation of the proposed Specific Plan would result in a less than significant impact related to onsite generation of a permanent increase in ambient noise levels.

Table 5.11-10: Daytime Noise Levels with Operation of Specific Plan

Location		Type of Noise	Noise Levels (dBA)					Threshold Exceeded?	
			Leq (E. Avg.)	L ₅₀ (30 mins)	L ₂₅ (15 mins)	L ₈ (5 mins)	L ₂ (1 min)		L _{max} (Anytime)
Rec.	Meas.								
R1	L2	Project Noise Level	43.7	40.9	27.4	31.3	35.0	45.7	No
		Ambient Noise Level	54.8	47.0	47.8	49.1	50.5	72.4	
		Combined	55.1	47.9	47.8	49.2	50.6	72.4	
		Project Contribution	0.3	0.9	0.0	0.1	0.1	0.0	
R2	L4	Project Noise Level	38.6	35.7	37.5	42.1	45.9	50.4	No
		Ambient Noise Level	65.2	60.9	63.7	67.3	71.7	92.8	
		Combined	65.2	60.9	63.7	67.3	71.7	92.8	
		Project Contribution	0.0	0.0	0.0	0.0	0.0	0.0	
R3	L5	Project Noise Level	42.0	39.1	41.4	46.0	49.8	54.2	No
		Ambient Noise Level	65.8	63.1	65.7	68.1	71.5	89.9	
		Combined	65.8	63.1	65.7	68.1	71.5	89.9	
		Project Contribution	0.0	0.0	0.0	0.0	0.0	0.0	
R4	L6	Project Noise Level	39.4	36.4	38.4	43.0	46.8	51.3	No
		Ambient Noise Level	57.5	49.4	52.3	57.4	63.6	85.1	
		Combined	57.6	49.6	52.5	57.6	63.7	85.1	
		Project Contribution	0.1	0.2	0.2	0.2	0.1	0.0	
R5	L6	Project Noise Level ³	31.6	28.7	30.6	35.2	39.0	43.5	No
		Ambient Noise Level	57.5	49.4	52.3	57.4	63.6	85.1	
		Combined	57.5	49.4	52.3	57.4	63.6	85.1	
		Project Contribution	0.0	0.0	0.0	0.0	0.0	0.0	

Source: Urban Crossroads, 2017.

Table 5.11-11: Nighttime Noise Levels with Operation of Specific Plan

Location		Type of Noise	Noise Levels (dBA)					Threshold Exceeded?	
			Leq (E. Avg.)	L ₅₀ (30 mins)	L ₂₅ (15 mins)	L ₈ (5 mins)	L ₂ (1 min)		L _{max} (Anytime)
Rec.	Meas.								
R1	L2	Project Noise Level	43.7	40.9	27.4	31.3	35.0	45.7	No
		Ambient Noise Level	53.8	51.8	51.9	52.0	52.7	69.5	
		Combined	54.2	52.1	51.9	52.0	52.8	69.5	
		Project Contribution	0.4	0.3	0.0	0.0	0.1	0.0	
R2	L4	Project Noise Level	38.6	35.7	37.5	42.1	45.9	50.4	No
		Ambient Noise Level	63.3	56.1	59.4	63.7	68.4	94.4	
		Combined	63.3	56.1	59.4	63.7	68.4	94.4	
		Project Contribution	0.0	0.0	0.0	0.0	0.0	0.0	
R3	L5	Project Noise Level	42.0	39.1	41.4	46.0	49.8	54.2	No
		Ambient Noise Level	64.4	58.2	62.8	67.2	70.1	84.1	
		Combined	64.4	58.3	62.8	67.2	70.1	84.1	
		Project Contribution	0.0	0.1	0.0	0.0	0.0	0.0	
R4	L6	Project Noise Level	39.4	36.4	38.4	43.0	46.8	51.3	No
		Ambient Noise Level	53.9	49.0	50.6	53.0	58.2	77.3	
		Combined	54.1	49.2	50.9	53.4	58.5	77.3	
		Project Contribution	0.2	0.2	0.3	0.4	0.3	0.0	
R5	L6	Project Noise Level	31.6	28.7	30.6	35.2	39.0	43.5	No
		Ambient Noise Level	53.9	49.0	50.6	53.0	58.2	77.3	
		Combined	53.9	49.0	50.6	53.1	58.3	77.3	
		Project Contribution	0.0	0.0	0.0	0.1	0.1	0.0	

Source: Urban Crossroads, 2017.

Traffic Noise. To quantify the project's operational traffic noise, the changes in traffic noise levels on roadway segments were calculated based on the changes in the average daily traffic volumes. Noise contours were used to assess the project's noise at land uses adjacent to the roadways that would convey project traffic. As shown on Table 5.11-12, operation of PA-1 and PA-2 would generate noise level increases of up to 1.2 dBA CNEL on the study area roadway segments in the existing condition, which would be less than the even most stringent threshold (a 1.5 dBA CNEL increase). Therefore, impacts from traffic related noise in the existing plus project condition would be less than significant.

Table 5.11-12: Existing Plus Project (PA-1 and PA-2) Traffic Noise Impacts

ID	Road	Segment	CNEL at Adjacent Land Use (dBA)			Noise-Sensitive Land Use?	Threshold Exceeded?
			No Project	With Project	Project Addition		
1	Euclid Av.	s/o Merrill Av.	74.5	74.8	0.3	No	No
2	Euclid Av.	s/o Kimball Av.	73.7	74.0	0.3	No	No
3	Euclid Av.	s/o Pine Av.	75.7	75.9	0.2	No	No

ID	Road	Segment	CNEL at Adjacent Land Use (dBA)			Noise-Sensitive Land Use?	Threshold Exceeded?
			No Project	With Project	Project Addition		
4	Euclid Av.	e/o SR-71	74.2	74.4	0.2	No	No
5	Archibald Av.	s/o SR-60 Ramps	76.1	76.5	0.4	No	No
6	Archibald Av.	s/o Walnut St.	75.1	75.6	0.5	Yes	No
7	Archibald Av.	s/o Riverside Dr.	75.4	76.0	0.6	Yes	No
8	Archibald Av.	s/o Chino Rd.	74.7	75.4	0.7	Yes	No
9	Archibald Av.	s/o Schaefer Av.	74.7	75.4	0.7	Yes	No
10	Archibald Av.	s/o Ontario Ranch Rd.	75.5	76.3	0.8	Yes	No
11	Archibald Av.	s/o Eucalyptus Av.	75.4	76.3	0.9	Yes	No
12	Archibald Av.	s/o Merrill Av.	75.8	76.2	0.4	Yes	No
13	Archibald Av.	s/o Limonite Av.	74.0	74.0	0.0	No	No
14	Ontario Ranch Rd.	e/o Archibald Av,	69.9	70.8	0.9	Yes	No
15	Ontario Ranch Rd.	e/o Hamner Av.	73.5	74.0	0.5	No	No
16	Merrill Av.	e/o Euclid Av.	71.9	72.8	0.9	No	No
17	Merrill Av.	e/o Grove Av.	71.0	72.2	1.2	No	No
18	Merrill Av.	e/o Flight Av.	72.9	73.6	0.7	No	No
19	Merrill Av.	e/o Hellman Av.	72.9	73.6	0.7	No	No
20	Merrill Av.	e/o Archibald Av,	68.0	68.0	0.0	Yes	No
21	Bellgrave Av.	w/o Hamner Av.	71.4	71.4	0.0	Yes	No
22	Kimball Av.	e/o Hellman Av.	n/a	n/a	n/a	n/a	n/a
23	Limonite	e/o Archibald Av.	71.8	72.2	0.4	No	No
24	Limonite	e/o Harrison Av.	72.4	72.7	0.3	Yes	No
25	Limonite	e/o Sumner Av.	72.7	73.0	0.3	Yes	No
26	Limonite	e/o Scholar Wy.	73.3	73.6	0.3	Yes	No
27	Limonite	e/o Hamner Av.	74.2	74.4	0.2	No	No
28	SR-71	n/o Euclid Av.	77.5	77.5	0.0	Yes	No
29	SR-71	s/o Euclid Av.	77.7	77.8	0.1	Yes	No
30	I-15	n/o Cantu-Galleano Ranch Rd.	79.4	79.5	0.1	No	No
31	I-15	s/o Cantu-Galleano Ranch Rd.	79.0	79.0	0.0	No	No
32	I-15	s/o Limonite Av.	79.1	79.2	0.1	No	No
33	SR-60	w/o Archibald Av.	80.2	80.3	0.1	No	No
34	SR-60	e/o Archibald Av.	80.2	80.3	0.1	Yes	No

Source: Urban Crossroads, 2017.

"n/a" = Roadway segment does not exist in the given scenario.

Table 5.11-13 provides a comparison of the opening year 2019 without and with project conditions CNEL noise levels and shows that in the opening year, project-related traffic noise level increases of up to 0.5 dBA CNEL would occur, which is less than the significance thresholds. Therefore, impacts from traffic related noise in the opening year with operation of the proposed Specific Plan would be less than significant.

Table 5.11-13: Opening Year 2019 Plus Project Traffic Noise Impacts

ID	Road	Segment	CNEL at Adjacent Land Use (dBA)			Noise-Sensitive Land Use?	Threshold Exceeded?
			No Project	With Project	Project Addition		
1	Euclid Av.	s/o Merrill Av.	76.6	76.8	0.2	No	No
2	Euclid Av.	s/o Kimball Av.	75.6	75.8	0.2	No	No
3	Euclid Av.	s/o Pine Av.	77.2	77.3	0.1	No	No
4	Euclid Av.	e/o SR-71	75.6	75.7	0.1	No	No
5	Archibald Av.	s/o SR-60 Ramps	76.1	76.5	0.4	No	No
6	Archibald Av.	s/o Walnut St.	77.1	77.4	0.3	Yes	No
7	Archibald Av.	s/o Riverside Dr.	77.4	77.8	0.4	Yes	No
8	Archibald Av.	s/o Chino Rd.	77.1	77.5	0.4	Yes	No
9	Archibald Av.	s/o Schaefer Av.	77.2	77.5	0.3	Yes	No
10	Archibald Av.	s/o Ontario Ranch	78.0	78.5	0.5	Yes	No
11	Archibald Av.	s/o Eucalyptus Av.	78.0	78.5	0.5	Yes	No
12	Archibald Av.	s/o Merrill Av.	78.2	78.5	0.3	Yes	No
13	Archibald Av.	s/o Limonite Av.	76.4	76.4	0.0	No	No
14	Ontario Ranch	e/o Archibald Av,	73.6	74.1	0.5	Yes	No
15	Ontario Ranch	e/o Hamner Av.	76.8	77.0	0.2	No	No
16	Merrill Av.	e/o Euclid Av.	76.7	77.1	0.4	No	No
17	Merrill Av.	e/o Grove Av.	75.8	76.2	0.4	No	No
18	Merrill Av.	e/o Flight Av.	76.4	76.8	0.4	No	No
19	Merrill Av.	e/o Hellman Av.	76.2	76.6	0.4	No	No
20	Merrill Av.	e/o Archibald Av,	71.9	71.9	0.0	Yes	No
21	Bellgrave Av.	w/o Hamner Av.	72.7	72.7	0.0	Yes	No
22	Kimball Av.	e/o Hellman Av.	n/a	n/a	n/a	n/a	n/a
23	Limonite	e/o Archibald Av.	74.3	74.5	0.2	No	No
24	Limonite	e/o Harrison Av.	75.1	75.3	0.2	Yes	No
25	Limonite	e/o Sumner Av.	75.3	75.5	0.2	Yes	No
26	Limonite	e/o Scholar Wy.	75.6	75.8	0.2	Yes	No
27	Limonite	e/o Hamner Av.	76.1	76.3	0.2	No	No
28	SR-71	n/o Euclid Av.	77.7	77.7	0.0	Yes	No
29	SR-71	s/o Euclid Av.	78.2	78.3	0.1	Yes	No
30	I-15	n/o Cantu-Galleano Ranch	80.0	80.1	0.1	No	No
31	I-15	s/o Cantu-Galleano Ranch	79.5	79.5	0.0	No	No
32	I-15	s/o Limonite Av.	79.8	79.9	0.1	No	No
33	SR-60	w/o Archibald Av.	80.7	80.8	0.1	No	No
34	SR-60	e/o Archibald Av.	80.7	80.8	0.1	Yes	No

Source: Urban Crossroads, 2017.

"n/a" = Roadway segment does not exist in the given scenario.

As described previously, the analysis within this EIR assumes that PA-3 would be developed and operational after the Horizon Year 2040. Hence, the traffic noise resulting from operation of the proposed Specific Plan after 2040 would be from all three PAs. Table 5.11-14 provides a comparison of the Horizon Year 2040 without and with project conditions CNEL noise levels. As shown, the Specific Plan would result in a project-related traffic noise level increase of up to 0.4 dBA CNEL with operation of all

three PAs, which is less than the significance thresholds. Thus, traffic related noise impacts would be less than significant impact under Horizon Year 2040 conditions with operation of the proposed Specific Plan.

Table 5.11-14: Horizon Year 2040 Plus Project Traffic Noise Impacts

ID	Road	Segment	CNEL at Adjacent Land Use (dBA)			Noise-Sensitive Land Use?	Threshold Exceeded?
			No Project	With Project	Project Addition		
1	Euclid Av.	s/o Merrill Av.	78.0	78.1	0.1	No	No
2	Euclid Av.	s/o Kimball Av.	76.4	76.6	0.2	No	No
3	Euclid Av.	s/o Pine Av.	78.2	78.4	0.2	No	No
4	Euclid Av.	e/o SR-71	76.3	76.4	0.1	No	No
5	Archibald Av.	s/o SR-60 Ramps	77.1	77.4	0.3	No	No
6	Archibald Av.	s/o Walnut St.	76.1	76.5	0.4	Yes	No
7	Archibald Av.	s/o Riverside Dr.	77.9	78.2	0.3	Yes	No
8	Archibald Av.	s/o Chino Rd.	77.7	78.1	0.4	Yes	No
9	Archibald Av.	s/o Schaefer Av.	77.4	77.8	0.4	Yes	No
10	Archibald Av.	s/o Ontario Ranch	78.2	78.6	0.4	Yes	No
11	Archibald Av.	s/o Eucalyptus Av.	78.3	78.7	0.4	Yes	No
12	Archibald Av.	s/o Merrill Av.	78.4	78.6	0.2	Yes	No
13	Archibald Av.	s/o Limonite Av.	76.6	76.6	0.0	No	No
14	Ontario Ranch	e/o Archibald Av,	75.4	75.6	0.2	Yes	No
15	Ontario Ranch	e/o Hamner Av.	77.3	77.4	0.1	No	No
16	Merrill Av.	e/o Euclid Av.	78.0	78.2	0.2	No	No
17	Merrill Av.	e/o Grove Av.	78.4	78.7	0.3	No	No
18	Merrill Av.	e/o Flight Av.	78.2	78.4	0.2	No	No
19	Merrill Av.	e/o Hellman Av.	77.9	78.2	0.3	No	No
20	Merrill Av.	e/o Archibald Av,	72.1	72.1	0.0	Yes	No
21	Bellgrave Av.	w/o Hamner Av.	73.5	73.5	0.0	Yes	No
22	Kimball Av.	e/o Hellman Av.	74.7	74.7	0.0	No	No
23	Limonite	e/o Archibald Av.	75.9	76.0	0.1	No	No
24	Limonite	e/o Harrison Av.	76.2	76.3	0.1	Yes	No
25	Limonite	e/o Sumner Av.	76.1	76.3	0.2	Yes	No
26	Limonite	e/o Scholar Wy.	76.1	76.3	0.2	Yes	No
27	Limonite	e/o Hamner Av.	76.5	76.6	0.1	No	No
28	SR-71	n/o Euclid Av.	80.1	80.1	0.0	Yes	No
29	SR-71	s/o Euclid Av.	80.6	80.6	0.0	Yes	No
30	I-15	n/o Cantu-Galleano Ranch Rd.	78.4	78.5	0.1	No	No
31	I-15	s/o Cantu-Galleano Ranch Rd.	78.3	78.3	0.0	No	No
32	I-15	s/o Limonite Av.	78.9	79.0	0.1	No	No
33	SR-60	w/o Archibald Av.	81.1	81.1	0.0	No	No
34	SR-60	e/o Archibald Av.	81.2	81.2	0.0	Yes	No

Source: Urban Crossroads, 2017.

Impact NOI-4: The project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Less than Significant Impact. As described above, construction of the Specific Plan would generate noise levels of 47.5 to 64.9 dBA Leq. As shown on Table 5.11-15 the noise generated from project construction at sensitive receivers would be less than the existing noise levels at the R2 and R3 receivers.

The construction noise would only occur between the permitted hours of 7:00 a.m. to 6:00 p.m. any weekday, or on Saturday or Sunday from 9:00 a.m. to 6:00 p.m. and the noise increases would be temporary in nature, and would not generate continuously high noise levels. The operation of each piece of construction equipment would not be constant throughout the construction day, as equipment would be turned off when they are not in use. The typical operating cycle for a piece of construction equipment would involve one or two minutes of full power operation followed by three or four minutes at lower power settings. In addition, construction activities would move throughout the Specific Plan area, and only occur for a limited time in each location.

Table 5.11-15: Temporary Increase in Noise from Construction

Receiver Location	Project Construction Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Temporary Worst-Case Project Contribution	Threshold Exceeded?
R1	64.9	L2	54.8	65.3	10.5	No
R2	58.5	L4	65.2	66.0	0.8	No
R3	58.5	L5	65.8	66.5	0.7	No
R4	55.0	L6	57.5	59.4	1.9	No
R5	47.5	L6	57.5	57.9	0.4	No

Source: Urban Crossroads, 2017.

As shown on Table 5.11-15, the construction activities from implementation of the proposed Specific Plan could result in a temporary and intermittent noise level increase ranging from 0.4 to 10.5 dBA Leq during the daytime hours at the closest sensitive receiver locations. This is less than the 12 dBA Leq significance threshold; therefore, the temporary or periodic increase in ambient noise levels from construction activities would be less than significant.

Impact NOI-5: The project would not expose people residing or working in the project area to excessive airport noise levels.

Less than Significant Impact. As described above, Specific Plan area is located approximately 1.3 miles east of the nearest runway at the Chino Airport, is within the Chino Airport Overlay, and is partially located within the 55 to 60 dBA CNEL 2030 noise contour boundaries.

The Chino Airport Master Plan prepared by the County of San Bernardino, identifies noise compatibility policies and states that exterior noise levels below 65 dBA CNEL at light industrial uses, such as within the Specific Plan area, are considered normally acceptable, and slight interference with outdoor activities may occur. However, as discussed above, airport noise is anticipated to be significantly below the 65 dBA compatibility standard (estimated at 55 to 60 dBA CNEL in 2030). Also, conventional construction methods would eliminate most noise intrusions upon indoor activities.

Additionally, as described above, the Specific Plan area is within the airport influence area of the Ontario Airport; thus, the Ontario Airport Land Use Compatibility Plan Table 2-3 Noise Criteria also applies to the Specific Plan. The Table indicates that industrial land uses located outside of the 60 dBA CNEL noise level contours of Ontario Airport, such as the Specific Plan area, is considered normally compatible land use and must reduce interior noise levels to 50 dBA CNEL.

Standard building construction consistent with the State of California Green Building Standards Code typically provides up to 25 dBA CNEL of attenuation, which would reduce the exterior noise levels of up to 60 dBA CNEL from Chino Airport to interior noise levels within the building of less than the 50 dBA CNEL interior noise level standard (Urban Crossroads 2017). Therefore, implementation of the proposed Specific Plan would not expose people residing or working in the project area to excessive noise levels, and impacts would be less than significant.

5.11.7 CUMULATIVE IMPACTS

Cumulative noise assessment considers development of the proposed Specific Plan in combination with ambient growth and other development projects within the vicinity of the Specific Plan area. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed Specific Plan to result in cumulative noise impacts. In regard to cumulative traffic noise, the geographic area considered includes the roadways examined in the transportation impact analysis and evaluated in Section 5.12, *Traffic and Circulation*, of this EIR. The cumulative development program assumed in the traffic forecasts used in the noise modeling effort includes cumulative growth through 2040, as well as large projects such as the other nearby Specific Plan developments.

Development of the Specific Plan area in combination with the related projects would result in an increase in local construction-related and traffic-related noise and vibration. However, each of the related projects would be subject to the operational noise standards established in Sections 5-29.09 of the City's Municipal Code, and the municipal code standards of the nearby projects in adjacent jurisdictions. In addition, construction noise and vibration is localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise levels or vibration, more than one source emitting high levels of construction noise and/or vibration would need to be in close proximity to the construction noise on the Specific Plan project site. However, due to the size of the Specific Plan area (94.4 acres) and the intermittent location of development activities, the construction noise and/or vibration would have a minimal potential to combine and become cumulatively significant. The closest cumulative project is the Colony Commerce Center West project, which is adjacent to the west of the project site. This project is anticipated to be developed by 2025 and is not anticipated to coincide with development of the project site. However, like the proposed project, the Colony Commerce Center West project site is a large area (123.17 acres), and due to the size and the intermittent timing and location of construction activities within that site, the potential for cumulative noise and/or vibration impacts is limited. Thus, even if these two projects were constructed at the same time, the varying construction activities on each large site would dissipate over the 94.4 and 123.17-acre sites, and would not combine to cumulatively increase and impact nearby sensitive receivers. Therefore, cumulative noise and/or vibration impacts associated with construction activities would be less than significant.

As described previously, the operational noise from onsite activities at Specific Plan buildout would range from 27.4 to 54.2 dBA L_{max} at sensitive receivers, which is less than the noise standards, and less than existing ambient noise in the project vicinity (as shown in Table 5.11-3). Because noise from operation of the project would be less than the existing average 24-hour noise levels, operational

noise from the proposed Specific Plan would not combine with operational noise from nearby development projects to result in a cumulatively significant increase. Thus, the proposed Specific plan would result in a less than cumulatively significant impact on ambient noise levels from operational activities.

Cumulative mobile source noise increases that would occur as a result of the combination of increased traffic on local roadways due to the proposed Specific Plan, horizon year 2040 growth, and related projects are shown in Table 5.11-14. As indicated, the Specific Plan would contribute a noise level increase of up to 0.4 dBA CNEL with operation of all three PAs, which is less than the significance thresholds, and therefore less than cumulatively considerable. As a result, cumulative traffic related noise impacts would be less than significant.

As described above, the Specific Plan area is located within airport land use designations that are appropriate for industrial business park developments, and the proposed Specific Plan would not result in exposure of people residing or working in the area to excessive noise levels from operation of either Chino Airport or Ontario Airport and would not result in an impact that could cumulatively combine. Similarly, each past, present, and foreseeable future project must comply with the appropriate airport land use noise contour regulations, which are in place to reduce the potential noise impacts related to Chino Airport and Ontario Airport operations. Hence, cumulative impacts related to airport noise would not occur.

5.11.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

There are no Plans, Programs, or Policies related to noise, except for the following Standard Conditions (SCs) that are incorporated into the Specific Plan, and would reduce impacts related to noise. These actions will be included in the project's mitigation monitoring and reporting program.

SC 1.4: Noise sources associated with, or vibration created by, construction repair remodeling or grading of any real property shall not take place between the hours of 10:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday. Noise levels created by said activities shall not exceed the noise standard of 65 dBA plus the limits specified in Section 9-1.3305.

SC 5.3: Detailed construction plans shall be approved and signed by an acoustical engineer to certify that noise abatement measures required to meet City standards have been incorporated (applies to all projects requiring an acoustical analysis and to any project within the 60 CNEL contour of any area source).

5.11.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts NOI-1 through NOI-5 would be less than significant.

5.11.10 MITIGATION MEASURES

No mitigation measures are required.

5.11.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to noise have been identified and impacts would be less than significant.

REFERENCES

Colony Commerce Center East Specific Plan Noise Impact Analysis, Prepared by Urban Crossroads, 2017.

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5.1 2 Public Services

5.12.1 INTRODUCTION

This section describes the existing police protection and fire department services in the Specific Plan area and evaluates the potential for implementation of the project to impact the provision of these services. This section of the EIR addresses whether there are physical environmental effects of new or expanded facilities that are necessary to maintain acceptable service levels in relation to police protection and fire protection services. Because CEQA focuses on physical environmental effects, this section analyzes whether any physical changes resulting from an increase in service demands from development pursuant to the proposed Specific Plan could result in significant adverse environmental effects. Thus, an increase in staffing associated with public services or an increase in calls for services would not, by itself, be considered a physical change in the environment, although physical changes in the environment resulting from the construction of new facilities or an expansion of existing facilities to accommodate the increased staff or equipment needs could constitute a significant impact.

5.12.2 FIRE PROTECTION SERVICES

5.12.2.1 REGULATORY SETTING

California Fire Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, which include regulations concerning building standards (as also set forth in Title 24 of the California Code of Regulations, the California Building Code), fire protection and notification systems, fire protection devices (such as extinguishers and smoke alarms), building evacuation and access standards, and fire suppression training.

California Health and Safety Code

Additional State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, which includes regulations for building standards, fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Occupational Safety and Health Administration

In accordance with the California Code of Regulations, Title 8 Sections 1270 “Fire Prevention” and 6773 “Fire Protection and Fire Fighting Equipment,” California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire house sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

City of Ontario General Plan

The following policies contained in the Safety Element (Fire and Rescue Hazards) are relevant to fire protection services and the proposed project:

Goal S3: Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.

Policy S3-1: Prevention Services. We proactively mitigate or reduce the negative effects of fire, hazardous materials release, and structural collapse by implementing the adopted Fire Code.

Policy S3-3: Fire and Emergency Medical Services. We maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies.

Policy S3-4: Special Team Services. We maintain effective special rescue services.

Policy S3-5: Emergency Communication Services. We maintain a 9-1-1 emergency communication and dispatch center.

Policy S3-6: Interagency Cooperation. In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.

Policy S3-8: Fire Prevention through Environmental Design. We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces and buildings

Policy S3-9: Resource Allocation. We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.

City of Ontario Municipal Code

The City of Ontario Municipal Code includes the following regulation related to fire protection.

Section 4-4.01: Adopts the California Fire Code, Part 9 of Title 24 of the California Code of Regulations.

5.12.2.2 ENVIRONMENTAL SETTING

The City of Ontario Fire Department provides fire protection services to the Specific Plan area, in addition to the rest of the City. The Ontario Fire Department provides services related to fire, medical emergency, rescue emergency, hazardous material emergency, and catastrophic disaster. The Fire Department is divided into four bureaus consisting of Technical Services and Emergency Medical Service (EMS), Fire Operations, Fire Prevention, and Emergency Management. The Fire Operations Bureau includes several specialized teams in the areas of Bomb Squad, Hazardous Materials, and Urban Search and Rescue. The Fire Prevention Bureau is responsible for developing and implementing programs and policies that prevent or reduce the magnitude of emergency occurrences (i.e., loss of life and property, or environmental damage).

The Ontario Fire Department currently has eight fire stations, which are comprised of eight 4-man paramedic engine companies and two 4-man truck companies. There are a total of 132 sworn personnel, with seven support staff and four administrative personnel. Each station has one fire engine and one company (four personnel) on duty at any given time.

The closest existing fire station to the project area is Station 6, which is located at 2931 East Philadelphia Avenue; 4.1 miles north of the project site. The next closest is Station 6, which is located at 1408 East Francis Street; 5.9 miles north of the project site.

In addition, the City has planned for a new fire station (Station 9) that will be located within the Parkside Specific Plan, at 2661 E. Park Vista Drive, 1-mile northeast of the Specific Plan area. Fire Station 9 will

have an estimated response time of 3 minutes to a call for service within the Specific Plan area (OFD 2017).

The Ontario Fire Department emergency alarm processing time is 90 seconds or less 90 percent of the time. Currently, the Ontario Fire Department has an average response for paramedics of under 10 minutes over 90 percent of the time, with the response time under 10 minutes 96 percent of the time for EMS and 93 percent of the time for fire response. The current average response time is 5 minutes.

5.12.2.3 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

PS-1 Fire Protection

PS-2 Police Protection

PS-3 Schools

PS-4 Parks

PS-5 Other public facilities

The Initial Study established that the project would result in no impact related to Thresholds PS-3 through PS-5; no further assessment of these impacts is required in this EIR.

5.12.2.4 METHODOLOGY

The potential impacts related to fire protection were evaluated based on the ability of existing and planned fire department staffing, equipment, and facilities to meet the additional demand for fire protection and emergency medical services resulting from development of the project. Impacts are considered significant if implementation of the proposed Specific Plan would result in inadequate staffing levels, response times, and/or increased demand for services that would require the construction or expansion of new or altered facilities that might have an adverse physical effect on the environment. For fire services, a significant impact could occur if the Specific Plan generated the need for additional personnel or equipment that could not be accommodated within the existing stations and would require the construction of a new station or an expansion of an existing station.

5.12.2.5 ENVIRONMENTAL IMPACTS

Impact PS -1: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

Less than Significant Impact. Implementation of the proposed Specific Plan would develop 1,672,570 SF of light industrial, warehousing/distribution, and business uses that would be operational by 2019; and an additional 231,195 SF of light industrial, warehousing/distribution, and business uses that would be operational after 2040. Thus, after 2040 a total of 1,903,765 SF of buildings and employment generating uses would be developed by the proposed Specific Plan within an area that is currently being used for agricultural uses. This increase in development and persons within the Specific Plan area would result in additional calls for fire department services, which would increase needs for fire department staffing and equipment.

However, the proposed structures would be constructed from non-flammable concrete and cement, the buildings would have automatic ceiling-mounted fire sprinkler system, and would include all fire related safety features pursuant to the California Fire Code (CFC), which is included in the City's Municipal Code as Section 4-4.01. Additionally, the City's Building Department and the Fire Department would review the building plans prior to approval to ensure that all applicable fire safety features are included in the project. Furthermore, the Fire Department would complete an inspection of all new structures before approval of occupancy permits to ensure that all fire safety features are installed appropriately, which would reduce the potential for fire hazards during operation of the project.

As described above, the City has eight existing fire stations; the closest of which is 4.1 miles north of the project site. The City is also planning a new fire station that will be located 1 mile from the project site and would be able to respond in approximately 3 minutes to an emergency within the Specific Plan area (OFD 2017, included as Appendix L). These existing and planned fire facilities would respond to any emergency or medical services within the Specific Plan vicinity, and have been planned to serve the buildout of the southern portion of the City, which includes the project site.

The proposed Specific Plan would develop the project area in consistency with the City's General Plan Industrial (I) and Business Park (BP) land use designations, and the permitted floor area ratio (FAR); and the fire service needs from buildout of the Specific Plan area and its vicinity have been anticipated in development of the new fire station. Thus, calls for emergency services from the proposed Specific Plan would be accommodated within the City's planned fire service facilities, and buildout of the proposed Specific Plan would not result in a significant impact on the ability to maintain adequate level of fire protection service to the area (OFD 2017). Furthermore, the proposed Specific Plan would not require provision of new or physically altered fire protection facilities, construction of which could cause significant environmental impacts. Thus, impacts related to fire protection services would be less than significant.

5.12.3 POLICE PROTECTION SERVICES

5.12.3.1 REGULATORY SETTING

City of Ontario General Plan

The following policies contained in the Safety Element (Law Enforcement) are relevant to police protection services and the proposed project.

Goal S7: Neighborhoods and commercial and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, community involvement and a system of continuous monitoring.

Policy S7-1: Police Unit Response. We respond to calls for service in a timely manner.

Policy S7-2: Community Oriented Problem Solving (C.O.P.S.). We support and maintain the mission of COPS to identify and resolve community problems.

Policy S7-3: Prevention Services. We provide crime prevention programs targeted to youth, parents, seniors, businesses, and neighborhoods.

Policy S7-4: Crime Prevention through Environmental Design (CPTED). We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.

Policy S7-5: Interdepartmental Coordination. We utilize all City departments to help reduce crime and promote public safety.

Policy S7-6: Partnerships. We partner with other local, state and federal law enforcement agencies and private security providers to enhance law enforcement service to Ontario.

Policy S7-7: Resource Allocation. We analyze crime data to evaluate the effectiveness of crime prevention and reduction strategies and allocate resources accordingly.

5.12.3.2 ENVIRONMENTAL SETTING

Law enforcement service in the City is provided by the City of Ontario Police Department. The Police Department's headquarters is located at 2500 South Archibald Avenue, approximately 3.5 miles north of the Specific Plan area. The Police Department has five main service bureaus: Field Operations, Special Operations, Investigations, Airport, and Administration. These bureaus consist of several divisions and units such as: Air Support, Community Oriented Problem Solving (COPS), Special Enforcement, Career Criminal, Traffic, Detectives, the Ontario Mills Mall unit, Recruitment and Training, Forensics, Records, Communications and Crime Prevention/Crime Analysis. The police department is equipped with patrol vehicles, motorcycles, K-9 units, unmarked units, helicopters, bicycles, a SWAT van, command armored rescue vehicle, and crime prevention vans.

The Police Department has divided the City into eight sectors to manage service provision. Each sector has a minimum of one patrol unit and a Community Oriented Policing Services (COPS) Officer. Additional patrol units and officer resources are assigned as needed. The Specific Plan area is located within Sector 8, which includes areas south of Chino Avenue; from Euclid Avenue to Hammer Avenue; and north of the City limits.

The Ontario Police Department currently employs 279 sworn police officers and 105 civilian personnel. Police Department does not use an officers-to-resident ratio to determine staffing; it prefers to take into provide staffing based on needs and utilizes a civilian support staff to augment sworn staff (OPD 2017).

The Police Department's response time is the time between receipt of a service call and the on-scene arrival of a patrol officer and varies depending on the urgency of the call. The average emergency call response time is 2.23 minutes.

5.12.3.3 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- PS-2 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police services.

5.12.3.4 METHODOLOGY

The potential impacts related to police services were evaluated based on the ability of existing and planned police department staffing, equipment, and facilities to meet the additional demand for law enforcement services resulting from development of the project. Impacts are considered significant if implementation of the proposed Specific Plan would result in inadequate staffing levels, response times, and/or increased demand for services that would require the construction or expansion of new or altered facilities that might have an adverse physical effect on the environment. For police services, a significant impact could occur if the Specific Plan generated the need for additional personnel or equipment that could not be accommodated within the existing station and would require the construction of a new police station or an expansion of the existing police station.

5.12.3.5 ENVIRONMENTAL IMPACTS

Impact PS-2: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police services.

Less than Significant Impact. Implementation of the proposed Specific Plan would convert an agricultural site into light industrial, warehousing/distribution, and business uses, which would result in the addition of employees and potentially valuable goods within the Specific Plan area, which could result in an increase in calls for police services. However, the proposed Specific Plan would include installation of security features to reduce the potential for crime, such as the provision of low-intensity security lighting in parking areas and adjacent to buildings structure security. As described in the proposed Specific Plan illumination of on-site areas include: lighting for parking areas, pedestrian walkways, shipping and loading areas, and additional exterior areas. Additionally, the proposed Specific Plan specifically requires that a comprehensive lighting plan be prepared and approved in conjunction with the site plans, and that all plans shall be reviewed and approved by the Ontario Police Department. Also, pursuant to the City's existing permitting process, the Building Department would review and approve the final site plans to ensure that crime prevention through design measures are incorporated appropriately to provide a safe environment. Additionally, the project would operate 24 hours per day, 7 days per week. This would ensure there is no time during which no person(s) are onsite, which lowers the potential for crime during non-occupied times. Therefore, development of the Specific Plan would include features to reduce the need for law enforcement services.

Although the proposed Specific Plan would generate additional long-term employees within the Specific plan area, this increase in employment is not anticipated to result in an increase in population that would generate an additional need for law enforcement services. Because the San Bernardino Association of Governments (SANBAG) subregion (including the City of Ontario) is housing rich, the increase in jobs from the proposed Specific Plan is not expected to create a corresponding increase in population (because the new jobs created by the Specific Plan would be filled by existing residents from area).

Overall, implementation of the proposed Specific Plan would result in an incremental increase in demands on law enforcement services, but would not be substantial compared to the existing services provided by the Police Department. The Ontario Police Department has prepared for the growth of the Specific Plan region of the City and will have the ongoing ability to provide police services to the area (OPD 2017). The Police Department would continue to add staff and equipment on an as-needed basis in order to accommodate the incrementally increasing demands from buildout of land uses, as was identified in the

City's General Plan. Furthermore, buildout of the proposed Specific Plan would not result or require development of new, or expansion of existing, Police Department facilities. Thus, impacts related to police services would be less than significant.

5.12.4 CUMULATIVE IMPACTS

The cumulative study area for public services includes the City of Ontario because it is the geographical area that is served by the City of Ontario Fire and Police Departments.

Fire Services: Numerous cumulative development projects are anticipated to occur within the City, especially within the Ontario Ranch area through 2040, which is the implementation period of the proposed Specific Plan. As anticipated by the City's planning process, development of the Ontario Ranch area as identified in the City's General Plan would generate a proportional increase in demand for additional fire protection and emergency medical services. To accommodate this cumulative growth, the City is in the process of developing a new fire station that is 1 mile from the Specific Plan area that would serve the planned development in the vicinity of the Specific Plan area.

As development occurs within the City, the Fire Department would continue to monitor service provision to ensure the stations are operating within the established level of service standards and would add staffing and equipment as necessary. However, because of the geographical coverage of existing and new fire stations in the area, cumulative projects are not anticipated to result in the need for another new or expanded fire station, the construction of which could result in significant impacts. In addition, because the proposed project would be consistent with buildout assumptions of the General Plan and would implement fire safety design features (as described above), it would not result in a cumulatively considerable increase to the need for fire and emergency response. Therefore, cumulative impacts related to fire services from implementation of the proposed Specific Plan would be less than cumulatively significant.

Police Services: As described above, numerous cumulative development projects are anticipated to occur throughout the City, and especially within the Ontario Ranch area of the City, within the implementation period of the proposed Specific Plan. This overall development would generate a proportional increase in calls for police services. The development projects would be reviewed by City Police Department staff prior to development permit approval to ensure adequate security measures are provided for each site-specific development in the City. Overall, it is anticipated that future development would result in the need for additional sworn officers and equipment, but implementation of the proposed Specific Plan would not create a cumulatively considerable need for a new or expanded police station, the construction of which could result in an environmental impact. Therefore, cumulative impacts associated with police services from implementation of the proposed Specific Plan would be less than cumulatively significant.

5.12.5 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

There are no Standard Conditions or Plans, Programs, or Policies related to public services.

5.12.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impact PS-1 and PS-2 would be less than significant.

5.12.7 MITIGATION MEASURES

No mitigation measures are required.

5.12.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to fire and police services have been identified and impacts would be less than significant.

REFERENCES

City of Ontario Police and Fire Departments Written Communication, June 2017.

5.13 Transportation and Circulation

5.13.1 INTRODUCTION

This section describes the existing transportation and circulation conditions, criteria for the level of service, and impacts from implementation of the proposed Specific Plan. As necessary, mitigation measures for significant transportation and circulation impacts resulting from the construction and operation of the proposed Specific Plan are also included. The proposed Specific Plan's impacts are analyzed in the context of existing (2017), project opening (2019), and future buildout (2040) conditions. This analysis is based on information contained in the Traffic Impact Analysis Report by Urban Crossroads in 2017, which is included as Appendix K.

5.13.2 REGULATORY SETTING

Congestion Management Program

In 1990, the California Legislature enacted the Congestion Management Program (CMP) to implement Proposition 111, a state-wide transportation funding proposal that required local governments to implement mitigation measures to offset the impacts from new development on the regional transportation system. The CMP addresses the impact of local growth on the regional transportation system; the goal is to examine the interactions among land use, transportation, and air quality and to make decisions at the regional and local level in consideration of these interactions.

When LOS requirements are not maintained on portions of the CMP highway and roadway system, a deficiency plan is required that analyzes the cause of the deficiency and the implementation costs of various alternatives such as roadway modifications, programs, or actions to measurably improve performance. Highways must maintain at least LOS E, which is essentially one grade better than gridlock and is defined by a level of service where traffic flow fluctuates in terms of speed and flow rates, operating speeds average 35 miles per hour, and delays are significant. For arterial streets, LOS E occurs where long queues of vehicles are waiting upstream of an intersection and it may take several signal cycles for a vehicle to clear the intersection. A jurisdiction failing to comply with the CMP may have its allocation of the state gas tax withheld.

SCAG 2016 - 2040 Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016 SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and the goals and policies relevant to the proposed Specific Plan are listed below:

Goals

1. Align the plan investments and policies with improving regional economic development and competitiveness.
2. Maximize mobility and accessibility for all people and goods in the region.
3. Ensure travel safety and reliability for all people and goods in the region.
4. Preserve and ensure a sustainable regional transportation system.
5. Maximize the productivity of our transportation system.

6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
7. Actively encourage and create incentives for energy efficiency, where possible.
8. Encourage land use and growth patterns that facilitate transit and active transportation.

San Bernardino County Measure "I" Funds

In 2004, San Bernardino County voters approved the 30-year extension (through the year 2040) of Measure "I", a one-half of 1 percent sales tax on retail transactions, for transportation projects including, but not limited to, infrastructure improvements, commuter rail, public transit, and other identified improvements. The Measure "I" extension requires that a regional traffic impact fee be created to ensure that new development pays its fair share for transportation improvements, proportionate to any impacts. A regional Nexus Study was prepared by SANBAG and concluded that each jurisdiction should include a regional fee component in their local programs in order to meet the Measure "I" requirement. The regional component assigns specific facilities and cost sharing formulas to each jurisdiction. Where applicable, mitigation measures are partially shared with adjoining jurisdictions. Revenues collected through these mandatory fee programs are used in tandem with Measure "I" funds to deliver projects identified in the Nexus Study. Specific details and requirements of the Regional Fee Program are contained in the SANBAG Development Mitigation Nexus Study, which is included as Appendix K of the SANBAG CMP.

SANBAG's Nexus Study specifically identifies various improvements to the Archibald Avenue/SR-60 interchange in the City of Ontario. The proposed mitigation measures, i.e., circulation improvements, necessary to reduce the project's potentially significant impacts to below a level of significance are part of this interchange improvement project that will be funded by Measure "I". According to SANBAG's Metro Valley Study Session Fiscal Year 2016/2017 Budget Overview, the Archibald Avenue/SR-60 interchange is currently under environmental phase and is estimated to be operational in 2019.

City of Ontario Development Impact Fee Program

The City of Ontario has implemented a local Development Impact Fee (DIF) Program to impose and collect fees from new development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the General Plan Circulation Element. The proposed project's contribution to these improvements would be determined according to the City's New Model Colony Development Impact Fees.

City of Ontario General Plan

The following goal and policies contained in the Mobility Element are relevant to the proposed Specific Plan.

Goal M1: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.

Policy M1-1: Roadway Design and Maintenance. We require our roadways to:

- Comply with federal, state and local design and safety standards.
- Meet the needs of multiple transportation modes and users.
- Handle the capacity envisioned in the Functional Roadway Classification Plan.
- Maintain a peak hour Level of Service (LOS) E or better at all intersections.
- Be compatible with the streetscape and surrounding land uses.

- Be maintained in accordance with best practices and our Right-of-Way Management Plan.

Policy M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.

Policy M1-3: Roadway Improvements. We work with Caltrans, SANBAG, and others to identify, fund and implement needed improvements to roadways identified in the Functional Roadway Classification Plan.

Policy M1-4: Adjacent Jurisdictions. We work with neighboring jurisdictions to meet our level of service standards at the City limits.

Policy M1-5: Complete Streets. We work to provide a balanced context sensitive, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation.

Policy M2-2: Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.

Policy M2-3: Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

Goal M4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.

Policy M4-1: Truck Routes. We designate and maintain a network of City truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown in the Truck Routes Plan.

City of Ontario Municipal Code

Section 7-3.07. Safety devices, lights, and barricades. Any activity or encroachment on a right-of-way which is hazardous, creates a hazard, or is in conflict with the normal use of a right-of-way shall be adequately safeguarded as required by the City. In the conduct of such activity or encroachment, materials, supplies, excavated material, and equipment shall be properly placed, and the permittee shall provide and maintain such safety devices, including, but not limited to, lights, barricades, signs, and guards, as are necessary to protect the public.

5.13.3 ENVIRONMENTAL SETTING

Existing Roadway Network

- **State Route 60 (SR-60)** connects the Inland Empire area to the Los Angeles metropolitan area to the west and to Riverside County to the southeast. SR-60 is generally 10 lanes (four lanes plus a carpool lane in each direction) in the study area. In this area, SR-60 has full diamond interchanges with Vineyard Avenue, Archibald Avenue, Sumner Avenue, and Hamner Avenue. Among these facilities, Archibald Avenue generally provides the most direct access to the project site.
- **Interstate 15 (I-15)** is a major north-south state highway that generally provides eight travel lanes (four in each direction) in the study area. In this area, I-15 has a partial cloverleaf interchange with Cantu-Galleano Ranch Road and a full diamond interchange with Limonite Avenue. Among these facilities, Limonite Avenue generally provides the most direct access to the project site.
- **Merrill Avenue** is an east-west, two-lane undivided local roadway that forms the northern boundary of the Specific Plan area. The posted speed limit is 50 mph.

- **Limonite Avenue** is an east-west, six-lane divided roadway with both painted and raised medians within the study area. The posted speed limit is 45 mph. Limonite Avenue terminates east of the Specific Plan area at Archibald Avenue.
- **Euclid Avenue** is a major north-south, four-lane divided roadway with a raised median west of the project site. The posted speed limit is 55 mph. Euclid Avenue provides both local and regional access to and from the project site via connections with east-west collectors and the diamond interchange with SR-60.
- **Archibald Avenue** is a north-south, two-lane undivided roadway with a painted median. The posted speed limit is 45 mph. Archibald Avenue forms the northern boundary of the Specific Plan area and provides direct access to SR-60 via a full diamond interchange and Limonite Avenue.

Existing Truck Routes

The City of Ontario designated truck routes include: Euclid Avenue (SR-83), Edison Avenue/Ontario Ranch Road, Merrill Avenue, Archibald Avenue, and Hamner Avenue/Milliken Avenue. In addition, the City of Chino has designated truck routes in the traffic study area that include: Merrill Avenue, Kimball Avenue, Pine Avenue, Flight Avenue, Hellman Avenue, and Riverside Drive.

Study Intersections

The traffic study area for the proposed Specific Plan includes a total of 37 existing and future intersections that were selected for analysis by the City of Ontario Traffic and Transportation Engineering Division based on their location to the project site and the City's "50 peak hour trip" criteria, which are the intersections that are anticipated to result in 50 peak hour trips from the project. This generally represents the minimum number of trips that a typical intersection could be substantively impacted by a development. This methodology is also utilized by the County of San Bernardino, County of Riverside, and City of Eastvale. In addition, specific intersections identified by the City that are anticipated to receive less than 50 peak hour trips from the project have been included.

To identify existing conditions at these intersections, traffic counts were collected April and December of 2016, and identified by the following: Passenger Cars, 2-Axle Trucks, 2-Axle Trucks, and 4 or More Axle Trucks. Large trucks, buses and recreational vehicles were converted into Passenger Car Equivalents (PCE) because these vehicles occupy the same space as two or more passenger cars, and it takes them longer to accelerate and slow-down. The TIA applied a PCE factor of 1.5 to 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks, which are consistent with the values recommended for use in the CMP.

The existing weekday a.m. and p.m. peak hour intersection volumes (in PCE) are shown on Table 5.13-1. As shown, the study area intersections are currently operating at acceptable LOS during the peak hours, except for the following:

- Hellman Av. / Kimball Av. (#10) – LOS F a.m. and p.m. peak hours
- Archibald Av. / Limonite Av. (#26) – LOS E p.m. peak hour
- Hamner Av. / Ontario Ranch Rd. (#31) – LOS E a.m. and p.m. peak hours

Table 5.13-1: Existing (2017) Intersection Conditions

#	Intersection	Delay (secs.)		Level of Service		Acceptable LOS
		a.m.	p.m.	a.m.	p.m.	
1	Euclid Av. (SR-83) / Merrill Av.	26.4	40.5	C	C	D
2	Euclid Av. (SR-83) / Kimball Av.	50.0	45.7	D	D	D
3	Euclid Av. (SR-83) / Bickmore Av.	46.1	25.8	D	C	D
4	Euclid Av. (SR-83) / Pine Av.	40.1	34.2	D	C	D
5	SR-71 NB Ramps / Euclid Av. (SR-83)	15.4	32.4	B	C	D
6	SR-71 SB Ramps / Euclid Av. (SR-83)	53.5	34.2	D	C	D
7	Grove Av. / Merrill Av.	19.5	14.7	C	B	D
8	Flight Av. / Merrill Av.	27.9	19.0	D	C	D
9	Hellman Av. / Merrill Av.	Future Intersection				D
10	Hellman Av. / Kimball Av.	98.6	56.2	F	F	D
11	Hellman Av. / Pine Av.	23.3	31.9	C	C	D
12	Driveway 1 / Merrill Av.	Future Driveway				D
13	Driveway 2 / Merrill Av.	Future Driveway				D
14	Archibald Av. / SR-60 WB Ramps	24.3	32.6	C	C	D
15	Archibald Av. / SR-60 EB Ramps	25.0	28.5	C	C	D
16	Archibald Av. / Walnut Av.	17.4	11.4	B	B	E
17	Archibald Av. / Riverside Dr.	40.5	44.9	D	D	E
18	Archibald Av. / Chino Av.	14.4	15.4	B	B	E
19	Archibald Av. / Schaefer Av.	Future Intersection				E
20	Archibald Av. / Ontario Ranch Rd.	23.3	21.1	C	C	E
21	Archibald Av. / Eucalyptus Av.	7.1	5.9	A	A	E
22	Archibald Av. / Merrill Av.	32.9	38.6	C	D	E
23	Archibald Av. / Driveway 3	Future Driveway				D
24	Archibald Av. / Driveway 4	Future Driveway				D
25	Archibald Av. / Driveway 5	Future Driveway				D
26	Archibald Av. / Limonite Av.	40.1	65.5	D	E	D
27	Archibald Av. / Schleisman Rd.	38.1	29.8	D	C	D
28	Harrison Av. / Limonite Av.	20.3	18.7	C	B	D
29	Sumner Av. / Limonite Av.	17.5	16.3	B	B	D
30	Scholar Way / Limonite Av.	16.6	15.3	B	B	D
31	Hamner Av. / Ontario Ranch Rd.	76.4	59.4	E	E	D
32	Hamner Av. / Bellegrave Av.	29.5	44.5	C	D	D
33	Hamner Av. / Limonite Av.	32.9	33.8	C	C	D
34	I-15 SB Ramps / Cantu Galleano Ranch	12.9	8.6	B	A	D
35	I-15 SB Ramps / Limonite Av.	29.3	30.0	C	C	D
36	I-15 NB Ramps / Cantu Galleano Ranch	15.4	15.2	B	B	D
37	I-15 NB Ramps / Limonite Av.	24.8	25.1	C	C	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

Source: Urban Crossroads, 2017.

Study Roadway Segments

At the request of the City Traffic Engineers, six roadway segments were included in the Traffic Impact Analysis study area. As shown on Table 5.13-2, one study area roadway segment (Archibald Avenue north of the County Line) is currently operating at an unacceptable LOS.

Table 5.13-2: Existing (2017) Roadway Segment Conditions

#	Roadway	Segment Limits	LOS Capacity	Existing 2017	V/C	LOS	Acceptable LOS
1	Merrill Avenue	East of Euclid Av. (SR-83)	14,000	8,407	0.60	B	D
2		Between Grove Av. and Vineyard Av.	14,000	7,466	0.53	A	D
3		West of Driveway 2	14,000	10,754	0.77	C	D
4	Archibald Avenue	North of Ontario Ranch Rd.	35,900	21,177	0.59	A	D
5		Between Eucalyptus Av. and Merrill Av.	35,900	20,073	0.56	A	D
6		North of the County Line	17,950	27,064	1.51	F	D

Source: Urban Crossroads, 2017.

Traffic Warrants

In addition, a traffic signal warrant analysis was prepared for unsignalized intersections in the existing condition, which indicated that pursuant to Manual on Uniform Traffic Control Devices MUTCD) criteria, the following study area intersections currently warrant a traffic signal: Grove Avenue/Merrill Avenue, Flight Avenue/Merrill Avenue, and Hellman Avenue/Kimball Avenue (Urban Crossroads 2017).

Off-Ramp Queuing

A queuing analysis was performed for the off-ramps at the SR-71 and Euclid Avenue (SR-83), SR-60 and Archibald Avenue, I-15 and Cantu Galleano Ranch Road, and I-15 and Limonite Avenue interchanges to assess vehicle queues for the off-ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the SR-71, SR-60, and I-15 mainlines. As shown on Table 5.13.3, there are no movements that are currently experiencing queuing issues during the weekday a.m. or weekday p.m. peak 95th percentile traffic flows.

Table 5.13-3: Peak Hour Freeway Off-Ramp Queuing of Existing (2017) Conditions

Intersection	Movement	Available Stacking Distance (Feet)	Existing (2017)			
			95th Percentile Queue (Feet) ³		Acceptable? ¹	
			a.m. Peak Hour	p.m. Peak Hour	a.m.	p.m.
SR-71 NB Ramps / Euclid Avenue	NBL	1,745	38	48	Yes	Yes
	NBR	420	150 ²	992 ²	Yes	Yes ³
SR-71 SB Ramps / Euclid Avenue	SBL	1,100	129	468 ²	Yes	Yes
	SBL/T	1,560	128	458 ²	Yes	Yes
	SBR	255	0	43	Yes	Yes
Archibald Avenue/ SR-60 WB Ramps	WBL/T	1,389	331 ²	357 ²	Yes	Yes
	WBR	250	522 ²	52	Yes ³	Yes
Archibald Avenue/ SR-60 EB Ramps	EBL/T	1,268	322	89	Yes	Yes
	EBR	350	157	298 ²	Yes	Yes
I-15 SB Ramps / Cantu Galleano Ranch Rd.	SBL	1,440	61	62	Yes	Yes
	SBR	460	154	109	Yes	Yes
I-15 NB Ramps / Cantu Galleano Ranch Rd.	NBL	1,680	80 ²	59	Yes	Yes
	NBL/R	580	0	0	Yes	Yes
	NBR	440	45	39	Yes	Yes

Intersection	Movement	Available Stacking Distance (Feet)	Existing (2017)			
			95th Percentile Queue (Feet) ³		Acceptable? ¹	
			a.m. Peak Hour	p.m. Peak Hour	a.m.	p.m.
I-15 SB Ramps / Limonite Avenue	SBL	400	182	191	Yes	Yes
	SBL/T/R	400	95	256	Yes	Yes
	SBR	1,200	74	232	Yes	Yes
I-15 NB Ramps / Limonite Avenue	NBL	450	225 ²	350	Yes	Yes
	NBL/T/R	1,235	90	252	Yes	Yes
	NBR	400	65	237	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the SR-60, SR-71, or I-15 Freeway mainline.

Source: Urban Crossroads, 2017

Freeway Segments

The freeway mainline locations for analysis were selected based on Caltrans traffic study guidelines, which states that the analysis should evaluate the freeway segments near the project’s point of entry where the project is anticipated to contribute 25 or more one-way peak hour trips. As shown on Table 5.13-4, the SR-71, SR-60, and I-15 freeway segments analyzed for this study were found to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for existing (2017) traffic conditions, with exception of the following:

- SR-71 southbound, south of Euclid Av. – LOS E a.m. peak hour only
- I-15 southbound, south of Limonite Av. – LOS E a.m. peak hour only

Table 5.13-4: Basic Freeway Segment Existing (2017) Conditions

Freeway	Direction	Mainline Segment	Lanes	Volume		Truck %	Truck %	Density ¹		LOS	
				a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
SR-71	SB	South of Euclid Av. (SR-83)	2	4,082	3,279	3%	2%	39.4	27.3	E	D
	NB	South of Euclid Av. (SR-83)	3	4,219	4,362	15%	12%	24.3	24.9	C	C
SR-60	WB	West of Archibald Av.	4	5,550	5,422	4%	3%	22.4	21.7	C	C
		East of Archibald Av.	5	5,672	5,174	4%	3%	18.0	16.3	B	B
	EB	West of Archibald Av.	4	6,732	6,281	7%	5%	29.4	26.3	D	D
		East of Archibald Av.	4	6,498	6,498	8%	5%	28.1	27.6	D	D
I-15	SB	North of Cantu Galleano Ranch	4	5,896	5,938	7%	6%	24.5	24.6	C	C
		Cantu Galleano Ranch to Limonite Av.	3	5,349	5,339	7%	7%	32.1	32.0	D	D
		South of Limonite Av.	3	5,872	5,354	6%	7%	37.4	32.2	E	D
	NB	North of Cantu Galleano Ranch	5	6,069	5,311	2%	2%	19.1	16.7	C	B
		Cantu Galleano Ranch to Limonite Av.	3	5,573	4,866	1%	2%	32.7	27.0	D	D
		South of Limonite Av.	3	5,006	5,206	1%	2%	27.8	29.7	D	D

* **BOLD** = Unacceptable Level of Service

¹ Density is measured by passenger cars per mile per lane (pc/mi/ln). Source: Urban Crossroads, 2017

Freeway Merge/Diverge

The freeway merge/diverge locations identified for analysis were selected based on Caltrans traffic study guidelines, which states that the analysis should evaluate the locations nearest to the project site where the

project is anticipated to contribute 25 or more one-way peak hour trips. As shown in Table 5.13-5, the following merge and diverge areas currently operate at an unacceptable LOS during the peak hours in the existing (2017) traffic conditions:

- SR-60 eastbound off-ramp at Archibald Av. – LOS E a.m. peak hour
- I-15 southbound on-ramp at Limonite Av. – LOS E a.m. peak hour
- I-15 northbound on-ramp at Cantu Galleano Ranch Rd. – LOS E a.m. peak hour

Table 5.13-5: Freeway Ramp Junction Merge/Diverge Existing (2017) Conditions

Freeway	Direction	Ramp or Segment	Lanes on Freeway	a.m. Peak Hour		p.m. Peak Hour	
				Density ¹	LOS	Density ¹	LOS
SR-71	SB	Loop On-Ramp at Euclid Av. (SR-83) (Upstream)	2	33.0	D	29.7	D
		Loop On-Ramp at Euclid Av. (SR-83) (Downstream)	2	33.0	D	29.7	D
	NB	Off-Ramp at Euclid Av. (SR-83)	3	32.3	D	33.9	D
SR-60	WB	On-Ramp at Archibald Av.	4	23.2	C	22.7	C
		Off-Ramp at Archibald Av.	5	28.7	D	25.0	C
	EB	Off-Ramp at Archibald Av.	4	35.1	E	31.3	D
		On-Ramp at Archibald Av.	4	25.8	C	26.2	C
I-15	SB	Off-Ramp at Cantu Galleano Ranch Rd.	4	31.8	D	32.8	D
		On-Ramp at Limonite Av.	3	35.1	E	31.7	D
	NB	On-Ramp at Cantu Galleano Ranch Rd.	3	37.8	E	33.7	D
		Off-Ramp at Limonite Av.	3	32.5	D	34.5	D

* **BOLD** = Unacceptable Level of Service
³ Density is measured by passenger cars per mile per lane (pc/mi/ln).

Airports

Chino Airport is operated by San Bernardino County (Department of Airports) and is designated a reliever airport for the Ontario International Airport. The project site is located one mile east of the Chino Airport, and as shown in the City’s General Plan EIR, Figure 5.8-1, Airport Land Use Compatibility, the Specific Plan area is within the Chino Airport Overlay and within the Chino Airport Influence Area.

The San Bernardino County Airport Land Use Compatibility Plan (ALUCP) that addresses the Chino Airport was prepared in 1991, and does not reflect the current usage of the facility. Therefore, this evacuation of potential safety hazards utilizes the Chino Airport planning that was prepared by the County of Riverside in 2008, which provides guidance for development around the airport, including the Specific Plan area.

Pursuant to the Riverside County Plan there are four Compatibility Zones within the Chino Airport Influence Area. The Specific Plan area is within Compatibility Zone D, which is identified as an area for primary traffic patterns and runway buffer area. Per the Airport Land Use Compatibility Criteria for Riverside County that is applicable to Chino Airport, prohibited uses in the Compatibility Zone D area include highly noise-sensitive outdoor nonresidential uses and hazards to flight (such as physical [e.g., tall objects], visual, and electronic forms of interference). Within this zone airspace review is required for objects and structures that are taller than 70-feet in height.

In addition, The Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook (Caltrans 2011) identifies 6 different Safety Zones for general aviation airports that are used to analyze project impacts related to airports. The project site is located within Zone 6 – Traffic pattern zone, which requires that approximately 10 percent of usable open land or an open area approximately every 0.25 mile to 0.5 mile should be provided. The Handbook states that as a

general guideline, open land sites should be at least 300 feet long by 75 feet wide (about 0.5 acre or the size of a football field) to be considered useful. This is a minimum size and presumes that tall objects do not exist along the approach to the site, thus precluding an aircraft from reaching it. Open land sites should be relatively level and free of objects such as structures, overhead lines, and large trees and poles that can send the plane out of control at the last moment. Parking lots or recreation areas, while not ideal, also can be considered as acceptable open lands in urbanized settings.

Transit Services

Omnitrans, the public transit agency serving San Bernardino Valley, operates two bus lines through the traffic study area. Route 81 provides service along Vineyard Avenue, Riverside Drive, and Haven Avenue, among other roadways; and Route 83 provides service along Euclid Avenue (SR-83). Riverside Transit Authority (RTA) is a public transit agency serving various jurisdictions within Riverside County. The RTA operates two bus routes, Routes 3 and 29, along Hamner Avenue and Limonite Avenue. However, due to the agriculture, dairy, and low density residential uses in the Specific Plan area, there is no existing transit service in the immediate vicinity of the project site.

Pedestrian and Bicycle Facilities

The City of Ontario Mobility Element (Figure M-11, Mobility Element System) designates a Class II Bikeway and multipurpose trail along Merrill Avenue, and a multipurpose trail along the Cucamonga Creek adjacent to the Specific Plan area. However, no improved pedestrian/multipurpose trails currently exist; and due to the low density and agricultural/dairy uses in the area, minimal pedestrian and bicycle activity currently occurs in the project vicinity.

5.13.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- TR-1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- TR-2 Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- TR-3 Result 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;
- TR-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- TR-5 Result in inadequate emergency access; or
- TR-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The Initial Study established that the project would result in no impact related to Threshold TR-5; no further assessment of this impact is required in this EIR.

Intersection Thresholds

As described previously, the City of Ontario, County of San Bernardino, County of Riverside, and City of Eastvale utilize a “50 peak hour trip” criteria to identify intersections that need to be evaluated. This generally represents the minimum number of trips by which a typical intersection could be substantively impacted by a development.

City of Ontario/CMP Intersections: For intersections located within the City of Ontario or CMP intersections located within the City of Ontario, a direct project impact would result if project-generated traffic would cause a deterioration from an acceptable LOS (LOS E or better) to an unacceptable LOS (LOS F). For intersections within the City of Ontario or CMP intersections located within the City of Ontario that already operate at an unacceptable LOS, a cumulative project impact would result if the project contributes 50 or more trips to the intersection.

City of Eastvale Intersections: For intersections located within the City of Eastvale, a direct project impact would result if project-generated traffic would cause the existing acceptable LOS (LOS D or better) to deteriorate to an unacceptable LOS (LOS E or worse). For intersections within the City of Eastvale that already operate at an unacceptable LOS, a cumulative project impact would result if project traffic would increase the delay at an already deficient intersection (one operating at an unacceptable LOS) to increase by more than 5.0 seconds.

City of Chino and Jurupa Valley Intersections: For intersections located within the City of Chino or Jurupa Valley, a direct project impact would result if project-generated traffic would cause a deterioration from an acceptable LOS (LOS D or better) to an unacceptable LOS (LOS E or F). For intersections within the Cities of Chino or Jurupa Valley that already operate at an unacceptable LOS, a cumulative project impact would result if the project contributes 50 or more trips to the intersection.

Roadway Segment Thresholds

A direct project impact would occur on a roadway segment if project-generated traffic would cause a deterioration from an acceptable LOS (LOS D or LOS E for CMP roadways or roadways located in the City of Ontario). For segments already operating at unacceptable LOS, an impact would result if the project contributes 50 or more trips to the roadway segment.

Caltrans Facility Thresholds

The following thresholds determine whether the addition of project traffic to freeway segments would result in an impact:

- The project results in the LOS of a segment degrading from D or better to E or F.
- The project results in the exacerbation an already deficient condition by contributing 25 or more one-way peak hour trips. A segment that is operating at or near capacity is deemed to be deficient. Because the Caltrans facilities selected for evaluation are all anticipated to receive 25 or more one-way peak hour trips from the project, any of the segments that are identified as deficient, would be considered cumulatively significant.

5.13.5 METHODOLOGY

This analysis focuses on the nature and magnitude of the change in the transportation and circulation environment due to implementation of the proposed Specific Plan, based on the maximum development

assumptions outlined in Section 3.0, *Project Description*, Table 3-2, *Summary of Proposed Specific Plan Development*. This evaluation of the significance of potential impacts related to transportation and circulation has been prepared in accordance with the San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP) Guidelines for CMP Traffic Impact Analysis Reports (2016 Update), and the California Department of Transportation (Caltrans) Guide for the Preparation of Traffic Impact Studies (December 2002). Trips generated by the Specific Plan's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017.

Signalized Intersections

The Cities of Ontario, Chino, Eastvale, and Jurupa Valley require signalized intersection operations analysis based on the methodology described in the Highway Capacity Manual (HCM), which identifies intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 5.13-6. In addition, consistent with the San Bernardino County CMP, the following saturation flow rates, in vehicles per hour green per hour (vphgph), will be utilized in the traffic analysis for signalized intersections:

Existing and Opening Year Cumulative Traffic Conditions:

- Exclusive through: 1800 vphgph
- Exclusive left: 1700 vphgph
- Exclusive right: 1800 vphgpl
- Exclusive dual left: 1600 vphgph
- Exclusive triple left: 1500 vphgph

Horizon Year (2040) Traffic Conditions:

- Exclusive through: 1900 vphgpl
- Exclusive left: 1800 vphgpl
- Exclusive dual left: 1700 vphgpl
- Exclusive right: 1900 vphgpl
- Exclusive dual right: 1800 vphgpl
- Exclusive triple left: 1600 vphgpl or less

Table 5.13-6: Signalized Intersection LOS Thresholds

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F	F

Source: HCM 2010

California Department of Transportation

Per the Caltrans *Guide for the Preparation of Traffic Impact Studies*, the traffic modeling and signal timing optimization software package Synchro (Version 9) has been utilized to analyze signalized intersections under Caltrans' jurisdiction, which include interchange to arterial ramps (i.e. SR-71) at Euclid Avenue (SR-83), SR-60 ramps at Archibald Avenue, and I-15 ramps at Cantu Galleano Ranch Road and Limonite Avenue.

Unsignalized Intersections

The Cities of Ontario, Chino, Eastvale, and Jurupa Valley also require that unsignalized intersections be evaluated using the methodology described in the HCM. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle, as shown in Table 5.13-7.

Table 5.13-7: Unsignalized Intersection LOS Thresholds

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays.	0 to 10.00	A	F
Short traffic delays.	10.01 to 15.00	B	F
Average traffic delays.	15.01 to 25.00	C	F
Long traffic delays.	25.01 to 35.00	D	F
Very long traffic delays.	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F	F

Source: HCM 2010

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

Roadway Segment Methodology

Roadway segment operations have been evaluated using the Roadway Capacity Values provided in the City of Ontario General Plan (1992) Infrastructure Element, Figure INF-2 and Table INF-1. Per the City's TIA guidelines, roadway segments within the study area should maintain LOS D capacities on City roadways. The daily roadway segment capacities for each type of roadway are summarized in Table 5.13-8. As noted in the City's General Plan, these roadway capacities are "rule of thumb" estimates for planning purposes and are affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian bicycle traffic. In other words, while using average daily traffic (ADT) for planning purposes is suitable with regards to evaluating potential volume to capacity with future forecasts, it is not suitable for operational analysis because it does not account for the factors listed previously. As such, where the ADT based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis and progression analysis are undertaken. The more detailed peak hour intersection analysis accounts for factors that affect roadway capacity.

Table 5.13-8: Roadway Segment Capacity LOS Thresholds¹

Street Classification	Lanes	Right of Way Width ²	Curb-to-Curb Width ²	Median ³	LOS E Capacity
Divided Arterial	8	146	120	Yes	65,000
Divided Arterial	6	120 or more	94	Yes	49,000
Standard Arterial	4	100	76	TWLTL ⁴	33,000
Collector Street	4	88	64	No	22,000
Local Street	2	66 / 60	40	No	12,500
Local Industrial Street	2	66	48	No	12,500

¹ Source: Derived from the City of Ontario General Plan (1992), Infrastructure Element, Figure INF-2 and Table INF-1.

² Some arterial streets may be narrower than the right-of-way or curb-to-curb standard indicated above.

³ Median not necessarily raised and/or landscaped.

⁴ Two-way left-turn lane.

Traffic Signal Warrant Analysis Methodology

The term "signal warrants" refers to established criteria used by Caltrans and other public agencies to quantitatively identify the need for installation of a traffic signal at an unsignalized intersection. The TIA uses the signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)*, as amended by the *MUTCD 2014 California Supplement*, for all study area intersections.

Future unsignalized intersections, that currently do not exist, have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Traffic signal warrant analyses were performed during the peak weekday conditions wherein the Specific Plan is anticipated to contribute the highest trips.

Freeway Off-Ramp Queuing Analysis

Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing impacts at freeway ramp intersections. The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential

impacts/needs of the intersections with traffic added from the proposed Specific Plan. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis.

Freeway Mainline Segment Analysis Methodology

This analysis includes freeway segments along the SR-71, SR-60, and I-15 where the proposed Specific Plan is anticipated to contribute 25 or more one-way peak hour trips. The freeway segment analysis is based on the HCM methodology and conducted using HCS2010 software. Table 5.13-9 lists the freeway segment LOS descriptions for each density range utilized for this analysis.

5.13-9: Description of Freeway Mainline LOS

Level of Service	Description	Density Range (pc/mi/ln) ¹
A	Free-flow operations in which vehicles are relatively unimpeded in their ability to maneuver within the traffic stream. Effects of incidents are easily absorbed.	0.0 – 11.0
B	Relative free-flow operations in which vehicle maneuvers within the traffic stream are slightly restricted. Effects of minor incidents are easily absorbed.	11.1 – 18.0
C	Travel is still at relative free-flow speeds, but freedom to maneuver within the traffic stream is noticeably restricted. Minor incidents may be absorbed, but local deterioration in service will be substantial. Queues begin to form behind significant blockages.	18.1 – 26.0
D	Speeds begin to decline slightly and flows and densities begin to increase more quickly. Freedom to maneuver is noticeably limited. Minor incidents can be expected to create queuing as the traffic stream has little space to absorb disruptions.	26.1 – 35.0
E	Operation at capacity. Vehicles are closely spaced with little room to maneuver. Any disruption in the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. Any incident can be expected to produce a serious disruption in traffic flow and extensive queuing.	35.1 – 45.0
F	Breakdown in vehicle flow.	>45.0

¹ pc/mi/ln = passenger cars per mile per lane. Source: HCM 2010

Freeway Merge/Diverge Ramp Junction Analysis

The freeway merge/diverge analysis is based on the HCM Ramps and Ramp Junctions analysis method and performed using HCS2010 software. The measure of effectiveness (reported in passenger car/mile/lane) is defined in level of service descriptions for each density range, as listed in Table 5.13-10.

Table 5.13-10: Description of Freeway Merge and Diverge LOS

Level of Service	Density Range (pc/mi/ln) ¹
A	≤10.0
B	10.0 – 20.0
C	20.0 – 28.0
D	28.0 – 35.0
E	>35.0
F	Demand Exceeds Capacity

¹ pc/mi/ln = passenger cars per mile per lane. Source: HCM 2010

Minimum Acceptable Levels of Service

City of Ontario: Per the City's General Plan, LOS E is the minimum acceptable condition that should be maintained during the peak commute hours, where feasible. Therefore, any intersection operating at LOS F is considered deficient. In addition, an LOS standard of LOS D is applied to the project driveways.

City of Chino Hills: Chino Hills utilizes a minimum acceptable LOS of LOS D.

City of Chino: Chino utilizes a minimum acceptable LOS of LOS D.

City of Eastvale: The City's General Plan Policy C-10 sets a standard of LOS C with LOS D as acceptable in commercial and employment areas, and at intersections of any combination of major highways, urban arterials, secondary highways, or freeway ramps. Thus, LOS D is the minimum acceptable LOS at the study intersections within the City of Eastvale.

City of Jurupa Valley: Jurupa Valley utilizes a minimum acceptable LOS of LOS D.

San Bernardino County CMP: The CMP definition of deficiency is based on maintaining an LOS E or better, except where an existing LOS F condition is identified in the CMP document. However, LOS D is utilized for the CMP intersections for the purposes of this analysis because the Caltrans criteria is LOS D, as described below.

Caltrans: Caltrans endeavors to maintain a target LOS between LOS C and LOS D; however, Caltrans acknowledges that this may not always be feasible. If an existing state highway facility is operating at less than this target LOS, the existing LOS should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is LOS D. Thus, LOS D is used as the target LOS for freeway ramps, freeway segments, and freeway merge/diverge ramp junctions.

5.13.6 ENVIRONMENTAL IMPACTS

Impact TR-1: The project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit; and

Impact TR-2: The project would conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

Significant and Unavoidable Impact. The proposed Specific Plan would be developed in two phases. Phase 1, which includes PA-1 and PA-2 would develop 9 light industrial, warehousing/distribution and business buildings that would total approximately 1,683,170 SF¹. Each building would have loading docks (a total of 240 loading docks would be included), and adjacent parking facilities.

Phase 2 includes PA-3, which would be developed with a maximum of 231,195 SF of office and industrial warehousing uses. Currently, the timeline for development and operation of PA-3 is unknown, as it is

¹ The technical studies throughout this EIR analyze the development plan, plus additional square footage equivalent to 1% of the PA-1 and PA-2 total (or 16,831 SF) to account for technical deviations during final the final engineering stage, or about 1,700,000 SF.

dependent upon economic conditions and full occupancy of PA-1 and PA-2. However, the analysis within this EIR assumes that PA-3 would be developed and operational after 2040.

The Specific Plan area is located on the southwest corner of Archibald Avenue and Merrill Avenue, and the project would provide vehicular and truck traffic access at the following driveways:

- Driveway 1 / Merrill Avenue – right-in/right-out
- Driveway 2 / Merrill Avenue – full access
- Archibald Avenue / Driveway 3 – right-in/right-out
- Archibald Avenue / Driveway 4 – full access
- Archibald Avenue / Driveway 5 – right-in/right-out

As detailed further in Section 3.0, *Project Description*, the proposed Specific Plan includes frontage half-width improvements along Merrill Avenue and Archibald Avenue.

- Merrill Avenue would be improved as a 4-lane Collector, with an ultimate 88-foot right-of-way, a class II bikeway, and sidewalk consistent with the City of Ontario's General Plan. These half-width improvements would be installed from the western Specific Plan boundary to Archibald Avenue.
- Archibald Avenue would be improved along the length of the Specific Plan area, from Merrill Avenue to the Specific Plan's southern boundary. The half-width improvements would develop three travel lanes and a sidewalk. The roadway would have an ultimate 120-foot right-of-way in compliance with the General Plan.

Project Trip Generation

As shown on Table 5.13-11 operation of Phase 1 of the Specific Plan is anticipated to generate a net total of 4,109 passenger car equivalent (PCE) trip-ends per day, 371 PCE a.m. peak hour trips and 424 PCE p.m. peak hour trips. With the addition of Phase 2 (PA-3) traffic after 2040, a total of 4,782 PCE trip-ends are estimated per day; of these 454 PCE are anticipated to occur in the a.m. peak hour trips and 514 PCE are anticipated to occur in the p.m. peak hour.

Table 5.13-11: Specific Plan Trip Generation (PCE)

Land Use	Buildings	Unit	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Manufacturing (25% of Buildings 1-8)	175.330	TSF							
Passenger Cars:			66	20	86	29	64	93	542
Truck Trips: 2-axle:			10	3	13	4	10	14	83
3-axle:			7	2	9	3	6	9	54
4+-axle:			24	7	31	10	23	33	196
- Net Truck Trips:			41	12	53	17	39	56	333
TOTAL NET TRIPS (PCE)			107	32	139	46	103	149	875
Warehousing (75% of Buildings 1-8)	525.991	TSF							
Passenger Cars:			55	17	72	22	59	81	735
Truck Trips: 2-axle:			5	2	7	2	6	8	71
3-axle:			6	2	8	2	7	19	82
4+-axle:			21	6	27	8	22	30	275
- Net Truck Trips:			32	10	42	12	35	47	428
TOTAL NET TRIPS (PCE)			87	27	114	34	94	128	1,163
High-Cube Warehouse (Building 9)	998.680	TSF							
Passenger Cars:			42	13	55	19	49	68	962

Land Use	Buildings	Unit	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Truck Trips: 2-axle:			5	1	6	2	6	8	109
3-axle:			8	2	10	4	9	13	181
4+-axle:			36	11	47	16	42	58	819
- Net Truck Trips:			49	14	63	22	57	79	1,109
TOTAL NET TRIPS (PCE)²			91	27	118	41	106	147	2,071
Total (PCE) for Opening Year (2019)			285	86	371	121	303	424	4,109
Horizon Year (2040) Only									
Manufacturing (25% of PA-3)	57.799	TSF							
Passenger Cars:			22	6	28	9	21	30	179
Truck Trips: 2-axle:			3	1	4	1	3	4	27
3-axle:			2	1	3	1	2	3	18
4+-axle:			8	2	10	3	8	11	65
- Net Truck Trips:			13	4	17	5	13	18	110
TOTAL NET TRIPS (PCE)²			35	10	45	14	34	48	289
Warehousing (75% of PA-3)	173.396	TSF							
Passenger Cars:			18	5	23	7	19	26	242
Truck Trips: 2-axle:			2	1	3	1	2	3	24
3-axle:			2	1	3	1	2	3	27
4+-axle:			7	2	9	3	7	10	91
- Net Truck Trips:			11	4	15	5	11	16	142
TOTAL NET TRIPS (PCE)			29	9	38	12	30	42	343
Total (PCE) for Horizon Year (2040)			349	105	454	147	367	514	4,782

Source: Urban Crossroads, 2017

Existing Plus Project

Table 5.13-12, below, identifies existing traffic volumes at the study area intersections, as well as existing traffic volumes plus Phase 1 project traffic². As evidenced by Table 5.13-12, there would be no intersections that are currently operating at an acceptable LOS (in any jurisdiction) that would operate at an unacceptable LOS with project traffic included. Therefore, there are no direct project impacts.

There are, however, three intersections that are currently operating at an unacceptable LOS under existing conditions that would also operate at an unacceptable LOS with traffic associated with Phase 1 of the Specific Plan.

- Hellman Avenue / Kimball Avenue (#10): This intersection, which is located in the Cities of Eastvale and Chino, operates at an unacceptable LOS (LOS F) during the peak hours under existing traffic conditions. With the proposed project and associated traffic, it would continue to operate at an unacceptable level with implementation of the project. However, consistent with the thresholds identified above, a cumulative impact would not result because (1) the project would contribute less than 50 peak hour trips (City of Chino's significance criteria), and (2) the delay resulting from project traffic would increase by less than 5.0 seconds (City of Eastvale's significance criteria). As such, the impact is considered less than significant.³

² Existing plus Phase 2 project scenario has been evaluated for informational purposes only and provided in Appendix K3. The analysis within this EIR assumes that PA-3 would be developed and operational after 2040. As such, no mitigation measures have been identified for the purposes of this analysis for the Existing plus Phase 2 project scenario.

³ It should also be noted that an improvement is currently under construction at this intersection, which would improve intersection operations to an acceptable LOS even with project traffic.

- Archibald Avenue / Limonite Avenue (#26): This intersection, which is located in the City of Eastvale, operates at LOS E during the p.m. peak hour. With Phase 1 of the project, the intersection would operate at LOS F. Therefore, implementation of the project would result in a cumulative impact at the intersection of Archibald Avenue / Limonite Avenue in the existing plus project condition. As a result, Mitigation Measure TR-1 has been included to reduce impacts at this intersection. To mitigate this impact, Mitigation Measure TR-1 identifies an improvement that would alleviate the deficiency, and requires the project applicant / developers to make fair-share payments to the City of Ontario toward construction of the improvement. With implementation of this improvement, project impacts would be less than significant, as shown on Table 5.13-13.

However, this intersection is located within the City of Eastvale, and the City of Ontario cannot guarantee implementation of the improvement in this jurisdiction. As a result, traffic impacts at Archibald Avenue / Limonite Avenue in the existing plus project condition would remain significant and unavoidable.

- Hamner Avenue / Ontario Ranch Road (#31): This intersection, which is located in the cities of Eastvale and Ontario, operates at LOS E during the a.m. and p.m. peak hours. With Phase 1 of the project, the intersection would operate at LOS F during the a.m. peak hour and LOS E during the p.m. peak hour. The project would add 50 trips to the intersection, which is considered a cumulative impact by the City of Ontario. In addition, the increase in delay of more than 5.0 seconds during both the a.m. and p.m. peak hours is considered an impact by the City of Eastvale. However, the intersection of Hamner Avenue and Ontario Ranch Road is currently under construction to widen Hamner Avenue between Ontario Ranch Road/Cantu Galleano Ranch Road and Bellegrave Avenue. With the completion of this improvement, which is anticipated in late-2017, the intersection would operate at an acceptable LOS, as shown on Table 5.13-13, and impacts would be less than significant. Therefore, the project would not result in a significant impact at the intersection of Hamner Avenue and Ontario Ranch Road.

Table 5.13-12: Existing Plus Project Intersection Operations

#	Intersection	Existing 2017				Existing Plus Project				Acceptable LOS	Significant?
		Delay (secs.)		LOS		Delay (secs.)		LOS			
		a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.		
1	Euclid Av. / Merrill Av.	26.4	40.5	C	C	29.2	43.7	C	D	D	No
2	Euclid Av. / Kimball Av.	50	45.7	D	D	51.6	46	D	D	D	No
3	Euclid Av. / Bickmore	46.1	25.8	D	C	46.1	26.9	D	C	D	No
4	Euclid Av. / Pine Av.	40.1	34.2	D	C	40.3	34.5	D	C	D	No
5	SR-71 NB Ramps / Euclid Av.	15.4	32.4	B	C	21.5	38.8	C	D	D	No
6	SR-71 SB Ramps / Euclid Av.	53.5	34.2	D	C	53.5	36.2	D	D	D	No
7	Grove Av. / Merrill Av.	19.5	14.7	C	B	23.1	16.4	C	C	D	No
8	Flight Av. / Merrill Av.	27.9	19	D	C	31.3	21	D	C	D	No
9	Hellman Av. / Merrill	Future Intersection									
10	Hellman Av. / Kimball	98.6	56.2	F	F	>100.0	59.6	F	F	D	No
11	Hellman Av. / Pine Av.	23.3	31.9	C	C	23.4	32.6	C	C	D	No
12	Driveway 1 / Merrill	Future Intersection				10.1	14.4	B	10.1	D	No
13	Driveway 2 / Merrill	Future Intersection				11.4	11.5	B	11.4	D	No
14	Archibald Av. / SR-60 WB Ramps	24.3	32.6	C	C	26	35.7	C	D	D	No
15	Archibald Av. / SR-60 EB Ramps	25	28.5	C	C	25.1	28.6	C	C	D	No
16	Archibald Av. / Walnut	17.4	11.4	B	B	17.4	11.6	B	B	E	No
17	Archibald Av. / Riverside Dr.	40.5	44.9	D	D	40.9	46.2	D	D	E	No
18	Archibald Av. / Chino	14.4	15.4	B	B	14.5	15.6	B	B	E	No
19	Archibald Av. / Schaefer Av.	Future Intersection									
20	Archibald Av. / Ontario Ranch Rd.	23.3	21.1	C	C	25.1	22.3	C	C	E	No
21	Archibald Av. / Eucalyptus Av.	7.1	5.9	A	A	7.2	6.7	A	A	E	No

#	Intersection	Existing 2017				Existing Plus Project				Acceptable LOS	Significant?
		Delay (secs.)		LOS		Delay (secs.)		LOS			
		a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.		
22	Archibald Av. / Merrill	32.9	38.6	C	D	36.4	70.9	D	E	E	No
23	Archibald Av. / Driveway 3	Future Intersection				10.6	16.2	B	C	D	No
24	Archibald Av. / Driveway 4	Future Intersection				20.3	16.8	C	B	D	No
25	Archibald Av. / Driveway 5	Future Intersection				10.4	15.9	B	C	D	No
26	Archibald Av. / Limonite Av.	40.1	65.5	D	E	51.1	80.1	D	F	D	Yes
27	Archibald Av. / Schleisman Rd.	38.1	29.8	D	C	40.2	30.6	D	C	D	No
28	Harrison Av. / Limonite	20.3	18.7	C	B	20.6	18.8	C	B	D	No
29	Sumner Av. / Limonite	17.5	16.3	B	B	17.6	16.4	B	B	D	No
30	Scholar Way / Limonite Av.	16.6	15.3	B	B	16.7	15.4	B	B	D	No
31	Hamner Av. / Ontario Ranch Rd.	76.4	59.4	E	E	85.9	67.07	F	E	D	No
32	Hamner Av. / Bellegrave Av.	29.5	44.5	C	D	29.6	44.6	C	D	D	No
33	Hamner Av. / Limonite	32.9	33.8	C	C	33.1	34.2	C	C	D	No
34	I-15 SB Ramps / Cantu Galleano Ranch Rd.	12.9	8.6	B	A	13.2	9	B	A	D	No
35	I-15 SB Ramps / Limonite Av.	29.3	30	C	C	29.4	30	C	C	D	No
36	I-15 NB Ramps / Cantu Galleano Ranch Rd.	15.4	15.2	B	B	16	15.4	B	B	D	No
37	I-15 NB Ramps / Limonite Av.	24.8	25.1	C	C	25.5	25.2	C	C	D	No

Source: Urban Crossroads, 2017

As identified below, with implementation of the necessary improvements for the intersection of Archibald Avenue / Limonite Avenue (through the project payment of fair share fees), the Specific Plan's share of impacts would be mitigated to a less than significant level, as shown on Table 5.13-13. However, the intersection of Archibald Avenue / Limonite Avenue is under the jurisdiction of the City of Eastvale, and the City of Ontario cannot guarantee implementation of the improvements within this jurisdiction. As a result, traffic impacts at Archibald Avenue and Limonite Avenue in the existing plus project condition would remain significant and unavoidable.

Table 5.13-13: Existing Plus Project Intersection Operations with Improvements

#	Intersection	Delay (secs.)		LOS	
		a.m.	p.m.	a.m.	p.m.
26	Archibald Av. / Limonite Av.				
	Existing	40.1	65.5	D	E
	Existing Plus Project	51.1	80.1	D	F
	- With Mitigation	44.9	32.5	D	C
31	Hammer Av./Ontario Ranch Rd.				
	Existing	76.4	59.4	E	E
	Existing Plus Project	85.9	67.0	F	E
	- With Already Under Construction Improvement	21.8	19.8	C	B

Source: Urban Crossroads, 2017

Roadway Segment Operations. As shown on Table 5.13-14, the roadway segment of Archibald Avenue north of the County line is anticipated to operate at a deficient LOS (based on daily roadway segment capacities) under the existing without and with project traffic conditions. As shown, with implementation of the project, the v/c ratio would increase from 1.51 to 1.58. However, this roadway segment would operate at an LOS C (as shown on Table 5.13-15) once the roadway is widened to a four-lanes, which would occur as part of frontage improvements that are part of development of the proposed project. Thus, with implementation of the frontage improvements on Archibald Avenue, as described in Section 3.0, *Project Description*, impacts related to roadway segment operations in the existing plus project condition would be less than significant.

Table 5.13-14: Existing Plus Project Roadway Segment Operations

#	Roadway	Segment Limits	LOS Capacity	Existing 2017			Existing (2017) Plus Project			Acceptable LOS
				Volume	V/C	LOS	Volume	V/C	LOS	
1	Merrill Avenue	East of Euclid Av. (SR-83)	14,000	8,407	0.60	B	9,005	0.64	B	D
2		Between Grove Av. and Vineyard Av.	14,000	7,466	0.53	A	8,288	0.59	A	D
3		West of Driveway 2	14,000	10,754	0.77	C	11,668	0.83	D	D
4	Archibald Avenue	North of Ontario Ranch Rd.	35,900	21,177	0.59	A	22,216	0.62	B	D
5		Between Eucalyptus Av. and Merrill Av.	35,900	20,073	0.56	A	22,023	0.61	B	D
6		North of the County Line	17,950	27,064	1.51	F	28,401	1.58	F	D

Source: Urban Crossroads, 2017

Table 5.13-15: Existing Plus Project Roadway Segment Operations with Improvements

#	Roadway	LOS Capacity	Existing			Existing Plus Project			Acceptable LOS
			Volume	V/C	LOS	Volume	V/C	LOS	
6	Archibald Avenue North of the County Line	35,900	27,064	0.75	C	28,401	0.79	C	D

Source: Urban Crossroads, 2017

Traffic Signal Warrant. Pursuant to MUTCD criteria, the intersection of Archibald Avenue at Driveway 4 is anticipated to warrant a traffic signal in the existing plus project traffic condition. Therefore, impacts related to the need for the additional traffic signal would require implementation of Mitigation Measure TR-1, which would require a fair share payment of costs related to implementation of a traffic signal at this location, which would reduce the project's impacts to a less than significant level. However, the City does not have a formally adopted plan or program for the implementation of this improvement. Therefore, impacts would be considered significant and unavoidable.

Off-Ramp Queuing. As shown on Table 5.13-16 the addition of Specific Plan traffic in the existing plus project condition would not cause queues to spillover onto adjacent the freeway mainline and thereby result in queuing impacts during weekday a.m. or p.m. peak 95th percentile traffic flows. Therefore, impacts related to off-ramp queuing would be less than significant in the existing plus project condition.

Table 5.13-16: Existing Plus Project Off-Ramp Queuing

Intersection	Movement	Available Stacking Distance (Feet)	Existing (2017)				Existing Plus Project			
			95th Percentile Queue (Feet) ³		Acceptable? ¹		95th Percentile Queue (Feet) ³		Acceptable? ¹	
			a.m. Peak Hour	p.m. Peak Hour	a.m.	p.m.	a.m. Peak Hour	p.m. Peak Hour	a.m.	p.m.
SR-71 NB Ramps / Euclid Avenue	NBL	1,745	38	48	Yes	Yes	38	49	Yes	Yes
	NBR	420	150 ²	992 ²	Yes	Yes ³	249 ²	1,054 ²	Yes	Yes ³
SR-71 SB Ramps / Euclid Avenue	SBL	1,100	129	468 ²	Yes	Yes	129	468 ²	Yes	Yes
	SBL/T	1,560	128	458 ²	Yes	Yes	128	458 ²	Yes	Yes
	SBR	255	0	43	Yes	Yes	0	43	Yes	Yes
Archibald Avenue/ SR-60 WB Ramps	WBL/T	1,389	331 ²	357 ²	Yes	Yes	368 ²	373 ²	Yes	Yes
	WBR	250	522 ²	52	Yes ³	Yes	522 ²	52	Yes	Yes
Archibald Avenue/ SR-60 EB Ramps	EBL/T	1,268	322	89	Yes	Yes	322	89	Yes	Yes
	EBR	350	157	298 ²	Yes	Yes	199	338 ²	Yes	Yes
I-15 SB Ramps / Cantu Galleano Ranch Rd.	SBL	1,440	61	62	Yes	Yes	56	67	Yes	Yes
	SBR	460	154	109	Yes	Yes	171	129	Yes	Yes
I-15 NB Ramps / Cantu Galleano Ranch Rd.	NBL	1,680	80 ²	59	Yes	Yes	80 ²	59	Yes	Yes
	NBL/R	580	0	0	Yes	Yes	0	0	Yes	Yes
	NBR	440	45	39	Yes	Yes	45	39	Yes	Yes
I-15 SB Ramps / Limonite Avenue	SBL	400	182	191	Yes	Yes	182	191	Yes	Yes
	SBL/T/R	400	95	256	Yes	Yes	95	260	Yes	Yes
	SBR	1,200	74	232	Yes	Yes	74	236	Yes	Yes
I-15 NB Ramps / Limonite Avenue	NBL	450	225 ²	350	Yes	Yes	270 ²	365	Yes	Yes
	NBL/T/R	1,235	90	252	Yes	Yes	107	257	Yes	Yes
	NBR	400	65	237	Yes	Yes	67	240	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the SR-60, SR-71, or I-15 Freeway mainline.

Source: Urban Crossroads, 2017

Freeway Segments. As shown on Table 5.13-17 the addition of project traffic in the existing plus project condition would not result in new freeway segments operating at an unacceptable LOS (i.e., LOS E or worse) during the peak hours. However, the project would add 25 or more one-way peak hour trips to the existing deficient condition on I-15 south of Limonite in the a.m. peak hour. Therefore, project impacts related to the I-15 south of Limonite freeway segment in the a.m. peak hour would be significant in the existing plus project condition. Under state law, it is the responsibility of Caltrans to plan and implement improvements to reduce congestion on state-owned freeways. There is no established mechanism whereby the applicant can provide fair share funds to Caltrans to help finance improvements that would alleviate the impact. Also, as the intersection and/or roadway falls outside the jurisdiction of the City, the City does not have the authority to construct or demand the construction of improvements. Therefore, there is no feasible mitigation that would alleviate or lessen this significant impact.

Table 5.13-17: Existing Plus Project Freeway Segment Operations

Freeway	Direction	Mainline Segment	Existing (2017)				Existing plus Project			
			Density		LOS		Density		LOS	
			a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
SR-71	SB	South of Euclid Av. (SR-83)	39.4	27.3	E	D	39.5	27.6	E	D
	NB	South of Euclid Av. (SR-83)	24.3	24.9	C	C	24.5	24.9	C	C
SR-60	WB	West of Archibald Av.	22.4	21.7	C	C	22.4	21.8	C	C
		East of Archibald Av.	18.0	16.3	B	B	18.0	16.4	B	B
	EB	West of Archibald Av.	29.4	26.3	D	D	29.8	26.4	D	D
		East of Archibald Av.	28.1	27.6	D	D	28.2	27.7	D	D
I-15	SB	North of Cantu Galleano Ranch Rd.	24.5	24.6	C	C	24.7	24.7	C	C
		Cantu Galleano Ranch Rd. to Limonite Av.	32.1	32.0	D	D	32.1	32.0	D	D
		South of Limonite Av.	37.4	32.2	E	D	37.8	32.4	E	D
	NB	North of Cantu Galleano Ranch Rd.	19.1	16.7	C	B	19.1	16.8	C	B
		Cantu Galleano Ranch Rd. to Limonite Av.	32.7	27.0	D	D	32.7	27.0	D	D
		South of Limonite Av.	27.8	29.7	D	D	28.0	29.7	D	D

Source: Urban Crossroads, 2017

Freeway Merge/Diverge. As shown on Table 5.13-18 the addition of project traffic in the existing plus project condition would not result in new freeway merge and diverge areas operating at unacceptable levels. The unacceptable freeway merge and diverge areas listed below are already operating at unacceptable levels in the existing traffic conditions and the project would add 25 or more one-way peak hour trips to the existing deficient conditions in the a.m. peak hour, as shown on Table 5.13-8. Therefore, impacts related to freeway merge/diverge would be significant in the existing plus project condition. Under state law, it is the responsibility of Caltrans to plan and implement improvements to reduce congestion on state-owned freeways. There is no established mechanism whereby the applicant can provide fair share funds to Caltrans to help finance improvements that would alleviate the impact. Also, as the intersection and/or roadway falls outside the jurisdiction of the City, the City does not have the authority to construct or demand the construction of improvements. Therefore, there is no feasible mitigation that would alleviate or lessen this significant impact.

Table 5.13-18: Existing Plus Project Freeway Merge/Diverge Operations

Freeway	Direction	Ramp or Segment	Existing (2017)				Existing plus Project			
			a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour	
			Density	LOS	Density	LOS	Density	LOS	Density	LOS
SR-71	SB	Loop On-Ramp at Euclid Av. (Upstream)	33.0	D	29.7	D	33.0	D	29.9	D
		Loop On-Ramp at Euclid Av. (Downstream)	33.0	D	29.7	D	33.0	D	29.9	D
	NB	Off-Ramp at Euclid Av. (SR-83)	32.3	D	33.9	D	32.6	D	33.9	D
SR-60	WB	On-Ramp at Archibald Av.	23.2	C	22.7	C	23.2	C	23.1	C
		Off-Ramp at Archibald Av.	28.7	D	25.0	C	28.8	D	25.2	C

Freeway	Direction	Ramp or Segment	Existing (2017)				Existing plus Project			
			a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour	
			Density	LOS	Density	LOS	Density	LOS	Density	LOS
I-15	EB	Off-Ramp at Archibald Av.	35.1	E	31.3	D	35.4	E	31.4	D
		On-Ramp at Archibald Av.	25.8	C	26.2	C	25.9	C	26.4	C
	SB	Off-Ramp at Cantu Galleano Ranch Rd.	31.8	D	32.8	D	32.1	D	32.9	D
		On-Ramp at Limonite Av.	35.1	E	31.7	D	35.2	E	31.9	D
	NB	On-Ramp at Cantu Galleano Ranch Rd.	37.8	E	33.7	D	37.9	E	34.0	D
		Off-Ramp at Limonite Av.	32.5	D	34.5	D	32.6	D	34.5	D

Source: Urban Crossroads, 2017

Opening Year (2019)

The opening year 2019 condition includes the existing traffic volumes, plus an ambient growth factor of 1.02 percent, plus traffic from pending and approved development projects in the area that are anticipated to be operational by 2019.

Intersection Operations. In addition to the intersections that operate at an unacceptable level in the existing condition (Intersections 10, 26, and 31), the following study area intersections are anticipated to operate at an unacceptable LOS in the opening year (2019) without project traffic conditions:

- Euclid Av. / Merrill Av. (#1) – LOS F a.m. and p.m. peak hours
- Euclid Av. / Kimball Av. (#2) – LOS F a.m. and p.m. peak hours
- Euclid Av. / Bickmore Av. (#3) – LOS E a.m. and p.m. peak hours
- Euclid Av. / Pine Av. (#4) – LOS E a.m. and p.m. peak hours
- SR-71 Southbound Ramps / Euclid Av. (#6) – LOS E a.m. peak hour
- Grove Av. / Merrill Av. (#7) – LOS F a.m. and p.m. peak hours
- Flight Av. / Merrill Av. (#8) – LOS F a.m. and p.m. peak hours
- Hellman Av. / Merrill Av. (#9) – LOS F a.m. peak hour; LOS E p.m. peak hour
- Hallman Av. / Pine Av. (#11) – LOS E p.m. peak hour
- Archibald Av. / SR-60 WB Ramps (#14) – LOS F a.m. peak hour; LOS E p.m. peak hour
- Archibald Av. / Riverside Dr. (#17) – LOS F a.m. and p.m. peak hours
- Archibald Av. / Schaefer Av. (#19) – LOS F a.m. and p.m. peak hours
- Archibald Av. / Ontario Ranch Rd. (#20) – LOS F a.m. peak hour
- Archibald Av. / Merrill Av. (#22) – LOS F a.m. and p.m. peak hours
- Archibald Av. / Limonite Av. (#26) – LOS F a.m. and p.m. peak hours
- Archibald Av. / Schleisman Rd. (#27) – LOS E p.m. peak hour
- Harrison Av. / Limonite Av. (#28) – LOS E a.m. peak hour
- Hamner Av. / Ontario Ranch Rd. (#31) – LOS E a.m. peak hour

- Hamner Av. / Limonite Av. (#33) – LOS E p.m. peak hour
- I-15 Southbound Ramps / Limonite Av. (#35) – LOS E a.m. peak hour

The weekday a.m. and p.m. peak hour LOS in the opening year (2019) with Specific Plan traffic conditions are shown on Table 5.13-19. As shown, no additional study area intersections are anticipated to result in an unacceptable LOS with the addition of traffic from the Specific Plan during the peak hours. However, the project would add to the deficient conditions, as shown on Table 5.13-19.

Table 5.13-19: Opening Year (2019) Plus Project Intersection Operations

#	Intersection	2019 Without Project				2019 With Project				Acceptable LOS	Significant?
		Delay (secs.)		LOS		Delay (secs.)		LOS			
		a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.		
1	Euclid Av. / Merrill Av.	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D	Yes
2	Euclid Av. / Kimball Av.	156.2	>200.0	F	F	162.3	>200.0	F	F	D	No
3	Euclid Av. / Bickmore Av.	74.5	71.1	E	E	84.5	74	F	E	D	No
4	Euclid Av. / Pine Av.	57.2	62.3	E	E	59.6	65.6	E	E	D	No
5	SR-71 NB Ramps / Euclid Av.	11.6	39.8	B	D	12.9	48.2	B	D	D	No
6	SR-71 SB Ramps / Euclid Av.	74	33.9	E	C	74.9	34.9	E	C	D	No
7	Grove Av. / Merrill Av.	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D	Yes
8	Flight Av. / Merrill Av.	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D	Yes
9	Hellman Av. / Merrill Av.	>100.0	39.9	F	E	>100.0	64.1	F	F	D	Yes
10	Hellman Av. / Kimball Av.	25.9	23.9	D	C	27.01	24.4	D	C	D	No
11	Hellman Av. / Pine Av.	26.6	55.2	C	E	26.7	56.1	C	E	D	No
12	Driveway 1 / Merrill Av.	Future Intersection				11.3	19	B	C	D	No
13	Driveway 2 / Merrill Av.	Future Intersection				14.9	14.6	B	B	D	No
14	Archibald Av. / SR-60 WB Ramps	84.9	60.2	F	E	92.1	62.1	F	E	D	Yes
15	Archibald Av. / SR-60 EB Ramps	27.9	51.7	C	D	28.8	52.6	C	D	D	No
16	Archibald Av. / Walnut Av.	37.8	21.8	D	C	39.1	23.6	D	C	E	No
17	Archibald Av. / Riverside Dr.	91.1	118.3	F	F	94	126.9	F	F	E	Yes
18	Archibald Av. / Chino Av.	22.2	43.9	C	D	24.5	45.7	C	D	E	No
19	Archibald Av. / Schaefer Av.	>100.0	>100.0	F	F	>100.0	>100.0	F	F	E	Yes
20	Archibald Av. / Ontario Ranch Rd.	85.7	68.8	F	E	97.7	77.6	F	E	E	Yes
21	Archibald Av. / Eucalyptus Av.	16.2	24.8	B	C	17	30.2	B	C	E	No
22	Archibald Av. / Merrill Av.	>200.0	>200.0	F	F	>200.0	>200.0	F	F	E	Yes
23	Archibald Av. / Driveway	Future Intersection				15.1	26.5	C	D	D	No
24	Archibald Av. / Driveway	Future Intersection				14.1	10.7	B	B	D	No
25	Archibald Av. / Driveway	Future Intersection				14.7	27.3	C	D	D	No
26	Archibald Av. /	162.6	>200.0	F	F	180	>200.0	F	F	D	Yes

#	Intersection	2019 Without Project				2019 With Project				Acceptable LOS	Significant?
		Delay (secs.)		LOS		Delay (secs.)		LOS			
		a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.		
	Limonite Av.										
27	Archibald Av. / Schleisman Rd.	50.5	55.5	D	E	52.6	60.1	D	E	D	No
28	Harrison Av. / Limonite Av.	59.7	33	E	C	65.9	34.1	E	C	D	Yes
29	Sumner Av. / Limonite Av.	23.5	22.8	C	C	24.1	23.2	C	C	D	No
30	Scholar Way / Limonite Av.	22.6	30	C	C	23.2	34	C	C	D	No
31	Hamner Av. / Ontario Ranch Rd	47.1	73.7	D	E	47.4	74.5	D	E	D	Yes
32	Hamner Av. / Bellegrave Av	26.6	23.6	C	C	26.7	23.7	C	C	D	No
33	Hamner Av. / Limonite Av.	48.6	61.7	D	E	50.3	64.4	D	E	D	No
34	I-15 SB Ramps / Cantu Galleano Ranch	25	24.6	C	C	30.2	31.2	C	C	D	No
35	I-15 SB Ramps / Limonite Av.	58.7	53.3	E	D	60.9	57.5	E	E	D	Yes
36	I-15 NB Ramps / Cantu Galleano Ranch	42.2	50.3	D	D	42.5	54.4	D	D	D	No
37	I-15 NB Ramps / Limonite Av.	49.9	39.1	D	D	50.5	39.6	D	D	D	No

Source: Urban Crossroads, 2017

The Traffic Impact Analysis (Appendix K) identified improvements to address these deficiencies. These roadway improvements consist of installation of traffic signals, additional turn lanes, additional through lanes, and traffic signal modifications to accommodate right turn overlap phasing, and are detailed below in Section 5.13-10, Mitigation Measures. Implementation of these improvements at the impacted intersections would improve the LOS, as shown on Table 5.13-20.

Table 5.13-20: Opening Year (2019) Plus Project Intersection Operations with Improvements

#	Intersection	Delay (secs.)		Level of Service	
		AM	PM	AM	PM
1	Euclid Av. (SR-83) / Merrill Av.				
	- Without Project	36.7	45.9	D	D
	- With Project	37.9	48.5	D	D
7	Grove Av. / Merrill Av.				
	- Without Project	32.0	16.5	C	B
	- With Project	35.4	17.8	D	B
8	Flight Av. / Merrill Av.				
	- Without Project	13.2	16.3	B	B
	- With Project	13.5	16.3	B	B
9	Hellman Av. / Merrill Av.				
	- Without Project	26.7	12.2	C	B
	- With Project	27.4	12.5	C	B
14	Archibald Av. / SR-60 WB Ramps				
	- Without Project	32.4	33.4	C	C
	- With Project	33.1	34.3	C	C
17	Archibald Av. / Riverside Dr.				
	- Without Project	53.2	66.8	D	E
	- With Project	54.1	70.5	E	E
19	Archibald Av. / Schaefer Av.				
	- Without Project	14.3	17.0	B	B
	- With Project	14.6	18.0	B	B

#	Intersection	Delay (secs.)		Level of Service	
		AM	PM	AM	PM
20	Archibald Av. / Ontario Ranch Rd.				
	- Without Project	42.2	41.4	D	D
	- With Project	46.7	45.9	D	D
22	Archibald Av. / Merrill Av.				
	- Without Project	46.8	36.8	D	D
	- With Project	49.7	42.7	E	D
26	Archibald Av. / Limonite Av.				
	- Without Project	24.3	41.0	C	D
	- With Project	25.7	46.8	C	D
28	Harrison Av. / Limonite Av.				
	- Without Project	30.2	31.9	C	C
	- With Project	30.6	33.1	C	C
31	Hamner Av. / Ontario Ranch Rd.				
	- Without Project	24.0	36.7	C	D
	- With Project	24.0	37.7	C	C
35	I-15 SB Ramps / Limonite Av.				
	- Without Project	45.4	46.6	D	D
	- With Project	46.3	50.8	D	D

Source: Urban Crossroads, 2017

The project would cause one intersection – I-15 SB Ramps / Limonite Avenue, during the p.m. peak hour – to operate at an unacceptable LOS (LOS E). That intersection is within the City of Eastvale and, as discussed above, the City of Ontario does not have the authority to authorize or mandate the construction of improvements in the City of Eastvale. Thus, the impacts to that intersection are considered significant and unavoidable.

The proposed project would also contribute to deficiency at a number of existing intersections. Because the proposed project would add traffic sufficient to cause a cumulative impact at these deficient intersection locations, Mitigation Measure TR-1 would be implemented, which require contribution of a fair share towards various improvements to mitigate the Specific Plan's fair share of the impacts at these intersection locations. With payment of the fair share contribution, the Specific Plan's share of impacts would be mitigated, and implementation of these improvements at the impacted intersections would improve the LOS. Within the City of Ontario, many of the improvements are included in the City's DIF program, which have been planned to accommodate the City's growth as identified in its General Plan. Because the proposed project is consistent with buildout of the General Plan, many of the related roadway improvements are included in the DIF. However, many of the needed improvements are also not included in the DIF (as listed in Table 1-4 of the Traffic Impact Analysis, included as Appendix K) and are not planned improvements. Also, the construction/implementation of these improvements (whether listed in the City's DIF or not) is dependent upon the payment of similar fees by other projects that contribute to the impact. As such, the exact timing of implementation of the improvements identified by the mitigation measure is uncertain. The City does earmark fair share funds paid for traffic improvements, meaning that any fair share fees paid for a certain improvement will necessarily be spent on that specific improvement (i.e., fair share fees cannot be spent on alternative improvements or other items). However, notwithstanding this commitment to use the funds for the specified improvements, the uncertainty regarding the timing of the construction of the improvements means the impacts are considered significant and unavoidable even with implementation of Mitigation Measure TR-1. In addition, many intersections (as listed above) are under the jurisdiction of Caltrans or the Cities of Chino and Eastvale; and the City of Ontario cannot guarantee implementation of the improvements within these jurisdictions. As a result, traffic impacts to intersections in the opening year 2019 plus project condition would be cumulatively significant and remain significant and unavoidable.

Roadway Segment Operations. Table 5.13-21 provides a summary of the Opening Year (2019) roadway segment conditions. As shown, all of the study area roadway segments are anticipated to operate at an unacceptable LOS (based on daily roadway segment capacities) both without and with project traffic conditions. Because the project would add 50 or more trips to the deficient condition, it would result in impacts to all of the deficient roadway segments.

Table 5.13-21: Opening Year (2019) Roadway Segment Operations

#	Roadway	Segment Limits	LOS Capacity	2019 Without Project			2019 With Project			Acceptable LOS
				Volume	V/C	LOS	Volume	V/C	LOS	
1	Merrill Avenue	East of Euclid Av. (SR-83)	14,000	18,516	1.32	F	19,114	1.37	F	D
2		Between Grove Av. and Vineyard Av.	14,000	19,912	1.42	F	20,734	1.48	F	D
3		West of Driveway 2	14,000	26,376	1.88	F	27,290	1.95	F	D
4	Archibald Avenue	North of Ontario Ranch Rd.	35,900	36,227	1.01	F	37,266	1.04	F	D
5		Between Eucalyptus Av. and Merrill Av.	35,900	39,133	1.09	F	41,083	1.14	F	D
6		North of the County Line	17,950	46,665	2.60	F	48,002	2.67	F	D

Source: Urban Crossroads, 2017

However, as described previously, the Traffic Impact Analysis (Appendix K) identified improvements (included as Mitigation Measure TR-1) to address these deficiencies. These improvements consist of installation of traffic signals, additional turn lanes, additional through lanes, and traffic signal modifications to accommodate right turn overlap phasing, and are detailed below in Section 3.13-10, Mitigation Measures. Although the improvements identified in Section 3.13-10 are intersection improvements, some of these improvements would also extend to the adjacent roadway segment, such as with the addition of a through lane. The ultimate roadway cross-section with the improvement identified in Section 3.13-10 are shown in Table 5.13-22. As shown on Table 5.13-22, implementation of these improvements would most improve roadway segment operations; however, the segment of Merrill Avenue west of Driveway 2 would continue to exacerbate the deficient LOS condition with the recommended improvements. Therefore, impacts related to roadway segments are also considered significant and unavoidable.

Table 5.13-22: Opening Year (2019) Roadway Segment Operations with Improvements

#	Road	Segment Limits	LOS Capacity	2019 Without Project			2019 With Project			Acceptable LOS
				Volume	V/C	LOS	Volume	V/C	LOS	
1	Merrill Avenue	East of Euclid Av. (SR-83)	14,000	18,516	0.66	B	19,114	0.68	B	D
2		Between Grove Av. and Vineyard Av.	14,000	19,912	0.71	C	20,734	0.74	C	D
3		West of Driveway 2	14,000	26,376	0.75	C	27,290	0.78	C	D
4	Archibald Avenue	North of Ontario Ranch Rd.	35,900	36,227	0.67	B	37,266	0.69	B	D
5		Between Eucalyptus Av. and Merrill Av.	35,900	39,133	0.73	C	41,083	0.76	C	D
6		North of the County Line	17,950	46,665	0.87	D	48,002	0.89	D	D

Source: Urban Crossroads, 2017

Traffic Signal Warrant. Pursuant to FHWA MUTCD criteria, the intersection of Hellman Avenue and Merrill Avenue is anticipated to warrant a traffic signal in the opening year (2019) without project traffic conditions. Therefore, impacts related to the need for the additional traffic signal would require implementation of Mitigation Measure TR-1, which would require a fair share payment of costs related to implementation of a traffic signal at this location, which would reduce the project's impacts to a less than significant level. However, the City does not have a formally adopted plan or program for the implementation of this improvement. Therefore, impacts would be considered significant and unavoidable.

Off-Ramp Queuing. As shown on Table 5.13-23 the addition of traffic from the Specific Plan in the opening year would not result in queuing impacts during weekday a.m. or p.m. peak 95th percentile traffic flows. Thus, impacts to off-ramp queuing in the opening year plus project condition would be less than significant.

Table 5.13-23: Opening Year (2019) Plus Project Off-Ramp Queuing

Intersection	Available Stacking Distance (Feet)	2019 Without Project				2019 With Project			
		95th Percentile Queue (Feet) ³		Acceptable? ¹		95th Percentile Queue (Feet) ³		Acceptable? ¹	
		a.m. Peak Hour	p.m. Peak Hour	a.m.	p.m.	a.m. Peak Hour	p.m. Peak Hour	a.m.	p.m.
SR-71 NB Ramps / Euclid Av.	1,745	40	50	Yes	Yes	40	51	Yes	Yes
	420	821 ²	1,470 ²	Yes ³	Yes ³	890 ²	1,536 ²	Yes ³	Yes ³
SR-71 SB Ramps / Euclid Av.	1,100	155	523 ²	Yes	Yes	155	523 ²	Yes	Yes
	1,560	154	507 ²	Yes	Yes	154	507 ²	Yes	Yes
	255	0	44	Yes	Yes	0	44	Yes	Yes
Archibald Av. / SR-60 WB Ramps	1,389	678 ²	688 ²	Yes	Yes	712 ²	701 ²	Yes	Yes
	250	551 ²	58	Yes ³	Yes	551 ²	59	Yes ³	Yes
Archibald Av. / SR-60 EB Ramps	1,268	340 ²	93	Yes	Yes	340 ²	93	Yes	Yes
	350	504 ²	649 ²	Yes ³	Yes ³	547 ²	650 ²	Yes ³	Yes ³
I-15 SB Ramps / Cantu Galleano Ranch Rd.	1,440	57	68	Yes	Yes	57	68	Yes	Yes
	460	627 ²	563 ²	Yes ³	Yes ³	673 ²	583 ²	Yes ³	Yes ³
I-15 NB Ramps / Cantu Galleano Ranch Rd.	1,680	203 ²	203 ²	Yes	Yes	203 ²	190 ²	Yes	Yes
	580	0	0	Yes	Yes	0	0	Yes	Yes
	440	51	43	Yes	Yes	51	43	Yes	Yes
I-15 SB Ramps / Limonite Av.	400	187	200	Yes	Yes	186	200	Yes	Yes
	400	426 ²	516 ²	Yes	Yes ³	436 ²	516 ²	Yes ³	Yes ³
	1,200	389 ²	475 ²	Yes	Yes	397 ²	475 ²	Yes	Yes
I-15 NB Ramps / Limonite Av.	450	542 ²	578 ²	Yes ³	Yes ³	541 ²	594 ²	Yes ³	Yes ³
	1,235	570 ²	571 ²	Yes	Yes	572 ²	580 ²	Yes	Yes
	400	157	475 ²	Yes	Yes ³	176	477 ²	Yes	Yes ³

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the SR-60, SR-71, or I-15 Freeway mainline.

Source: Urban Crossroads, 2017

Freeway Segments. In addition to the impacts identified previously under existing and existing plus project conditions, the three I-15 freeway segments listed below are anticipated to operate at an unacceptable LOS (i.e., LOS E or worse) during the peak hours in both the opening year (2019) without and with operation of the Specific Plan (as shown in Table 5.13-24). Because the proposed Specific Plan would contribute 25 or more one-way peak hour trips to these Caltrans freeway segments that are already operating at an unacceptable LOS, the proposed Specific Plan would result in cumulatively considerable impacts in the following 2019 conditions.

- SR-71 southbound, south of Euclid Av. – LOS F a.m. peak hour
- I-15 southbound, Cantu Galleano Ranch Rd. to Limonite Av. – LOS E a.m. and p.m. peak hours
- I-15 northbound, Cantu Galleano Ranch Rd. to Limonite Av. – LOS E a.m. peak hour
- I-15 northbound, south of Limonite Av. – LOS E p.m. peak hour

Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development projects in the City of Ontario (or other neighboring jurisdictions) on freeway segments. As

such, no feasible mitigation is available to reduce potential impacts to a less than significant level. In addition, the City of Ontario cannot implement or guarantee implementation of improvements on Caltrans facilities. Thus, the proposed Specific Plan would result in cumulatively considerable significant impacts at the four freeway segments listed above.

Table 5.13-24: Opening Year (2019) Plus Project Freeway Segment Operations

Freeway	Direction	Mainline Segment	2019 Without Project				2019 With Project			
			Density		LOS		Density		LOS	
			a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
SR-71	SB	South of Euclid Av.	48.1	34.1	F	D	48.3	34.3	F	D
	N	South of Euclid Av.	28.0	28.3	D	D	28.1	28.4	D	D
SR-60	WB	West of Archibald Av.	26.0	25.0	C	C	26.0	25.1	C	C
		East of Archibald Av.	20.5	18.6	C	C	20.5	18.6	C	C
	EB	West of Archibald Av.	34.1	31.4	D	D	34.4	31.5	D	D
		East of Archibald Av.	32.4	33.4	D	D	32.5	33.5	D	D
I-15	SB	North of Cantu Galleano Ranch Rd.	29.4	28.8	D	D	29.7	28.9	D	D
		Cantu Galleano Ranch Rd. to Limonite Av.	38.0	38.9	E	E	38.0	38.9	E	E
		South of Limonite Av.	46.7	43.1	F	E	46.8	43.4	F	E
	NB	North of Cantu Galleano Ranch Rd.	21.1	19.6	C	C	21.1	19.7	C	C
		Cantu Galleano Ranch Rd. to Limonite Av.	39.1	32.3	E	D	39.1	32.3	E	D
		South of Limonite Av.	35.3	37.5	E	E	35.5	37.6	E	E

Source: Urban Crossroads, 2017

Freeway Merge/Diverge. As shown on Table 5.13-25, the following merge and diverge areas are anticipated to operate at an unacceptable LOS (LOS E or LOS F) in the opening year (2019) without and with operation of the proposed Specific Plan. Because the proposed Specific Plan would contribute 25 or more one-way peak hour trips to these Caltrans freeway merge/diverge areas that are already operating at an unacceptable LOS, the proposed Specific Plan would result in cumulatively considerable impacts in the following conditions.

- SR-71 southbound loop on-ramp at Euclid Av. (Upstream) – LOS E a.m. peak hour
- SR-71 southbound loop on-ramp at Euclid Av. (Downstream) – LOS E a.m. peak hour
- SR-71 northbound off-ramp at Euclid Av. – LOS E p.m. peak hour
- SR-60 eastbound off-ramp at Archibald Av. – LOS E a.m. and p.m. peak hours
- I-15 southbound off-ramp at Cantu Galleano Ranch Rd. – LOS E a.m. and p.m. peak hours
- I-15 southbound on-ramp at Limonite Av. – LOS E a.m. and p.m. peak hours
- I-15 northbound on-ramp at Cantu Galleano Ranch Rd. – LOS E a.m. and p.m. peak hours
- I-15 northbound off-ramp at Limonite Av. – LOS E a.m. and p.m. peak hours

As described above, Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development projects. As such, no feasible mitigation available to reduce potential impacts to a less than significant level. In addition, the City of Ontario cannot implement or guarantee implementation of improvements on Caltrans facilities. Thus, the proposed Specific Plan would result in cumulatively considerable significant impacts at the 8 freeway merge/diverge locations listed above.

Table 5.13-25: Opening Year (2019) Project Freeway Merge/Diverge Operations

Freeway	Ramp or Segment	2019 Without Project	2019 With Project
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			a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour	
			Density	LOS	Density	LOS	Density	LOS	Density	LOS
SR-71	SB	Loop On-Ramp at Euclid Av. (Upstream)	36.1	E	33.8	D	36.2	E	34.0	D
		Loop On-Ramp at Euclid Av. (Downstream)	36.1	E	33.8	D	36.2	E	34.0	D
	NB	Off-Ramp at Euclid Av.	35.3	E	36.7	E	35.5	E	36.8	E
SR-60	WB	On-Ramp at Archibald Av.	26.6	C	26.2	C	26.6	C	26.4	C
		Off-Ramp at Archibald Av.	31.2	D	28.8	D	31.4	D	28.9	D
	EB	Off-Ramp at Archibald Av.	38.8	E	35.9	E	39.0	E	36.0	E
		On-Ramp at Archibald Av.	28.9	D	30.5	D	29.1	D	30.6	D
I-15	SB	Off-Ramp at Cantu Galleano Ranch Rd.	37.9	E	37.9	E	38.2	E	38.1	E
		On-Ramp at Limonite Av.	39.5	F	37.8	E	39.5	F	38.0	E
	NB	On-Ramp at Cantu Galleano Ranch Rd.	41.5	E	39.8	E	41.6	E	40.1	E
		Off-Ramp at Limonite Av.	36.7	E	38.4	E	36.8	E	38.5	E

Source: Urban Crossroads, 2017

Horizon Year (2040)

Traffic projections for horizon year (2040) conditions were derived from the San Bernardino Transportation Analysis Model (SBTAM), which reflects the growth anticipated by the 2016 SCAG RTP. In addition, cumulative projects that are not consistent with the General Plan were added to the RTP growth projections to determine the traffic conditions in 2040 without the proposed Specific Plan. As described in Section 3.0, *Project Description*, all three PAs are assumed to be operational after the horizon Year (2040). Hence, with operation of PA-3 after 2040, operational traffic would be greater than in the 2019 project opening year.

Intersection Operations. As shown in Table 5.13-25, the following additional study area intersections are anticipated to operate at an unacceptable LOS under horizon year (2040) without project traffic conditions, which would be in addition to the intersections previously identified under existing, existing plus project, and opening year (2019) traffic conditions:

- Archibald Av. / SR-60 eastbound ramps (#15) – LOS E a.m. peak hour; LOS F p.m. peak hour
- Archibald Av. / Chino Av. (#18) – LOS F p.m. peak hour
- Archibald Av. / Eucalyptus Av. (#21) – LOS F a.m. peak hour
- Sumner Av. / Limonite Av. (#29) – LOS E a.m. peak hour; LOS F p.m. peak hour
- Scholar Wy. / Limonite Av. (#30) – LOS E p.m. peak hour
- I-15 northbound ramps / Cantu Galleano Ranch Rd. (#36) – LOS E a.m. peak hour; LOS F p.m. peak hour
- I-15 northbound ramps / Limonite Av. (#37) – LOS E p.m. peak hour

Table 5.13-26 also identifies that no additional study area intersections would operate at an unacceptable LOS with the addition of the Specific Plan traffic after 2040. However, the project would add to the anticipated deficient conditions, as shown on Table 5.13-26.

Table 5.13-26: Horizon Year (2040) Conditions Plus Project Intersection Operations

#	Intersection	2040 Without Project				2040 With Project				Acceptable LOS	Significant?
		Delay (secs.)		LOS		Delay (secs.)		LOS			
		a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.		

#	Intersection	2040 Without Project				2040 With Project				Acceptable LOS	Significant?
		Delay (secs.)		LOS		Delay (secs.)		LOS			
		a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.		
1	Euclid Av. / Merrill Av.	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D	Yes
2	Euclid Av. / Kimball Av.	168.7	>200.0	F	F	177.1	>200.0	F	F	D	Yes
3	Euclid Av. / Bickmore Av.	>200.0	76.3	F	E	>200.0	77	F	E	D	No
4	Euclid Av. / Pine Av.	141.5	>200.0	F	F	145.9	>200.0	F	F	D	Yes
5	SR-71 NB Ramps / Euclid	12.9	42.6	B	D	14.8	51.4	B	D	D	No
6	SR-71 SB Ramps / Euclid	100.3	33.9	F	C	101.4	38.7	F	D	D	No
7	Grove Av. / Merrill Av.	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D	Yes
8	Flight Av. / Merrill Av.	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D	Yes
9	Hellman Av. / Merrill Av.	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D	Yes
10	Hellman Av. / Kimball	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D	No
11	Hellman Av. / Pine Av.	89	166.9	F	F	93.6	170.9	F	F	D	No
12	Driveway 1 / Merrill Av.	Future Intersection				10.5	15.8	B	C	D	No
13	Driveway 2 / Merrill Av.	Future Intersection				12.4	12.9	B	B	D	No
14	Archibald Av. / SR-60 WB Ramps	89	116.2	F	F	93.5	117.5	F	F	D	Yes
15	Archibald Av. / SR-60 EB Ramps	60.9	92.5	E	F	69.3	94.5	E	F	D	Yes
16	Archibald Av. / Walnut	42.7	21.1	D	C	44.5	22.9	D	C	E	No
17	Archibald Av. / Riverside	90.1	92.4	F	F	92.5	128.2	F	F	E	Yes
18	Archibald Av. / Chino	58.1	145	E	F	61.6	149.2	E	F	E	Yes
19	Archibald Av. / Schaefer	>100.0	>100.0	F	F	>100.0	>100.0	F	F	E	Yes
20	Archibald Av. / Ontario Ranch Rd.	125.1	>200.0	F	F	139.9	>200.0	F	F	E	Yes
21	Archibald Av. / Eucalyptus Av.	173.8	28.3	F	C	194.1	39.4	F	D	E	Yes
22	Archibald Av. / Merrill	>200.0	>200.0	F	F	>200.0	>200.0	F	F	E	Yes
23	Archibald Av. / Driveway 3	Future Intersection				20.9	22.3	C	C	D	No
24	Archibald Av. / Driveway 4	Future Intersection				15.5	15.5	B	B	D	No
25	Archibald Av. / Driveway 5	Future Intersection				19.9	22.7	C	C	D	No
26	Archibald Av. / Limonite	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D	Yes
27	Archibald Av. / Schleisman Rd.	>200.0	145.8	F	F	>200.0	147.2	F	F	D	No
28	Harrison Av. / Limonite	60.7	73.7	E	E	67.6	79.1	E	E	D	Yes
29	Sumner Av. / Limonite	57.9	100	E	F	59.6	105.3	E	F	D	Yes
30	Scholar Way / Limonite.	39.8	62.7	D	E	41.7	64.5	D	E	D	No

#	Intersection	2040 Without Project				2040 With Project				Acceptable LOS	Significant?
		Delay (secs.)		LOS		Delay (secs.)		LOS			
		a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.		
31	Hamner Av. / Ontario Ranch Rd	69.3	96.7	E	D	70.5	99	E	F	D	No
32	Hamner Av. / Bellegrave	32	44.9	C	F	32.1	48.8	D	D	D	No
33	Hamner Av. / Limonite.	76.6	95.5	E	F	76.6	96.6	E	F	D	No
34	I-15 SB Ramps / Cantu Galleano Ranch Rd.	35.7	46.9	D	D	45.2	47.6	D	D	D	No
35	I-15 SB Ramps / Limonite	58.5	84.5	E	F	59	86	E	F	D	Yes
36	I-15 NB Ramps / Cantu Galleano Ranch Rd.	67	91.8	E	F	67.9	103.3	E	F	D	Yes
37	I-15 NB Ramps / Limonite Av.	57.1	62.9	E	E	57.6	64.1	E	E	D	No

Source: Urban Crossroads, 2017

The Traffic Impact Analysis (Appendix K) identified improvements to address these deficiencies. The improvements consist of installation of traffic signals, additional turn lanes, additional through lanes, and traffic signal modifications to accommodate right turn overlap phasing, and are detailed below in Section 5.13-10, Mitigation Measures. Additionally, Mitigation Measure T-1 would be implemented, which requires contribution of a fair share towards various improvements to mitigate the Specific Plan’s impacts at these intersection locations. With payment of the fair share contribution, the Specific Plan’s share of impacts would be mitigated, and implementation of these improvements at the impacted intersections would improve the LOS, as shown on Table 5.13-27. The fees would be solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases. Each of the improvements needed for the 2040 plus project condition has been identified as being included as part of City DIF fee program or would be paid as a fair share contribution. Many of the improvements are included in the City’s DIF program, which have been planned to accommodate the City’s growth as identified in its General Plan. However, many of the needed improvements are also not included in the DIF and are not planned improvements. Also, the construction/implementation of these improvements (whether listed in the City’s DIF or not) is dependent upon the payment of similar fees by other projects that contribute to the impact. As such, the exact timing of implementation of the improvements identified by the mitigation measure is uncertain. The City does earmark fair share funds paid for traffic improvements, meaning that any fair share fees paid for a certain improvement will necessarily be spent on that specific improvement (i.e., fair share fees cannot be spent on alternative improvements or other items). However, notwithstanding this commitment to use the funds for the specified improvements, the uncertainty regarding the timing of the construction of the improvements means the impacts are considered significant and unavoidable even with implementation of Mitigation Measure TR-1. In addition, many intersections (as listed above) are under the jurisdiction of Caltrans or the Cities of Jurupa Valley and Eastvale; and the City of Ontario cannot guarantee implementation of the improvements within these jurisdictions. As a result, traffic impacts at intersections in the 2040 plus project condition would be cumulatively significant and significant and unavoidable.

Table 5.13-27: Horizon Year (2040) Plus Project Intersection Operations with Improvements

#	Intersection	Delay (secs.)		Level of Service	
		AM	PM	AM	PM
1	Euclid Av. (SR-83) / Merrill Av. - Without Project	28.8	29.8	C	C

#	Intersection	Delay (secs.)		Level of Service	
		AM	PM	AM	PM
	- With Project	29.0	30.0	C	C
2	Euclid Av. (SR-83) / Kimball Av.				
	- Without Project	47.3	52.4	D	D
	- With Project	47.8	53.3	D	D
4	Euclid Av. (SR-83) / Pine Av.				
	- Without Project	50.7	49.1	D	D
	- With Project	51.0	49.6	D	D
7	Grove Av. / Merrill Av.				
	- Without Project	19.9	17.2	B	B
	- With Project	20.5	17.8	C	B
8	Flight Av. / Merrill Av.				
	- Without Project	26.8	27.0	C	C
	- With Project	27.7	27.3	C	C
9	Hellman Av. / Merrill Av.				
	- Without Project	29.3	37.9	C	D
	- With Project	30.3	38.5	C	D
14	Archibald Av. / SR-60 WB Ramps				
	- Without Project	23.7	26.5	C	C
	- With Project	24.1	27.8	C	C
15	Archibald Av. / SR-60 EB Ramps				
	- Without Project	39.0	38.2	D	D
	- With Project	39.9	39.2	D	D
17	Archibald Av. / Riverside Dr.				
	- Without Project	53.3	59.1	D	E
	- With Project	54.1	61.2	D	E
18	Archibald Av. / Chino Av.				
	- Without Project	28.2	53.6	C	D
	- With Project	28.7	54.6	C	D
19	Archibald Av. / Schaefer Av.				
	- Without Project	23.4	48.9	C	D
	- With Project	23.6	51.9	C	D
20	Archibald Av. / Ontario Ranch Rd.				
	- Without Project	46.8	78.6	D	E
	- With Project	51.8	79.7	D	E
21	Archibald Av. / Eucalyptus Av.				
	- Without Project	54.6	21.6	D	C
	- With Project	65.3	22.5	E	C
22	Archibald Av. / Merrill Av.				
	- Without Project	24.6	38.8	C	D
	- With Project	25.9	51.9	C	D
26	Archibald Av. / Limonite Av.				
	- Without Project	35.4	44.9	D	D
	- With Project	36.6	45.8	D	D
28	Harrison Av. / Limonite Av.				
	- Without Project	38.1	44.6	D	D
	- With Project	40.9	47.8	D	D
29	Sumner Av. / Limonite Av.				
	- Without Project	32.2	50.6	C	D
	- With Project	32.5	53.8	C	D
35	I-15 SB Ramps / Limonite Av.				
	- Without Project	9.9	11.1	A	B
	- With Project	9.9	11.2	A	B
36	I-15 NB Ramps / Cantu Galleano Ranch Rd.				
	- Without Project	26.9	34.2	C	C
	- With Project	26.9	36.07	C	F

Source: Urban Crossroads, 2017

Roadway Segment Operations. Table 5.13-28 provides a summary of the Horizon Year (2040) roadway segment capacity operations. As shown, all of the study area roadway segments are anticipated to

operate at unacceptable LOS (based on daily roadway segment capacities) under Horizon Year (2040) without and with project traffic.

Table 5.13-28: Horizon Year (2040) Roadway Segment Operations

#	Roadway	Segment Limits	Roadway Section	2040 Without			2040 With Project			Acceptable LOS
				Volume	V/C	LOS	Volume	V/C	LOS	
1	Merrill Avenue	East of Euclid Av. (SR-83)	2U	19,441	1.39	F	20,051	1.43	F	D
2		Between Grove Av. and Vineyard Av.	2U	20,907	1.49	F	21,677	1.55	F	D
3		West of Driveway 2	2U	27,695	1.98	F	28,755	2.05	F	D
4	Archibald Avenue	North of Ontario Ranch Rd.	4D	40,720	1.13	F	41,942	1.17	F	D
5		Between Eucalyptus Av. and Merrill Av.	4D	45,932	1.28	F	48,084	1.34	F	D
6		North of the County Line	2D	47,201	2.63	F	48,716	2.71	F	D

Source: Urban Crossroads, 2017

However, the identified improvements that are detailed below in Section 3.13-10, Mitigation Measures, would improve the roadway segment operational deficiencies. These roadway improvements consist of installation of traffic signals, additional turn lanes, additional through lanes, and traffic signal modifications to accommodate right turn overlap phasing, and. Although the improvements identified in Section 3.13-10 are intersection improvements, some of these improvements would also extend to the adjacent roadway segment, such as with the addition of a through lane. The ultimate roadway cross-section with the improvement identified in Section 3.13-10 are shown in Table 5.13-29. As shown on Table 5.13-29, implementation of these improvements would most improve roadway segment operations; however, 4 roadway segments would operate at a deficient LOS with the recommended intersection improvements. Therefore, impacts related to roadway segments in 2040 would be significant and unavoidable.

Table 5.13-29: Horizon Year (2040) Roadway Segment Operations with Improvements

#	Roadway	Segment Limits	Roadway Section	2040 Without Project			2040 With Project			Acceptable LOS
				Volume	V/C	LOS	Project	V/C	LOS	
1	Merrill Avenue	East of Euclid Av. (SR-83)	4D	19,441	0.69	B	20,051	0.72	C	D
2		Between Grove Av. and Vineyard Av.	4D	20,907	0.75	C	21,677	0.77	C	D
3		West of Driveway 2	4D	27,695	0.79	C	28,544	0.82	D	D
4	Archibald Avenue	North of Ontario Ranch Rd.	6D	40,720	0.76	C	41,942	0.78	C	D
5		Between Eucalyptus Av. and Merrill Av.	6D	45,932	0.85	D	48,084	0.89	D	D
6		North of the County Line	6D	47,201	0.88	D	48,716	0.90	E	D

Source: Urban Crossroads, 2017

Off-Ramp Queuing. As shown on Table 5.13-30, the addition of traffic from the Specific Plan after 2040 would not result in queuing impacts during weekday a.m. or p.m. peak 95th percentile traffic flows. Therefore, impacts to off-ramp queuing in the opening year would be less than significant.

Table 5.13-30: Horizon Year (2040) Plus Project Off-Ramp Queuing

Intersection	Available Stacking Distance	2040 Without Project		2040 With Project	
		95th Percentile Queue (Feet) ³	Acceptable? ¹	95th Percentile Queue (Feet) ³	Acceptable? ¹

	(Feet)	a.m. Peak Hour	p.m. Peak Hour	a.m.	p.m.	a.m. Peak Hour	p.m. Peak Hour	a.m.	p.m.
SR-71 NB Ramps / Euclid Av.	1,745 420	106 739 ²	80 1,195 ²	Yes Yes ³	Yes Yes ³	106 810 ²	81 1,263 ²	Yes Yes ³	Yes Yes ³
SR-71 SB Ramps / Euclid Av.	1,100 1,560 255	136 135 0	544 ² 528 ² 15	Yes Yes Yes	Yes Yes Yes	136 135 0	481 ² 461 ² 7	Yes Yes Yes	Yes Yes Yes
Archibald Avenue/ SR- 60 WB Ramps	1,389 250	480 ² 739 ²	664 ² 286 ²	Yes Yes ³	Yes Yes ³	524 ² 739 ²	681 ² 286 ²	Yes Yes ³	Yes Yes ³
Archibald Avenue/ SR- 60 EB Ramps	1,268 350	495 ² 242	176 385 ²	Yes Yes	Yes Yes ³	495 ² 286	176 408 ²	Yes Yes	Yes Yes ³
I-15 SB Ramps / Cantu Galleano Ranch Rd.	1,440 460	59 714 ²	118 647 ²	Yes Yes ³	Yes Yes ³	164 0 ²	123 679 ²	Yes Yes ³	Yes Yes ³
I-15 NB Ramps / Cantu Galleano Ranch Rd.	1,680 580 440	234 ² 0 57 ²	233 ² 0 47	Yes Yes Yes	Yes Yes Yes	234 ² 0 57 ²	233 ² 0 47	Yes Yes Yes	Yes Yes Yes
I-15 SB Ramps / Limonite Av.	400 400 1,200	329 ² 235 ² 201	445 ² 385 ² 342 ²	Yes Yes Yes	Yes ³ Yes Yes	358 ² 272 ² 230 ²	445 ² 385 ² 342 ²	Yes Yes Yes	Yes ³ Yes Yes
I-15 NB Ramps / Limonite Av.	450 1,235 400	690 ² 631 ² 569 ²	644 ² 600 ² 550 ²	Yes ³ Yes Yes ³	Yes ³ Yes Yes ³	748 ² 696 ² 625 ²	649 ² 608 ² 565 ²	Yes ³ Yes Yes ³	Yes ³ Yes Yes ³

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the SR-60, SR-71, or I-15 Freeway mainline.

Source: Urban Crossroads, 2017

Freeway Segments. As shown on Table 5.13-31, the following freeway segments are anticipated to operate at an unacceptable LOS (i.e., LOS E or worse) during the peak hours, in addition to those previously identified in opening year (2019) traffic conditions.

- SR-71 northbound, south of Euclid Av. – LOS F a.m. and p.m. peak hours
- SR-60 eastbound, west of Archibald Av. – LOS E a.m. and p.m. peak hours
- SR-60 eastbound, east of Archibald Av. – LOS E a.m. and p.m. peak hours

Table 5.13-31: Horizon Year (2040) Plus Project Freeway Segment Operations

Freeway	Direction ¹	Mainline Segment	2040 Without Project				2040 With Project			
			Density		LOS		Density		LOS	
			a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
SR-71	SB	South of Euclid Av.	989.9	448.7	F	F	1,055.6	494.6	F	F
	NB	South of Euclid Av.)	91.4	107.4	F	F	92.5	108.0	F	F
SR-60	WB	West of Archibald Av.	19.8	28.1	C	D	20.0	28.6	C	D
		East of Archibald Av.	16.2	21.1	B	C	16.3	21.2	B	C
	EB	West of Archibald Av.	44.8	35.2	E	E	45.4	35.3	F	E

Freeway	Direction ¹	Mainline Segment	2040 Without Project				2040 With Project			
			Density		LOS		Density		LOS	
			a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
I-15	SB	East of Archibald Av.	43.5	37.9	E	E	43.8	38.1	E	E
		North of Cantu Galleano Ranch Rd.	29.2	15.5	D	B	29.5	15.5	D	B
		Cantu Galleano Ranch Rd. to Limonite Av.	36.4	24.5	E	C	36.4	24.7	E	C
	NB	South of Limonite Av.	54.2	29.3	F	D	54.4	29.5	F	D
		North of Cantu Galleano Ranch Rd.	18.0	16.3	B	B	18.0	16.5	C	B
		Cantu Galleano Ranch Rd. to Limonite Av.	28.7	23.0	D	C	28.7	23.2	D	C
		South of Limonite Av.	33.1	28.8	D	D	33.3	29.1	D	D

Source: Urban Crossroads, 2017

However, Caltrans is planning to provide an additional high-occupancy vehicle (HOV) lane in each direction of the SR-60 and two truck by-pass lanes in the vicinity of the Archibald Avenue interchange. In addition, Caltrans has planned improvements along the I-15 in the vicinity of Cantu Galleano Ranch Road and Limonite Avenue that would provide of one or two tolled express lanes in each direction between the SR-60 and Cajalco Road. Caltrans assumes a reduction of 14 percent on the freeway mainline through volumes in this region to account for vehicles utilizing the carpool (high-occupancy vehicle) lanes. The reduction to the SR-60 and I-15 mainline volumes has been applied to account for the planned HOV/Express Toll lanes and truck bypass lanes. Table 5.13-32 shows the resulting LOS on freeway segments where improvements are planned. As shown on Table 5.13-32, the SR-60 and I-15 mainline segments are anticipated to operate at an acceptable LOS with the improvements. Therefore, project impacts after 2040 to freeway segments along the SR-60 and I-15 would be less than significant under 2040 conditions when the planned improvements for those freeways are implemented. However, there are currently no improvements planned for the SR-71 Freeway and, therefore, the project’s contribution to that deficient segment would be significant and unavoidable.

Table 5.13-32: Horizon Year (2040) Plus Project Freeway Segment Operations with Improvements

Freeway	Direction	Mainline Segment	2040 Without Project				2040 With Project			
			Density		LOS		Density		LOS	
			a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
SR-60	WB	West of Archibald Av.	16.7	22.9	B	C	16.9	23.3	B	C
		East of Archibald Av.	13.8	17.9	B	B	13.9	18.0	B	B
	EB	West of Archibald Av.	31.7	27.1	D	D	32.3	27.2	D	D
		East of Archibald Av.	31.2	28.9	D	D	31.4	29.0	D	D
I-15	SB	North of Cantu Galleano Ranch Rd.	24.8	13.1	C	B	25.1	13.2	C	B
		Cantu Galleano Ranch Rd. to Limonite Av.	20.1	12.6	C	B	20.1	12.7	C	B
		South of Limonite Av.	25.8	24.8	C	C	25.8	24.9	C	C
	NB	North of Cantu Galleano Ranch Rd.	15.7	14.6	B	B	15.8	14.7	B	B
		Cantu Galleano Ranch Rd. to Limonite Av.	17.2	12.1	B	B	17.2	12.1	B	B
		South of Limonite Av.	19.1	17.7	C	B	19.2	17.8	C	B

Source: Urban Crossroads, 2017

Freeway Ramp Junction Merge/Diverge. Table 5.13-33 shows that the following SR-60 and I-15 ramp junctions are anticipated to continue to operate at an unacceptable LOS (i.e., LOS E or worse) with the planned Caltrans HOV land improvements on SR-60, although they are anticipated to operate at an improved density as compared to the “without improvement” conditions:

- SR-60 Freeway, Eastbound, Off-Ramp at Archibald Avenue – LOS E a.m. peak hour
- I-15 Freeway, Southbound Off-Ramp at Cantu Galleano Ranch Road – LOS E a.m. peak hour

- I-15 Freeway, Southbound On-Ramp at Limonite Av. – LOE a.m. peak hour

Table 5.13-33: Horizon Year (2040) Plus Project Freeway Ramp Junction Merge/Diverge with Improvements

Freeway	Direction	Ramp or Segment	2040 Without Project				2040 With Project			
			a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour	
			Density	LOS	Density	LOS	Density	LOS	Density	LOS
SR-60	WB	On-Ramp at Archibald Av.	19.9	B	25.0	C	20.0	C	25.3	C
		Off-Ramp at Archibald Av.	26.5	C	29.1	D	26.6	C	29.3	D
	EB	Off-Ramp at Archibald Av.	37.4	E	33.2	D	37.8	E	33.3	D
		On-Ramp at Archibald Av.	28.8	D	28.6	D	29.0	D	28.8	D
I-15	SB	Off-Ramp at Cantu Galleano Ranch Rd.	35.8	E	22.2	C	36.3	E	22.3	C
		On-Ramp at Limonite Av.	39.0	E	29.5	D	39.0	E	29.7	D
	NB	On-Ramp at Cantu Galleano Ranch Rd.	34.1	D	33.3	D	34.2	D	33.4	D
		Off-Ramp at Limonite Av.	33.6	D	32.5	D	33.8	D	32.7	D

Source: Urban Crossroads, 2017

Because the proposed project would add more than 25 on-way trips to these deficient freeway ramp junction merge/diverge locations, impacts related to the proposed project would be significant and unavoidable. As described above, Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development projects. As such, no feasible mitigation available to reduce potential impacts to a less than significant level. In addition, the City of Ontario cannot implement or guarantee implementation of improvements on Caltrans facilities. Thus, the proposed Specific Plan would result in cumulatively considerable significant impacts after 2040 at the 3 freeway ramp junction merge/diverge locations listed above.

Freeway Merge/Diverge. As shown on Table 5.13-34, there are no additional merge and diverge areas that are anticipated to operate at an unacceptable LOS during the peak hours with the addition of traffic from the Specific Plan in the Horizon Year Cumulative (2040) condition. Therefore, impacts related to freeway merge/diverge from implementation of the proposed Specific Plan in 2040 would be less than significant.

Table 5.13-34: Horizon Year (2040) Plus Project Freeway Merge/Diverge Operations

Directio n ¹	Ramp or Segment	2040 Without Project				2040 With Project			
		a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
SB	Loop On-Ramp at Euclid Av. (Upstream)	52.1	F	55.7	F	52.2	F	56.0	F
	Loop On-Ramp at Euclid Av. (Downstream)	52.1	F	55.7	F	52.2	F	56.0	F
Z B	Off-Ramp at Euclid Av.	58.2	F	60.7	F	58.5	F	60.7	F
WB	On-Ramp at Archibald Av.	22.5	C	28.3	D	22.6	C	28.6	D
	Off-Ramp at Archibald Av.	28.2	D	31.2	D	28.4	D	31.3	D
EB	Off-Ramp at Archibald Av.	43.4	E	38.1	E	43.7	F	38.3	E
	On-Ramp at Archibald Av.	33.8	D	32.8	D	33.9	D	33.0	D
SB	Off-Ramp at Cantu Galleano Ranch Rd.	38.9	E	24.6	C	39.4	E	24.8	C
	On-Ramp at Limonite Av.	43.0	F	32.4	D	43.1	F	32.7	D
NB	On-Ramp at Cantu Galleano Ranch Rd.	37.5	E	35.9	E	37.6	E	36.3	E
	Off-Ramp at Limonite Av.	36.7	E	35.2	E	36.8	E	35.4	E

Source: Urban Crossroads, 2017

Impact TR-3: The project would not result 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.

No Impact. As described above, the Specific Plan area is located one mile east of the Chino Airport, and within the Chino Airport Overlay and within the Chino Airport Influence Area. In addition, the Specific Plan area is within Compatibility Zone D, which is identified as an area for primary traffic patterns and runway buffer area. The prohibited uses in the Compatibility Zone D area include hazards to flight (such as physical [e.g., tall objects], visual, and electronic forms of interference). Within this zone, airspace review is required for objects and structures that are taller than 70-feet in height.

The proposed Specific Plan would allow for a maximum building height of 55 feet for main structures, and up to 65 feet for architectural projections and focal elements. Thus, the implementation of the proposed Specific Plan structures would not exceed the 70-foot high airspace review criteria, and the height of the proposed structures would not result in a change in air traffic patterns or result in a substantial safety risk. Therefore, impacts would not occur.

Impact TR-4: The project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Less than Significant Impact.

Construction

The roadway improvements and installation of driveways that would be implemented during construction of the proposed project could require the temporary closure of travel lanes, but full roadway closure and traffic detours are not expected to be necessary. However, construction activities may temporarily restrict vehicular traffic that could increase hazards. Therefore, the construction activities would be required to implement measures to facilitate the passage of persons and vehicles through/around any required temporary road restrictions, and ensure the safety of passage in accordance with Municipal Code Section 7-3.07, which requires that prior to any activity that would encroach into a right-of-way, the area be safeguarded through the installation of safety devices that would be specified by the City's Engineering Department during the construction permitting process to ensure that construction activities would not increase hazards. Implementation of the Specific Plan through the City's permitting process would reduce potential construction related increases in hazards to a less than significant level.

Operation

The Specific Plan includes development of light industrial, warehousing/distribution, and business uses, and does not include any incompatible uses, such as farm equipment. The proposed Specific Plan would be compatible with planned industrial and business park development in the surrounding area, and is adjacent to existing City-designated truck routes along Merrill Avenue and Archibald Avenue, which would facilitate truck movements that would be compatible with existing facilities.

The project would also not increase any hazards related to a design feature. Five driveways would provide access to the site: a 40-foot-wide right-in/right-out driveway and a 50-foot-wide signalized driveway would be located from Merrill Avenue, and two 40-foot-wide right-in/right-out driveways and one 60-foot-wide signalized driveway would be located from Archibald Avenue. The 60-foot-wide driveway would be the main entrance and have two inbound and two outbound lanes, while the other four driveways would include one inbound lane and one outbound lane. The southernmost access driveway on Archibald Avenue would follow the entire southern boundary of the site and provide access to PA-3.

Due to the typical wide turning radius of large trucks, the Traffic Study evaluated the proposed driveways to ensure that they can accommodate the wide turning radius of the heavy trucks, with the exception of Driveways 1, 2, 3, and 5. Driveway 1 would be designed to provide a 70-foot radius on the southwest

curb, Driveway 2 would provide a 50-foot radius on the southwest curb, Driveway 3 would provide a 35-foot radius on the northwest curb, and Driveway 5 would provide a 50-foot radius on the northwest curb and a 25-foot radius on the southwest curb in order to accommodate the wide turning radius of a heavy truck.

In addition, the onsite circulation layout prepared for the project meets emergency access requirements and provides fire truck accessibility throughout the project site and from both adjacent roadways. All proposed improvements would be required to be installed in conformance with City design standards. The City's construction permitting process includes review project site plans to ensure that no potentially hazardous transportation design features would be introduced by the Specific Plan. For example, sight distance at each project driveway would be reviewed for conformance with City of Ontario sight distance standards at the time of permitting approvals for grading, landscape, onsite circulation construction, and street improvement plans. As a result, impacts related to vehicular circulation design features would be less than significant.

Impact TR-6: The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Less than Significant Impact. The Traffic Study (Urban Crossroads 2017) identified that nominal pedestrian and bicycle activity currently exists within the study area. The City of Ontario has a planned Class II bicycle path and multipurpose trails along Merrill Avenue adjacent to the Specific Plan area and the Cucamonga Creek multipurpose trail that is located to the west of the Specific Plan area. In addition, the City of Chino has a planned Class I bicycle facility along Pine Avenue, Hellman Avenue, and Kimball Avenue in the vicinity of the Specific Plan.

As described in Section 3.0, *Project Description*, as part of the roadway improvements that are included in the Specific Plan, a Class II bikeway and a sidewalk would be installed on the southern side of Merrill Avenue located along the Specific Plan's northern boundary; and a sidewalk would be developed along the western side of Archibald Avenue, from Merrill Avenue to the Specific Plan's southern boundary. These facilities implemented by the proposed Specific Plan would provide additional pedestrian and bicycle facilities in the area. In addition, the proposed project would not alter any existing bicycle or pedestrian facilities.

There are no existing bus or other transit routes in the vicinity of the Specific Plan area. As no public transit facilities exist, the proposed Specific Plan would not conflict with or decrease the performance of such facilities. Overall, impacts related to conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities would be less than significant.

5.13.7 CUMULATIVE IMPACTS

Traffic. As described previously, the impacts of proposed development in relation to roadway levels of service, in combination with past, present, and reasonably foreseeable future development would result in intersections, freeway segments, and freeway merge/diverge areas operating at unsatisfactory peak period levels of service in the opening year 2019 and horizon year 2040 cumulative traffic conditions.

As detailed above, level of service standards would be exceeded, and significant cumulative impacts would result without the proposed Specific Plan. The addition of traffic from development of the proposed Specific Plan would be cumulatively considerable due to the amount of traffic and significant impacts that would result from the anticipated vehicular and truck trips.

Although implementation of the proposed Specific Plan would be required to contribute a fair share towards various improvements to mitigate the Specific Plan's impacts, and with payment of the fair share contribution, the Specific Plan's share of impacts would be mitigated when improvements at the impacted locations occur, many improvement locations are under the jurisdiction of the cities of Jurupa Valley, Chino, and/or Eastvale. Therefore; the City of Ontario cannot guarantee implementation of the improvements, and traffic impacts would be cumulatively significant and remain significant and unavoidable. Also, because the construction/implementation of the improvements identified in Mitigation Measure TR-1 within the City of Ontario (whether listed in the City's DIF or not) is dependent upon the payment of similar fees by other projects that contribute to the impact, the exact timing of implementation of the improvements identified by the mitigation measure is uncertain. The City does earmark fair share funds paid for traffic improvements, meaning that any fair share fees paid for a certain improvement will necessarily be spent on that specific improvement (i.e., fair share fees cannot be spent on alternative improvements or other items). However, notwithstanding this commitment to use the funds for the specified improvements, the uncertainty regarding the timing of the construction of the improvements means the impacts are considered significant and unavoidable even with implementation of Mitigation Measure TR-1.

In addition, Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development projects; therefore, no feasible mitigation available to reduce potential impacts. Furthermore, the City of Ontario cannot implement or guarantee implementation of improvements on Caltrans facilities. Thus, the proposed Specific Plan would also result in cumulatively considerable significant impacts at Caltrans facilities.

Air Traffic Patterns. The evaluation of Impact TR-3 previously, concluded that the proposed Specific Plan would result in no impact in relation to air traffic patterns because the height of the proposed buildings would not be higher than the standard. Pursuant to CEQA Guidelines Section 15130(a)(1), because the proposed Specific Plan would have no impacts, cumulative impacts would not result in combination with the Specific Plan. Thus, the proposed Specific Plan would not result in cumulative impacts related to a change in air traffic patterns.

Design Hazards. The evaluation of Impact TR-4 concluded that the proposed Specific Plan would not result in impacts related to incompatible uses, and hazards due to roadway design. The proposed circulation layout would be required to be installed in conformance with City design standards to ensure that no potentially hazardous transportation design features would be introduced by the Specific Plan. Pursuant to CEQA Guidelines Section 15130(a)(1), because the proposed Specific Plan would have not result in impacts, cumulative impacts would not result in combination with the Specific Plan. In addition, cumulative development in the traffic study area would be subject to site-specific planning reviews, including reviews by police and fire protection authorities that would not allow potential cumulatively considerable design hazards.

Alternative Transportation. As described previously, the proposed Specific Plan would provide additional pedestrian and bicycle facilities in the area, and would not alter any existing bicycle or pedestrian facilities. Cumulative development would be subject to site-specific environmental and planning reviews that would address consistency with adopted policies, plans and provisions related to public transit, bicycle facilities and pedestrian facilities. Because the project implements the adopted plans for bicycle and pedestrian facilities, and future development would be required to be consistent with these plans, the proposed Specific Plan would not contribute to cumulative impacts. Thus, the proposed Specific Plan would not result in cumulative impacts related to alternative transportation.

5.13.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

- Congestion Management Program
- SCAG 2016 - 2040 Regional Transportation Plan/Sustainable Communities Strategy
- San Bernardino County Measure "I"
- City of Ontario Development Impact Fee Program
- City of Ontario General Plan Mobility Element
- City of Ontario Municipal Code

5.13.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts TR-3, TR-4 and TR-6 would be less than significant.

Without mitigation, the following impacts would be **potentially significant**:

- Impacts TR-1 and TR-2 Conflicts with applicable plans (including the congestion management program), ordinances, or policies establishing measures of effectiveness for the performance of the circulation system.

5.13.10 MITIGATION MEASURES

Mitigation Measure TR-1: Prior to issuance of occupancy permits for the buildings that are proposed by the Specific Plan, project applicants/developers shall make fair-share payments to the City of Ontario toward construction of the traffic improvements listed below. The following traffic improvements and facilities are necessary to mitigate impacts of the proposed Specific Plan and shall be included in the fee mechanism(s) as implemented by the City of Ontario:

Existing Plus Project Improvements

- **Archibald Avenue / Limonite Avenue (#26 Eastvale):** Improve the operation of this intersection by installing a 2nd southbound left turn lane.

Opening Year (2019) Plus Project Improvements

- **Euclid Av. / Merrill Av. (#1 Caltrans, Chino, Ontario):** Modify the intersection to provide a 3rd northbound through lane, a 2nd southbound left turn lane, a 3rd southbound through lane, a 2nd westbound left turn lane, a westbound right turn lane, and modify the traffic signal to implement overlap phasing on the westbound right turn lane.
- **Grove Av. / Merrill Av. (#7 Chino, Ontario):** Modify the intersection to provide an eastbound left turn lane, 2nd eastbound through lane, and a 2nd westbound through lane.
- **Flight Av. / Merrill Av. (#8 Chino, Ontario):** Modify the intersection to install a traffic signal, restripe to provide a northbound left turn lane within the painted median, provide a 2nd eastbound through lane, and a 2nd westbound through lane.

- **Hellman Av. / Merrill Av. (#9 Chino, Ontario):** Modify the intersection to install a traffic signal, provide a northbound left turn lane and right turn lane, provide a 2nd eastbound through lane, provide an eastbound right turn lane, provide a westbound left turn lane, and provide a 2nd westbound through lane.
- **Archibald Av. / SR-60 WB Ramps (#14 Caltrans, Ontario):** Modify the intersection to provide a 2nd northbound left turn lane and a westbound left turn lane.
- **Archibald Av. / Riverside Dr. (#17 Ontario):** Modify the intersection to provide a 2nd northbound left turn lane, a 2nd southbound left turn lane, an eastbound right turn lane, and modify the traffic signal to implement overlap phasing on the westbound right turn lane.
- **Archibald Av. / Schaefer Av. (#19 Ontario):** Modify the intersection to install a traffic signal, provide a northbound left turn lane, provide a shared eastbound left-through-right turn lane, and provide a shared westbound left-through-right turn lane.
- **Archibald Av. / Ontario Ranch Rd. (#20 Ontario):** Modify the intersection to provide a 2nd northbound left turn lane, and modify the traffic signal to implement overlap phasing in the northbound right turn lane.
- **Archibald Av. / Merrill Av. (#22 Ontario):** Modify the intersection to provide a 2nd eastbound left turn lane, a 2nd eastbound through lane, an eastbound free-right turn lane, a 2nd northbound left turn lane, a 3rd northbound through lane, a 3rd southbound through lane, a southbound right turn lane, 2nd westbound through lane, and modify the traffic signal to implement overlap phasing in the southbound right turn lane.
- **Archibald Av. / Limonite Av. (#26 Eastvale):** Modify the intersection to provide 2nd northbound and southbound through lanes, a 2nd westbound left turn lane, and 2nd westbound right and left turn lanes.
- **Harrison Av. / Limonite Av. (#28 Eastvale):** Modify the intersection to provide a 3rd westbound through lane.
- **I-15 Southbound Ramps / Limonite Av. (#35 Caltrans, Eastvale):** Modify the intersection to provide 3rd eastbound and westbound through lanes.

Horizon Year (2040) Plus Project Improvements

- **Euclid Av. / Kimball Av. (#2 Caltrans, Chino):** Modify the intersection to provide a 3rd northbound through lane, a 3rd southbound through lane, a 2nd southbound left turn lane, a southbound right turn lane, 2nd eastbound left turn lane, westbound right turn lane, a 2nd westbound left turn lane, and modify traffic signal to implement overlap phasing on the southbound and westbound right turn lanes.
- **Euclid Av. / Pine Av. (#4 Caltrans, Chino):** Modify the intersection to provide a 3rd northbound through lane, a 3rd southbound through lane, a northbound free-right turn lane, a 2nd southbound left turn lane, southbound right turn lane, 2nd eastbound through lane, 2nd westbound through lane, westbound channelized right turn lane.
- **Grove Av. / Merrill Av. (#7 Chino, Ontario):** Install a traffic signal.
- **Flight Av. / Merrill Av. (#8 Chino, Ontario):** Modify the intersection to install a southbound left turn lane, southbound shared through-right turn lane, eastbound left turn lane, and modify the traffic signal to implement overlap phasing on the eastbound right turn lane.

- **Hellman Av. / Merrill Av. (#9 Chino, Ontario):** Modify the intersection to install a 2nd northbound through lane, an additional northbound through lane, a southbound left turn lane, a southbound shared through-right turn lane, an eastbound left turn lane, a westbound right turn lane, and modify traffic signal to implement overlap phasing on the northbound right turn lane.
- **Archibald Av. / SR-60 EB Ramps (#15 Caltrans, Ontario):** Restripe the intersection to provide 3 northbound through lanes, a northbound right turn lane, and a 2nd southbound left turn lane.
- **Archibald Av. / Chino Av. (#18 Ontario):** Modify the intersection to provide a 3rd southbound through lane.
- **Archibald Av. / Ontario Ranch Rd. (#20 Ontario):** Modify the intersection to provide 3rd northbound, southbound, and eastbound through lanes, provide a 2nd and 3rd westbound through lane.
- **Archibald Av. / Eucalyptus Av. (#21 Ontario):** Modify the intersection to provide a northbound left turn lane, 3rd northbound and southbound through lanes, eastbound left turn lane, eastbound shared through-right turn lane, and a westbound left turn lane.
- **Archibald Av. / Merrill Av. (#22 Ontario):** Modify the intersection to provide a 2nd westbound left turn lane.
- **Archibald Av. / Limonite Av. (#26 Eastvale):** Modify the intersection to provide a northbound left turn lane, a 3rd northbound and southbound through lane, a southbound right turn lane, 2 eastbound left turn lanes, 2 westbound left turn lanes, and 2 eastbound through lanes.
- **Sumner Av. / Limonite Av. (#29 Eastvale):** Modify the intersection to provide a 2nd northbound left turn lane.
- **I-15 Southbound Ramps / Limonite Av. (#35 Caltrans, Eastvale):** Redesign the interchange.
- **I-15 Northbound Ramps / Cantu Galleano Rd. (#36 Caltrans, Eastvale):** Modify the traffic signal to implement a 120-second cycle length.

5.13.1.1 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Significant and Unavoidable. As described previously, to reduce impacts associated with Impact TR-1 and TR-2, Mitigation Measure TR-1 would be implemented, which require contribution of a fair share towards various improvements. However, many intersections are under the jurisdiction of Caltrans or the Cities of Jurupa Valley and Eastvale; and the City of Ontario cannot guarantee implementation of the improvements within these jurisdictions. Also, the improvements within the City of Ontario are not part of an adopted plan or program that will guarantee construction of the improvements within a specified period. As a result, traffic impacts would be significant and unavoidable.

REFERENCES

Colony Commerce Center East Specific Plan Traffic Impact Analysis, Prepared by Urban Crossroads, 2017.

Caltrans Division of Aeronautics California Airport Land Use Planning Handbook (Caltrans 2011). Accessed: at:

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Riverside County Airport Land Use Compatibility Plans. Accessed at: <http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx>.

5.14 Tribal Cultural Resources

5.14.1 INTRODUCTION

This section addresses potential impacts to tribal cultural resources associated with implementation of the proposed Specific Plan. Information within this section is based on data from the Phase 1 Cultural and Paleontological Resources Assessment prepared for the project site in 2017 by Material Culture Consulting (MCC 2017), which is provided as Appendix E, and information obtained from the project-specific coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the project area.

5.14.2 REGULATORY FRAMEWORK

California Senate Bill 18

Senate Bill 18 (SB 18) (California Government Code Section 65352.3) sets forth requirements for local governments to consult with California Native American tribes identified by the California Native American Heritage Commission (NAHC) to aid in the protection of tribal cultural resources. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning to protect, or mitigate impacts on, tribal cultural resources. The Tribal Consultation Guidelines: Supplement to General Plan Guidelines (OPR, 2005), identifies the following contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).
- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

Because the project consists of a Specific Plan, it is subject to the statutory requirements of SB 18 Tribal Consultation Guidelines.

California Assembly Bill 52

Assembly Bill 52 (AB 52) established a new requirement under CEQA to consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Public Resources Code (PRC) Section 21074(a) defines "tribal cultural resources" (TCRs) as "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either "[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources" or "in a local register of historical resources." Additionally, defined cultural landscapes,

historical resources, and archaeological resources may be considered tribal cultural resources. PRC Section 21074(b), (c). The lead agency may also in its discretion treat a resource as a TCR if it is supported with substantial evidence.

Projects for which a notice of preparation for a Draft EIR was filed on or after July 1, 2015 are required to have lead agencies offer California Native American tribes traditionally and culturally affiliated with the project area consultation on CEQA documents prior to submitting an EIR in order to protect TCRs. PRC Section 21080.3.1(b) defines “consultation” as “the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties’ cultural values and, where feasible, seeking agreement.” Consultation must “be conducted in a way that is mutually respectful of each party’s sovereignty [and] recognize the tribes’ potential needs for confidentiality with respect to places that have traditional tribal cultural significance.” The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency’s determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe’s request for consultation on a project.
5. Consultations are complete when the lead agencies and California Native tribes participating have agreed on measures to mitigate or avoid a significant impact on a TCR, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC Sections 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on TCRs and discuss feasible alternatives or mitigation to avoid or lessen an impact.

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

5.14.3 ENVIRONMENTAL SETTING

The territory of the Gabrieleño at the time of Spanish contact covers much of current-day Los Angeles, San Bernardino, and Orange Counties, which includes the project site in the City of Ontario. The southern region of this cultural area is bound by Aliso Creek, the eastern region is located east of present-day San Bernardino along the Santa Ana River, the northern region includes the San Fernando Valley, and the western region includes portions of the Santa Monica Mountains. The Gabrieleño also occupied several Channel Islands including Santa Barbara Island, Santa Catalina Island, San Nicholas Island, and San

Clemente Island. Because of their access to certain resources, including a steatite source from Santa Catalina Island, this group was among the wealthiest and most populous aboriginal groups in southern California. Trade of materials and resources controlled by the Gabrieleño extended as far north as the San Joaquin Valley, as far east as the Colorado River, and as far south as Baja California (Bean and Smith 1978; Kroeber 1925).

The Gabrieleño lived in permanent villages and smaller, resource-gathering camps occupied at various times of the year depending upon the seasonality of the resource. Larger villages comprised of several families or clans, while smaller, seasonal camps typically housed smaller family units. Gabrieleño houses were domed, circular structures made of thatched vegetation. Houses varied in size, and could house from one to several families. Sweathouses—semicircular, earth covered buildings—were public structures used in male social ceremonies. Other structures included menstrual huts and a ceremonial structure called a yuvar, an open-air structure built near the chief's house.

Clothing was minimal; men and children most often went naked, while women wore deerskin or bark aprons. In cold weather, deerskin, rabbit fur, or bird skin (with feathers intact) cloaks were worn. In areas of rough terrain, yucca fiber sandals were worn. Women often used red ochre on their faces and skin for adornment or protection from the sun. Adornment items included feathers, fur, shells, and beads. Hunting implements included wooden clubs, sinew-backed bows, slings, and throwing clubs. Maritime implements included rafts, harpoons, spears, hook and line, and nets. A variety of other tools included deer scapulae saws, bone and shell needles, bone awls, scrapers, bone or shell flakers, wedges, stone knives and drills, metates, mullers, manos, shell spoons, bark platters, and wooden paddles and bowls. Baskets were made from rush (*Juncus sp.*), deer grass (*Muhlenbergia rigens*), and skunkbush (*Rhus trilobata*).

The social structure of the Gabrieleño is little known; however, there appears to have been at least three social classes: 1) the elite, which included the rich, chiefs, and their immediate family; 2) a middle class, which included people of relatively high economic status or long-established lineages; and 3) a class of people that included most other individuals in the society. Villages were politically autonomous units comprised of several lineages. During times of the year when certain seasonal resources were available, the village would divide into lineage groups and move out to exploit them, returning to the village between forays.

Each lineage had its own leader, with the village chief coming from the dominant lineage. Several villages might be allied under a paramount chief. Chiefly positions were of an ascribed status, most often passed to the eldest son. Chiefly duties included providing village cohesion, leading warfare and peace negotiations with other groups, collecting tribute from the village(s) under his jurisdiction, and arbitrating disputes within the village(s). The status of the chief was legitimized by his safekeeping of the sacred bundle, a representation of the link between the material and spiritual realms and the embodiment of power. Shamans were leaders in the spirit realm. The duties of the shaman included conducting healing and curing ceremonies, guarding of the sacred bundle, locating lost items, identifying and collecting poisons for arrows, and making rain. Marriages were made between individuals of equal social status and, in the case of powerful lineages, marriages were arranged to establish political ties between the lineages. Men conducted the majority of the heavy labor, hunting, fishing, and trading with other groups. Women's duties included gathering and preparing plant and animal resources, and making baskets, pots, and clothing.

5.14.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- TCR-1 Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or
- TCR-2 A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe.

5.14.5 METHODOLOGY

A Sacred Lands File search was requested from the NAHC on October 20, 2016. The NAHC responded on February 2, 2017, stating that there are no known/known sacred lands within 0.5 mile of the Specific Plan area, and requested that seven Native American tribes or individuals be contacted for further information regarding the general area vicinity.

In compliance with SB 18, on March 2, 2017, the City has sent letters to Native American groups or individuals that may have knowledge regarding tribal cultural places in the project area. No response was received in response to SB 18 from the following contacts:

- Gabrieliño/Tongva Nation
- Gabrieliño-Tongva Tribe
- Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Gabrieliño-Tongva Indians of California Tribal Council
- Gabrieleño Band of Mission Indians – Kizh Nation
- San Fernando Band of Mission Indians
- Pauma Band of Luiseno Indians

In compliance with AB 52, the following five Native American contacts were sent letters on March 2, 2017, requesting any information related to cultural resources or heritage sites within or adjacent to the Specific Plan area:

- Desert Cahuilla Indians
- Gabrieleño Band of Mission Indians – Kizh Nation
- San Gabriel Band of Mission Indians
- San Manuel Band of Mission Indians
- Soboba Band of Luiseno Indians

Only one response was received; Mr. Andrew Salas, Chairman of the Gabrieleño Band of Mission Indians – Kizh Nation, responded on March 15, 2017. Mr. Salas requested the presence of Native American monitors during ground disturbance, and provided oral information on the proximity of known Native American village sites to the proposed Specific Plan area and prior use on the Ontario Ranch area.

5.14.6 ENVIRONMENTAL IMPACTS

Impact TCR-1: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

Less than Significant Impact. AB 52 requires meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on TCRs. As described above, TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). As outlined above, the City sent letters to seven Native American representatives identified by NAHC in December 2016, notifying them of the proposed project in accordance with AB 52 and one California Native American tribe request for consultation, the Gabrieleño Band of Mission Indians – Kizh Nation. Mr. Andrew Salas and Mr. Matthew Teutimez provided oral information on the proximity of known Native American village sites to the Specific Plan area and the use of the Ontario Ranch area for hunting, particularly along what is now known as the Cucamonga Creek Channel, and the potential for finding hunting tool caches in previously undisturbed soil near the channel. Based on the consultation conducted, no TCRs were identified. Consultation between the City and the Gabrieleño Band of Mission Indians – Kizh Nation has formally concluded.

Additionally, no sites were documented in NAHC's Sacred Lands File search conducted for the USGS quadrangle that encompasses the Plan Area. Furthermore, there are not site or properties in the Plan Area that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as discussed in Section 5.5, *Cultural Resources*. Therefore, impacts to TCRs are not anticipated to be significant as a result of implementation of the Specific Plan.

Impact TCR-2: The project would not cause a substantial adverse change in the significance of a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe.

Less than Significant Impact with Mitigation. The entire Specific Plan area is heavily disturbed and the majority is used for farming purposes. Buildout of the Specific Plan would involve demolitions, grading, and earthwork. As discussed in Impact TCR-1 above, no substantial evidence exists that TCRs are present in the Specific Plan area. Although, no TCRs have been identified, during the AB 52 consultation, the Gabrieleño Band of Mission Indians – Kizh Nation requested the presence of Native American monitors during the grading process to identify tribal cultural resources, should any be discovered. Mitigation Measure TCR-1 requires Native American resource sensitivity training and monitoring of previously undisturbed native soil. If potential resources are encountered, Mitigation Measure CUL-1 requires that along with an archaeologist, a Native American Monitor of Gabrieleño Ancestry shall evaluate all archaeological resources unearthed by project construction activities. Mitigation Measure TCR-2 ensures the respectful treatment and reburial of Native American human remains and/or ceremonial objects should any be encountered. With implementation of the mitigation measure, impacts to TCRs are not anticipated to be significant

Furthermore, the project would be subject to CEQA Guidelines Section 15064.5, PRC Section 21083.2 and 5097.9, and Health and Safety Code Section 7050.5, to properly recover and evaluate any TCRs if encountered. The project has not been selected as a site recommended for historic designation, and the project site is not identified on any historic resource list or database. Furthermore, no sites were documented in the NAHC's Sacred Land File search. Therefore, with implementation of Mitigation Measures CUL-1, TCR-1 and TCR-2, and the aforementioned regulations, impacts to TCRs would be reduced to less than significant levels.

5.14.7 CUMULATIVE IMPACTS

The cumulative study area for tribal cultural resources includes the southwestern San Bernardino County region, which contains the same general tribal historic setting. Other projects in the vicinity of the project area would involve ground disturbances that could reveal buried TCRs.

Cumulative impacts to TCRs would be reduced by compliance with applicable regulations and consultations required by AB 52. As described above, the Specific Plan area is not known to contain TCRs; however, Mitigation Measure CUL-1, TCR-1 and TCR-2 would be implemented to ensure that impacts would not occur in the case of an inadvertent discovery of a potential TCR. These mitigation measures ensure that the Specific Plan would not contribute to a cumulative loss of TCRs. Therefore, cumulative impacts would be less than significant.

5.14.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

- California Government Code Sections 5097.9-5097.99
- California Public Resources Code Sections 21073 et seq. (AB 52)

5.14.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon adherence to regulatory requirements, Impact TCR-1 would be less than significant.

Without mitigation, the following impact would be **potentially significant**:

- Impact TCR-2: Ground disturbance activities associated with future development of the Specific Plan area may damage unknown buried TCRs.

5.14.10 MITIGATION MEASURES

Mitigation Measure TCR-1: Native American Monitoring

Prior to commencement of any excavation activities, the project developer shall retain a Native American Monitor of Gabrieleño Ancestry to:

- Conduct a Native American Indian Sensitivity Training for construction personnel. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry, and the general steps the Monitor would follow in conducting a salvage investigation.
- Monitor all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, and grubbing) of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. At their discretion and expense, a Native American Monitor of Gabrieleño Ancestry can be present during the removal of dairy manure to native soil.

Mitigation Measure TCR-2: Native American Human Remains

Prior to the start of ground disturbing activities, the project developer shall designate a location within the footprint of the project site for the respectful reburial of Native American human remains and/or

ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the San Bernardino County Coroner. Pursuant to California Health and Safety Code, Section 7050.5, all construction activity shall be diverted while the San Bernardino County Coroner determines if the remains are Native American.

If the San Bernardino County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the San Bernardino County Coroner. Reburial will be in an appropriate setting. If the San Bernardino County Coroner determines the remains to be modern, the San Bernardino County Coroner shall take custody of the remains.

If Native American, the San Bernardino County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. The discovery shall be confidential and secure to prevent further disturbance. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside working hours. The Native American Tribe of Gabrieleño Ancestry shall make every effort to recommend diverting the project and keep the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. No scientific study or the utilization of any invasive diagnostics shall be allowed to any Native American human remains. Cremations will either be removed in bulk or means necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project developer shall consult with the Tribe regarding avoidance of all cemetery sites.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container onsite if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site, but at a location agreed upon between the Tribe and the developer and protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Once complete, a final report of all activities shall be submitted to the NAHC.

Mitigation Measure CUL-1: Archaeological Resources (As provided in Section 5.5, *Cultural Resources*.)

5.14.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures identified above and existing regulatory programs would reduce potential impacts associated with TCRs for Impact TCR-2 to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to TCRs would occur.

REFERENCES

Colony Commerce Center East Specific Plan Phase 1 Cultural and Paleontological Resources Assessment,
Prepared by Material Culture Consulting, 2017.

5.15 Utilities and Service Systems

5.15.1 INTRODUCTION

This section describes the existing utility infrastructure and provision in the Specific Plan area and evaluates the potential for implementation of the proposal to impact utilities and services systems. Utilities and services systems include water supply and distribution systems, wastewater (sewage) conveyance and treatment, storm drainage systems, and solid waste collection and disposal. Impacts to hydrology (e.g., flooding) and water quality can be found in Section 5.8, *Hydrology and Water Quality*. The analysis in this section is based in part on the City's Sewer Master Plan, Water Master Plan, 2015 Urban Water Management Plan (UWMP), and Drainage Master Plan. In addition, a Water Supply Assessment (WSA) that evaluates buildout of both phases of the Specific Plan (including PA-1, PA-2, and PA-3) prepared by Webb Associates in 2017 (Webb 2017), included as Appendix M, and Preliminary Hydrology and Hydraulics Study prepared for development of Phase 1 (including PA-1 and PA-2) by JLC Engineering and Consulting in 2017 (JLC 2017) included as Appendix I, are incorporated into this section.

5.15.2 WASTEWATER

5.15.2.1 REGULATORY SETTING

Clean Water Act

The Clean Water Act (CWA) establishes regulations to control the discharge of pollutants into the waters of the U.S. and regulates water quality standards for surface waters. Under the CWA, the U.S. Environment Protection Agency (USEPA) is authorized to set wastewater standards and runs the National Pollutant Discharge Elimination System (NPDES) permit program. Under the NPDES program, permits are required for all new developments that generate discharges that go directly into "waters of the U.S." The federal Clean Water Act, United States Code, Title 33, Sections 1251 et seq. requires wastewater treatment of all effluent before it is discharged into surface waters.

National Pollution Discharge Elimination System Permit

The NPDES permit system was established in the federal Clean Water Act to regulate both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the U.S. For point source discharges, such as sewer outfalls, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge.

State Water Resources Control Board Statewide General Waste Discharge Requirements (WDRs) for Sanitary Sewer Systems

The Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (SWRCB Order No 2006-0003-DWQ) applies to sanitary sewer systems that are greater than one mile long, and collect or convey untreated or partially treated wastewater to a publicly owned treatment facility. The goal of Order No. 2006-0003 is to provide a consistent statewide approach for reducing Sanitary Sewer Overflows (SSOs), which are accidental releases of untreated or partially treated wastewater from sanitary sewer systems, by requiring that:

1. In the event of an SSO, all feasible steps be taken to control the released volume and prevent untreated wastewater from entering storm drains, creeks, etc.
2. If an SSO occurs, it must be reported to the SWRCB using an online reporting system developed by the SWRCB.
3. All publicly owned collection system agencies with more than one mile of sewer pipe in the State must develop a Sewer System Management Plan (SSMP), which must be updated every five years.

The City of Ontario has updated its Wastewater Facilities Master Plan in compliance with these requirements in 2017.

City of Ontario General Plan

The following policies contained in the Environmental Resources Element (Water and Wastewater) and Land Use Element are relevant to wastewater and the proposed project.

Policy ER1-8: Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

Policy LU1-3: Adequate Capacity. We require adequate infrastructure and services for all development.

Policy LU4-3: Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrent with development.

City of Ontario Municipal Code

The City of Ontario Municipal Code includes the following regulation related to wastewater discharge into the sewer system.

Section 6-7.301: Industrial wastewater permit.

- (a) To provide for the maximum public benefit for the use of the City sewerage system, written authorization to use said facilities is required. This written authorization shall be in the form of a discharge permit. No vested right shall be given by issuance of permits provided for in this section. The City reserves the right to establish by Municipal Code or in wastewater discharge permits, more stringent standards or requirements on discharges to the City's sewerage facilities if deemed appropriate by the Administrator.
- (b) Industrial waste permits will be issued in 1 of 4 forms and dependent on the type of discharger, volume, and discharge characteristics.
- (c) No user of the City sewerage system requiring a permit shall discharge wastewater without obtaining a wastewater discharge permit.
- (d) All users of the City's sewerage system proposing to discharge directly or indirectly into the sewerage system shall obtain a wastewater discharge permit.
- (e) All wastewater discharge permits shall be expressly subject to all provisions of this chapter and all other regulations, charges for use, and fees established by the City. Wastewater discharge permit conditions shall be enforced by the City of Ontario and Inland Empire Utilities Agency in accordance with this chapter and applicable State and Federal regulations.

5.15.2.2 ENVIRONMENTAL SETTING

The existing land use in the Specific Plan area is agriculture with supporting single family residential; and currently, septic tanks and disposal fields provide wastewater disposal. The existing sewer collection system in the Specific Plan vicinity are made up of a network of gravity sewers, pump stations, and force mains that convey wastewater to the Inland Empire Utilities Agency (IEUA) trunk sewer. The IEUA is the regional agency that provides wastewater collection, treatment and disposal to the western portion of San Bernardino County that includes the Cities of Upland, Montclair, Ontario, Fontana, Chino, Chino Hills, Rancho Cucamonga, and unincorporated areas of San Bernardino County. The tertiary effluent from RP-5 is regulated by the Santa Ana Regional Water Quality Control Board under Order No. R8-2015-0036, and effluent quality standards require tertiary treatment with filters and disinfection equivalent to Title 22 requirements for recycled water (IEUA 2017).

An existing 42-inch sewer main is located adjacent to the project site in Archibald Avenue; and connects to the 42-inch IEUA Eastern Trunk Sewer at the intersection of Archibald Avenue and Future Remington Avenue. The City's 2012 Sewer Master Plan evaluated the requirements for sewer mains based upon buildout of the planned land use and zoning designations of the area, including the project area and the development proposed by the Specific Plan; and these lines would be able to accommodate wastewater from the ultimate development of their service areas, which include the Specific Plan area.

The Eastern Trunk Sewer conveys wastewater to the IEUA Regional Water Recycling Plant No. 5 (RP-5), which began operating in 2004. RP-5 is located in the City of Chino at the southeast corner of Kimball Avenue and El Prado Road, to the southwest of the Specific Plan area. RP-5 currently treats 9 million gallons per day (mgd), has the capacity to treat 16.3 mgd, and has two plant expansion projects planned that would expand capacity of the facility to 22.5 mgd (IEUA 2017).

5.15.2.3 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-1 Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- UT-2 Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- UT-3 Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.15.2.4 METHODOLOGY

To evaluate the potential of the project to exceed the RWQCB requirements. The types of wastewater that would be generated from operation of the proposed land uses was identified; and the potential of the wastewater to exceed RWQCB requirements was described and compared the threshold.

For the analysis of wastewater impacts associated with project operation, the wastewater generation of the proposed project was estimated using wastewater generation factors provided by the City within the Sewer Master Plan. The project's estimated wastewater generation was then compared with the available capacity within the sewer collection and wastewater treatment system to determine if expansions to capacity would need to be constructed and if flows would be accommodated by the wastewater provider's facilities.

5.15.2.5 ENVIRONMENTAL IMPACTS

Impact UT-1: The project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

No Impact. Wastewater generated from implementation of the proposed Specific Plan would be conveyed to RP-5. The effluent from RP-5 is regulated by the Santa Ana RWQCB under Order No. R8-2015-0036, which requires that RP-5 utilize tertiary treatment with filters and disinfection equivalent to Title 22 requirements for recycled water.

The proposed Specific Plan involves development of industrial warehousing, light manufacturing, and business uses, which pursuant to the Industrial and Business Park land use designations, could include: offices, technology centers, research and development, “clean” industry, light manufacturing/assembly, and warehousing/distribution. Industrial wastewater that contains harmful levels of toxins that are regulated by the RWQCB (such as large quantities of pesticides, herbicides, oil, grease, and other chemicals) are not anticipated to be generated by the Specific Plan land uses. Wastewater is only anticipated to be generated from restrooms, break areas, and appliances (e.g., dishwashers), and all effluent would comply with the wastewater treatment standards of the RWQCB. To ensure that wastewater flows do not exceed RWQCB requirements, the City requires users of the City’s wastewater system to obtain a wastewater discharge permit (pursuant to Municipal Code Section 6-7.301) that identifies the type and amount of wastewater that would be discharged into the sewer system. As such, implementation of the proposed project would not exceed wastewater treatment requirements of the Santa Ana RWQCB, and significant impacts would not occur.

Impact UT-2: The project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Less than Significant Impact. As described above, the Specific Plan area is not currently served by the regional wastewater system. Wastewater onsite is currently disposed of in septic tanks. However, the Specific Plan area is located adjacent to an existing 42-inch sewer main located in Archibald Avenue that connects to the 42-inch IEUA Eastern Trunk Sewer, which conveys wastewater to the Regional Water Recycling Plant No. 5 (RP-5).

During construction of each PA, sewer lines would be installed to serve the proposed buildings and connect to the existing system that is adjacent to the project site. As described previously, the trunk sewer system has been designed by the City’s 2012 Sewer Master Plan to accommodate buildout of the area. As buildout of the proposed Specific Plan would develop the area consistent with the existing land use and zoning designations that were used to design the existing sewer mains, the proposed Specific Plan would not require expansion of these facilities to serve the proposed development.

Additionally, as described by the City’s General Plan EIR, the City conservatively assumes that the generation of wastewater is equal to 100 percent of new water demand. As described below, the City’s generation rate for water demand is 2,000 gallons per day per acre of industrial uses, including the proposed industrial warehousing uses. Thus, operation of Phase 1 (PA-1 and PA-2) on 84.8 acres of land would generate approximately 169,600 gallons per day of wastewater, and when Phase 2 (PA-3) is operational in 2040 the 9.6-acre area would generate approximately 19,200 gallons per day of. Total operation of the proposed Specific Plan (PA-1, PA-2, and PA-3) would generate approximately 188,800 gallons per day (0.19 mgd).

As described above, the IEUA Water Recycling Plant RP-5 currently treats 9 mgd, has the capacity to treat 16.3 mgd, and has two plant expansion projects planned that would expand capacity of the facility to

22.5 mgd (IEUA 2017). Thus, the addition of 188,800 gallons per day (0.19 mgd) from operation of the proposed Specific Plan would not require or result in construction of new wastewater treatment facilities or expansion of existing facilities.

Therefore, although construction of the onsite sewer lines and connection to the existing trunk sewer are included as part of the Specific Plan and would be necessary for operation of the planned land uses, no extensions or expansions to the existing sewer or wastewater treatment system serving the region would be required. The necessary installation of onsite sewer line and connection to the existing line is included as part of the proposed Specific Plan project and would not result in any physical environmental effects beyond those identified in other sections of this EIR. Therefore, the Specific Plan would not result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Impact UT-3: The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

No Impact. As described above, the operational buildout of the proposed Specific Plan (including PA-1, PA-2, and PA-3) would generate approximately 188,800 gallons per day (0.19 mgd) of wastewater that would be conveyed to the IEUA Water Recycling Plant RP-5 for disposal. RP-5 currently treats 9 mgd, has the capacity to treat 16.3 mgd, and has two plant expansion projects planned that would expand capacity of the facility to 22.5 mgd (IEUA 2017). Thus, the addition of 188,800 gallons per day (0.19 mgd) from operation of the proposed Specific Plan would be accommodated by the existing facilities, and would not result in a capacity constraint related to serving the proposed Specific Plan in addition to IEUA's existing commitments. Impacts related to wastewater treatment plant capacity would not occur from implementation of the proposed project.

5.15.3 Water

5.15.4.1 REGULATORY SETTING

Safe Drinking Water Act

The United States Environmental Protection Agency (USEPA) administers the Safe Drinking Water Act, which is the primary federal law that regulates the quality of drinking water and establishes standards to protect public health and safety. The Department of Health Services (DHS) implements the requirements of the Act and oversees public water system quality statewide. DHS establishes legal drinking water standards for contaminants that could threaten public health.

California Urban Water Management Planning Act

Section 10610 of the California Water Code established the California Urban Water Management Planning Act (CUWMPA), requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in its water service. CUWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that annually provides more than 3,000 acre-feet of water service, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The CUWMPA describes the contents of Urban Water Management Plans as well as methods for urban water suppliers to adopt and implement the plans.

Senate Bill 610

Senate Bill (SB) 610 requires public urban water suppliers with 3,000 or more service connections to identify existing and planned sources of water for planned developments of a certain size. It further requires the public water system to prepare a specified water supply assessment (WSA) for projects that meet the following criteria:

- a) A proposed residential development of more than 500 dwelling units;
- b) A proposed shopping center employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- c) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- d) A hotel or motel, or both, with more than 500 rooms;
- e) An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area; and
- f) A mixed-use project that includes one or more of the projects above.

The components of a WSA include existing water demand, future water demand by the project, and must ensure that water is available for the project during normal years, a single dry year, and multiple dry years during a 20-year future projection period. The WSA must also describe whether the project's water demand is accounted for in the water supplier's UWMP. Supplies of water for future water supply must be documented in the WSA.

Senate Bill 221

SB 221 requires the local water provider to provide "written verification" of "sufficient water supplies" to serve the project. SB 221 applies only to residential projects of 500 units or more (infill or low-income or very-low-income housing subdivisions are exempt) and requires the land use planning agency to include as a condition of approval of a tentative map, parcel map, or development agreement a requirement that "sufficient water supply" be available. Sufficiency under SB 221 differs from SB 610 in that it is determined by considering the availability of water over the past 20 years; the applicability of any urban water shortage contingency analysis prepared per Water Code Section 10632; the reduction in water supply allocated to a specific use by an adopted ordinance; and the amount of water that can be reasonably relied upon from other water supply projects, such as conjunctive use, reclaimed water, water conservation, and water transfer. In most cases, the WSA prepared under SB 610 meets the requirement for proof of water supply under SB 221.

CalGreen Building Code

California Code of Regulations Title 24, Part 11, establishes the California Green Building Code or CALGreen. The CALGreen Code was recently updated in 2016 and went into effect January 1, 2017. CALGreen sets forth water efficiency standards (i.e., maximum flow rates) for all new federally-regulated plumbing fittings and fixtures.

City of Ontario General Plan

The following goal and policies contained in the Environmental Resources Element (Water and Wastewater) and Land Use Element are relevant to the proposed project.

Goal ER1: A reliable and cost effective system that permits the City to manage its diverse water resources and needs.

Policy ER1-1: Local Water Supply. We increase local water supplies to reduce our dependence on imported water.

Policy ER1-2: Matching Supply to Use. We match water supply and quality to the appropriate use.

Policy ER1-3: Conservation. We require conservation strategies that reduce water usage.

Policy ER1-4: Supply-Demand Balance. We require that available water supply and demands be balanced.

Policy LU1-3: Adequate Capacity. We require adequate infrastructure and services for all development.

Policy LU4-3: Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrent with development.

City of Ontario Municipal Code

Municipal Code Section 6-8.7 to 6-8.279: All new development in Ontario Ranch is required to connect to, and use recycled water for all approved uses, including but not limited to landscape irrigation.

5.15.4.2 ENVIRONMENTAL SETTING

Water System Infrastructure

The existing City water system consists of 12 storage reservoirs, four active and one inactive booster pumping stations, 22 active groundwater wells, 16 pressure-reducing stations, and approximately 546 miles of transmission and distribution pipelines. This water system is divided into five pressure zones. However, the Specific Plan area is currently used for agricultural, dairy, and rural residential uses. The project site does not currently connect to the water distribution system. Water on the project site is currently supplied by private water wells. The crop field in the southern portion of the Specific Plan area is irrigated by a well that serves a mainline pipe that runs in an east-west direction parallel to the eucalyptus grove. The water from the mainline is then conveyed to the crops south via lateral irrigation lines.

Water Supply and Groundwater

The City sits on the Chino Groundwater Basin and in the Santa Ana River Watershed. The City water supply is derived from a combination of local and imported water, obtained primarily from four sources: Ontario wells and treatment in the Chino Groundwater Basin; the Chino Desalter Authority (CDA) wells and treatment in the Chino Groundwater Basin; treated State Water Project water from the Water Facilities Authority (WFA); and recycled water from the IEUA, a member agency of the Metropolitan Water District of Southern California (MWD). In 2015, approximately 69 percent of Ontario's water supply came from groundwater, 20 percent of supply was available from imported water, and 11 percent was recycled water.

In the past ten years, the City has produced and purchased an average of 40,671 AFY of both potable and recycled water supplies (not including recycled water use by Agricultural customers). An average of 23,408 AFY (58 percent of total supply) was produced from the Chino Basin. An average of 10,724 AFY of imported water was purchased from the WFA. An average of 2,458 AFY of recycled water was purchased from IEUA. An average of 4,733 AFY was purchased from the CDA (UWMP 2015).

The water rights in the Chino Basin were adjudicated in 1978. The safe yield of the Chino Basin has been approximately 140,000 AFY. The adjudication allows each water producer, including the City, a “base water right,” which is a percentage of what can be safely pumped from the Chino Basin. The judgment provides that water producers can pump in excess of their base water right if they either pay for replenishment water or purchase water rights from other users (City of Ontario 2009). The judgment also provides that, as agricultural uses convert to urban uses, agricultural water rights in the basin also convert at 2 acre-feet per acre to the water agency that will serve them. Therefore, development of agricultural lands in Ontario comes with a share of the local reliable water supply.

The City anticipates increasing its total water supply from 33,802 AFY to 73,640 AFY in 2040, by pursuing the following: full utilization of the City’s groundwater rights in the Chino Basin allowed under the Judgment (including increased groundwater recharge with stormwater and recycled water); expanding use of recycled water; and expanding use of desalter water from the Chino Basin Desalter Authority (Webb 2017).

Water Demands

In 2015, the City’s total demand was 36,153 AFY. Potable water demand was 28,945 AFY and recycled water demands was 7,208 AFY (UWMP 2015). In the year 2040, the projected total demand is estimated to be 73,640 AFY; of this potable water demands are projected to be 57,093 AFY and recycled water demands are projected to be 16,547 AFY (UWMP 2015). The projected potable and recycled water demands were determined based upon the existing demands, the General Plan land use designations to identify future service areas, and the unit demand factors developed for future development.

5.15.4.3 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-4 Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; or
- UT-5 Require or result in the construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.

5.15.4.4 METHODOLOGY

The evaluation of water supply quantifies the amount of water that would be required to support operation of the proposed Specific Plan, and compares the demand to the City’s available water supply to identify if additional water supply entitlements would be needed to serve the proposed Specific Plan in addition to existing service needs. Additionally, the water supply infrastructure in the project area was identified and evaluated to ensure design capacity would be adequate to supply the Specific Plan area, or to identify if expansions would be required to serve the proposed development.

5.15.4.5 ENVIRONMENTAL IMPACTS

Impact UT-4: There are sufficient water supplies available to serve the project from existing entitlements and resources, and no new or expanded entitlements are needed.

No Impact. The proposed Specific Plan would develop the project site pursuant to the existing Business Park land use designation, which has been used by the City to estimate future water demands from development of the project site, and included in the City's 2015 UWMP. Therefore, the proposed Specific Plan has been included in the water demand (and indirectly, water supply) projections of the latest UWMP.

The WSA that was prepared for the proposed Specific Plan (for development of PA-1, PA-2, and PA-3) includes a water demand estimate, which is provided as Table 5.15-1.

Table 5.15-1: Water Demand from Buildout of the Proposed Specific Plan

Land Use	Acres	Gallons per Day per Acre	Daily Water Demand (gpd)	Total Annual Demand (AFY)
Potable Water Demand				
Business Park (PA-1)	45.19	1,800	81,342	91
Industrial (PA-2)	39.65	1,400	55,510	62
Industrial (PA-3)	9.65	1,400	13,510	15
Total	94.49	-	150,362	168
Recycled Water Demand				
Business Park (PA-1)	45.19	1,340	60,555	68
Industrial (PA-2)	39.65	890	35,289	40
Industrial (PA-3)	9.65	890	8,589	10
Total	94.49	-	104,432	117
Total Water Demand				
Business Park (PA-1)	45.19	3,140	141,897	159
Industrial (PA-2)	39.65	2,290	90,799	102
Industrial (PA-3)	9.65	2,290	22,099	25
Total	94.49	-	254,794	285

Source: Water Supply Assessment for Colony Commerce Center East, Appendix L.

As shown on Table 5.15-1 operation of the proposed Specific Plan (including PA-1, PA-2, and PA-3) is anticipated to generate a demand for 168 AFY of potable water and 117 AFY of recycled water, which would provide a total demand of 285 AFY (254,794 gpd).

As described by the City's 2015 UWMP and the WSA that was prepared for the proposed Specific Plan, the City has estimated that sufficient supply available during a normal years and multiple dry year conditions between 2020 and 2040 to meet all of the City's estimated needs (as shown in Table 5.15-2), which includes the proposed Specific Plan as it is included in the 2015 UWMP.

Table 5.15-2: City of Ontario Supply and Demand (AFY)

	2020	2025	2030	2035	2040
Supply	39,369	43,710	50,966	61,470	73,640
Demand	39,369	43,710	50,966	61,470	73,640
Difference	0	0	0	0	0

Source: Water Supply Assessment for Colony Commerce Center East, Appendix L.

Therefore, the City of Ontario's projected water supply (potable and recycled) would meet the projected water demand associated with the proposed Specific Plan (including PA-1, PA-2, and PA-3), in addition to the City's existing and planned future uses (Webb 2017), and sufficient water supplies would be available to serve the project from existing entitlements and resources, and are new or expanded entitlements would

not be needed. As a result, impacts related to water supply would not occur from implementation of the proposed Specific Plan.

Impact UT-5: The project would not require or result in the construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.

Less than Significant Impact. The project area currently contains private agricultural wells that would be removed during the site preparation phase of construction. The removal of the wells would be in compliance with the regulations of the California Department of Water Resources via permit from the San Bernardino County Health Department.

Existing water infrastructure is located within Archibald Avenue, adjacent to the east of the project site. Because the Specific Plan area is currently served by the onsite wells, new water distribution infrastructure would be installed as part of the construction process. These new facilities are part of the City's Water Master Plan, which has identified water facilities to serve the southern portion of the City. The water supply infrastructure for the 925 Pressure Zone for Phase 1 (PA-1 and PA-2) has been recently constructed and is located within the eastern portion of Ontario Ranch. However, prior to operation of Phase 2 (PA-3) in 2040 the following Master Plan facilities would need to be developed:

- New 24"-42" transmission mains from Archibald, westerly along Eucalyptus to Grove, then north to approximately Francis, ending at 2 new wells and a 6 MG reservoir.
- A minimum of two points of connection to the new transmission main(s) (Phase 1 and/or Phase 2) are required to provide for looped water service (City of Ontario Engineering 2017).

The offsite water infrastructure installed by the proposed Specific Plan would include installation of 12-inch potable and 12-inch reclaimed water mains in Merrill Avenue, from Archibald Avenue to the Cucamonga Creek Channel, and a new 12-inch water main along the southerly property line, parallel to the County Line Channel.

Within the Specific Plan area, a network of 8-inch and 10-inch potable and reclaimed water lines would be installed to serve each proposed building and the adjacent irrigation needs, and would connect to the new water mains in Merrill Avenue. The water lines would be designed to meet the fire flow requirements, which would be verified by the Fire Department and/or the Ontario Building and Safety Department through review of the hydraulic analysis that is required for permit approval to demonstrate adequate fire flow protection requirements. In addition, should other offsite connecting master planned water facilities not be developed by implementation of Phase 2 (PA-3), there may be instances whereby additional water infrastructure is needed to meet the fire flow requirements. Prior to construction permit approval for Phase 2, a hydraulic analysis is required to be approved by the City, which would demonstrate compliance with fire flow requirements.

Although construction of the water lines would be necessary for operation of the Specific Plan land uses, these facilities have been planned by the City in its Water Master Plan, and no extensions or capacity expansions beyond the planned system would be required. The necessary installation of water lines is included as part of the proposed Specific Plan project and would not result in any physical environmental effects beyond those identified in other sections of this EIR. Therefore, the Specific Plan would not result in the construction of new unplanned water facilities or expansion of existing planned facilities, the construction of which could cause significant environmental effects. Therefore, impacts would be less than significant.

5.15.4 STORMWATER DRAINAGE

5.15.5.1 REGULATORY SETTING

Clean Water Act

The Clean Water Act established the basic structure for regulating discharges of pollutants into “waters of the U.S.” The act specifies a variety of regulatory and non-regulatory tools to manage stormwater runoff. Clean Water Act Section 402 is relevant to drainage in the proposed Specific Plan area.

Section 402 regulates point- and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the State Water Resources Control Board (SWRCB) oversees the NPDES program, which is administered by the RWQCBs. The NPDES program provides for both general permits (those that cover a number of similar or related activities) and individual permits.

National Pollutant Discharge Elimination System

The NPDES permit program under the Clean Water Act controls point and nonpoint water sources that discharge into “waters of the U.S.” California has an approved state NPDES program. The USEPA has delegated authority for NPDES permitting to the California State Water Resources Control Board (SWRCB), which has nine regional boards. The Santa Ana Regional Water Quality Control Board (RWQCB) area includes the City of Ontario. Under this system, discharge of stormwater runoff from construction areas of one acre or more requires either an individual permit issued by the RWQCB or coverage under the statewide Construction General Stormwater Permit for stormwater discharges. In addition, operational water discharges from land use operations that have direct stormwater discharges to navigable waters, are also required to obtain either an individual permit or obtain coverage under the statewide General Industrial Stormwater Permit.

California General Permit

The State of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The last Construction General Permit amendment became effective in 2012. The Construction General Permit regulates construction site storm water management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of storm water associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents. The SWPPP is required to identify specific BMPs that would be implemented to control drainage from project sites.

California Water Resources Control Board Low Impact Development Policy

The SWRCB adopted the Low Impact Development (LID) Policy which, at its core, promotes the idea of “sustainability” as a key parameter to be prioritized during the design and planning process for future

development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. The RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed Phase I municipal stormwater NPDES permits.

Santa Ana Regional Water Quality Control Board

On January 29, 2010, the Santa Ana RWQCB issued municipal stormwater NPDES permit (Order No. R8-2010-0036 NPDES No. CAS 618036) to the County of San Bernardino and the 17 co-permittees, including the City of Ontario. As a co-permittee, the City of Ontario is required to develop and implement a local implementation plan (LIP). The LIP describes the City's legal authority, and its ordinances, policies, and standard operating procedures, in addition to establishing internal departmental coordination and reporting requirements to ensure accountability and consistency.

City of Ontario General Plan

The following policy contained in the Environmental Resources Element (Water and Wastewater) and Land Use Element is relevant to stormwater drainage and the proposed Specific Plan.

Policy ER1-6: Urban Run-off Quantity. We encourage the use of low impact development strategies to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.

5.15.5.2 ENVIRONMENTAL SETTING

Several existing drainage features are adjacent to the Specific Plan area. Existing storm drains include a 96-inch drain located in Archibald Avenue to the east of the Specific Plan area; and a 48-inch storm drain on Merrill Avenue, east of Archibald Avenue. Channelized drainages include the Cucamonga Creek that consists of a trapezoidal concrete channel to the west of the Specific Plan area; and the County Line Channel that is located along the southern Specific Plan area boundary. The Specific Plan area does not currently contain any drainage infrastructure improvements, and stormwater currently absorbs into the pervious surfaces on the project site, and excess runoff drains to the County Line Channel through three existing channel inlets along the southern boundary of the Specific Plan area.

The County Line Channel is a regional, vertical-walled concrete channel that drains runoff to Cucamonga Creek. The County Line Channel was developed as part of the Master Plan of Drainage for the New Model Colony, and originates at the intersection of Milliken Avenue and Bellegrave Avenue, approximately 2.15 miles to the northwest of the Specific Plan area. The channel extends southwest along Bellegrave Avenue/Remington Avenue and flows along the southern Specific Plan area boundary for approximately 0.40 mile, and drains into Cucamonga Creek Channel. The Cucamonga Creek originates to the north of the Specific Plan area in the San Bernardino Mountains and flows to the Pacific Ocean south of Huntington Beach in Orange County.

5.15.5.3 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-6 Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

5.15.5.4 METHODOLOGY

The evaluation related to stormwater drainage identifies the potential of the project to generate additional runoff, such that new storm drain facilities or expansions to the storm water drainage system would be required beyond those planned as part of the City of Ontario Storm Drain Master Plan, and the potential impacts of implementing the improvements.

5.15.5.5 ENVIRONMENTAL IMPACTS

Impact UT-6: **The project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.**

Less than Significant Impact. Development of the Specific Plan includes installation of a subsurface storm drain system that would discharge runoff into one of two onsite infiltration basins; one basin near the southwest corner of the Specific Plan area and the other basin near the northwest corner. These basins would retain, slow, and filter the runoff before its discharge through storm drain connections to County Line Channel. These drainage improvements to serve the site are included in the City of Ontario Storm Drain Master Plan.

Although construction of the drainage system and connection to the existing storm drain system would be part of the project, these facilities have been planned by the City in its Storm Drain Master Plan, and no extensions or expansions beyond the planned system would be required. The necessary installation of drainage improvements lines is included as part of the proposed Specific Plan project and would not result in any physical environmental effects beyond those identified in other sections of this EIR. Therefore, the Specific Plan would not result in the construction of new unplanned storm water drainage facilities or expansion of existing planned facilities, the construction of which could cause significant environmental effects. Therefore, impacts would be less than significant.

5.15.5 SOLID WASTE

5.15.6.1 REGULATORY SETTING

California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 (AB 939) redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the State. The Act was adopted in an effort to reduce the volume and toxicity of solid waste that is land-filled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. AB 939 required each of the cities and unincorporated portions of the counties to divert a minimum of 25 percent of the solid waste sent to landfills by 1995, and 50 percent by the year 2000. To attain goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices. These practices include source reduction, recycling and composting, and environmentally safe landfill disposal and transformation.

Other state statutes pertaining to solid waste include compliance with the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), which requires adequate areas for collecting and loading recyclable materials within a project site.

California Assembly Bill 341

On October 6, 2011, Governor Brown signed AB 341 establishing a state policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020, and requiring CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal by January 1, 2014. The bill also mandates local jurisdictions to implement commercial recycling by July 1, 2012.

2016 California Green Building Standards

Section 5.408.1 Construction waste diversion. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste.

5.410.1 Recycling by occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals, or meet a lawfully enacted local recycling ordinance, if more restrictive.

5.15.6.2 ENVIRONMENTAL SETTING

Business and household refuse, green waste, and recycling from Ontario are sent to the West Valley Materials Recovery Facility in Fontana for processing, recycling, or landfilling. West Valley Materials Recovery Facility permitted to receive 7,500 tons of solid waste per day.

From the Materials Recovery Facility, a large majority (82 percent) of the City's solid waste disposed of at landfills is transported to the El Sobrante Landfill in the City of Corona at 10919 Dawson Canyon Road (CalRecycle 2017). The El Sobrante Sanitary Landfill is permitted to accept 16,054 tons per day of solid waste, and is permitted to operate through 2044 (CalRecycle 2017). In August 2016, the landfill averaged 8,534 tons per day; thus, having an average daily additional capacity of 7,520 tons per day.

5.15.6.3 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-7 Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- UT-8 Comply with federal, state, and local statutes and regulations related to solid waste.

5.15.6.4 METHODOLOGY

Solid waste generation from construction and operation of the project was estimated using EPA and CalRecycle solid waste generation factors derived for industrial warehouse/manufacturing uses. Solid waste volumes were then compared with recent estimates of remaining disposal capacity of the landfill serving the City. In addition, potential impacts related to compliance with solid waste regulations was evaluated by identifying how the proposed project would be implement the relevant requirements.

5.15.6.5 ENVIRONMENTAL IMPACTS

Impact UT-7: The project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

Less than Significant Impact.

Construction

Project construction would generate solid waste for landfill disposal in the form of demolition debris from the existing improvements. Demolition waste would be properly characterized as required by law and recycled or disposed of at an appropriate type of landfill for such materials. Construction waste in the form of packaging and discarded materials would also be generated by the development proposed by the Specific Plan. Utilizing a construction waste factor of 4.34 pounds per square foot (EPA 2003), development of Phase 1 (PA-1 and PA-2) would generate approximately 3,630 tons of waste during demolition and construction, which would occur over an 18-month period. The 3,630 tons of waste over the 18-month construction period would equate to approximately 50.4 tons per week. However, Section 5.408.1 of the 2016 California Green Building Standards Code requires construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated by construction, which is estimated to be 17.64 tons per week.

In addition, Phase 2 (PA-3) would develop up to 231,195 square feet of building area, which (assuming a 9-month construction process) would generate approximately 14 tons per week of solid waste, of which (35 percent) 4.9 tons per week would be disposed of in the landfill; and the remaining recycled or reused pursuant to the CalGreen requirements.

As described above, the El Sobrante Sanitary Landfill is permitted to accept 16,054 tons per day of solid waste. In August 2016, the landfill averaged 8,534 tons per day; thus, it has an average daily additional capacity of 7,520 tons per day that would be able to accommodate the addition of 17.64 tons of waste per week from construction of Phase 1 (PA-1 and PA-2), and the 4.9 tons of waste from construction of Phase 2 (PA-3).

Operation

Based on the daily solid waste generation rates from CalRecycle, warehouse/manufacturing uses produce 1.42 pounds per 100 square feet of building area per day. Based on this, operation of Phase 1 (PA-1 and PA-2) would generate approximately 12 tons of waste per day, at least 50 percent of which is required to be recycled. Therefore, about 6 tons per day would be disposed of in landfills from operation of Phase 1 (PA-1 and PA-2) in 2019. However, with implementation of AB 341 (described previously) 75 percent of solid waste would need to be source reduced, recycled, or composted by 2020. Thus, in 2020 the estimated solid waste disposed of in landfills from operation of Phase 1 (PA-1 and PA-2) would be 3 tons per day.

Operation of Phase 2 (PA-3) would generate approximately 1.6 tons of solid waste per day from the 231,195 square feet of building area, of which 75 percent would be recycled, and 25 percent (per AB 341) would be disposed of in landfills. This equates to 0.41 tons per day of solid waste would be disposed of in landfills from operation of Phase 2 (PA-3).

Operation of all 3 PAs after 2040 would generate approximately 3.41 tons per day of solid waste. As described above, the El Sobrante Sanitary Landfill is permitted to accept 16,054 tons per day of solid waste. In August 2016, the landfill averaged 8,534 tons per day; thus, it has an average daily additional capacity of 7,520 tons per day that would be able to accommodate the addition of 3.41 tons of waste per day from operation of the proposed Specific Plan or 6.41 tons of waste not assuming the reductions required by AB 341 starting in 2020 (i.e., applying the 2017 standards). Therefore, the proposed Specific Plan would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and impacts related to landfill capacity would be less than significant.

Impact UT-8: The project would comply with federal, state, and local statutes and regulations related to solid waste.

No Impact. The proposed Specific Plan would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City is subject to the requirements set forth in AB 939 that requires diversion of a minimum of 50 percent of construction and demolition debris. In addition, after 2020 the operations within the Specific Plan area and the City's solid waste hauler would be required to divert 75 percent of solid waste pursuant to AB 341. Implementation of the proposed Specific Plan would be consistent with all state regulations. All projects in the City undergo development review and permitting, which includes an analysis of project compliance with these programs. Therefore, development under the proposed Specific Plan would comply with all solid waste policies and objectives; and impacts related to compliance with regulations related to solid waste would not occur.

5.15.6 CUMULATIVE IMPACTS

The cumulative study area for utilities and service systems includes the geographical area that is served by each purveyor or system.

Wastewater Services

Cumulative wastewater infrastructure impacts are considered on a systemwide basis, and are associated with the overall capacity of existing and planned infrastructure. The cumulative system evaluated includes City's sewer system and the conveyance system through wastewater disposal at the Regional Water Recycling Plant No. 5 (RP-5). As described previously, during construction of each PA, sewer lines would be installed to serve the proposed buildings and connect to the existing system that is adjacent to the project site. As described previously, the trunk sewer system has been designed by the City's 2012 Sewer Master Plan to accommodate buildout of the area. With implementation of the project sewer improvements, the proposed Specific Plan would not combine with other development projects to result in a cumulatively substantial increase in wastewater such that new or expanded facilities would be required, which could result in an environmental impact. Thus, increases in wastewater in the system would result in a less than significant cumulative impact.

Additionally, the RP-5 facility currently treats 9 mgd, has the capacity to treat 16.3 mgd, and has two plant expansion projects planned that would expand capacity of the facility to 22.5 mgd (IEUA 2017). Due to this volume of excess capacity that is designed to accommodate future growth, the increase in wastewater flow from cumulative projects would not significantly impact the RP-5 facility. As a result, impacts related to cumulative projects wastewater treatment and conveyance capacity would be less than significant.

Water Supply

Cumulative water supply impacts are considered on a citywide basis and are associated with the capacity of the infrastructure system and the adequacy of the City's primary sources of water that include groundwater pumped through City wells, deliveries from imported sources, and recycled water from IEUA.

As described previously, during construction of each PA, water lines would be installed to serve the proposed buildings and connect to the existing system that is adjacent to the project site. As described previously, the water system has been designed by the City's Water Master Plan to accommodate buildout of the Specific Plan area. Thus, with implementation of the project's water infrastructure improvements, the proposed Specific Plan would not combine with other development projects to result in a cumulatively substantial need for new or expanded water facilities would be required, which could result in an environmental impact. Thus, increases in water deliveries in the system from implementation of the proposed Specific Plan would result in a less than significant cumulative impact.

Additionally, as described above, the City anticipates increasing its total water supply from 33,802 AFY to 73,640 AFY in 2040, which would meet all of the City's projected water needs in regular and multiple dry years by pursuing the following: full utilization of the City's groundwater rights in the Chino Basin allowed under the Judgment (including increased groundwater recharge with stormwater and recycled water); expanding use of recycled water; and expanding use of desalter water from the Chino Basin Desalter Authority (Webb 2017). Because these projections include water supply needs from the proposed Specific Plan, cumulative impacts would be less than significant.

Drainage

The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Specific Plan area, from capture of runoff through final discharge points. As described above the proposed project includes installation of a subsurface storm drain system that would discharge runoff into one of two onsite infiltration basins that would retain, slow, and filter the runoff before its discharge through storm drain connections to County Line Channel. These facilities are included within the City of Ontario Storm Drain Master Plan to provide additional infrastructure. In addition, pursuant to state and regional regulations that require development projects to maintain pre-project hydrology, no net increase of offsite stormwater flows would occur. RWQCB Permit conditions require a hydrology/drainage study to demonstrate that all runoff would be appropriately conveyed and not leave the project sites at rates exceeding pre-project conditions, prior to receipt of necessary permits. As a result, increases of runoff from cumulative projects that could cumulatively combine to impact stormwater drainage capacity would not occur, and cumulative impacts related to drainage infrastructure would be less than significant.

Landfills

The geographic scope of cumulative analysis for landfill capacity is the service area for the El Sobrante Landfill in the City of Corona, which serves the Specific Plan area. The projections of future landfill capacity based on the entire projected waste stream going to these landfills is used for cumulative impact analysis. As described previously, the El Sobrante Landfill has a maximum permitted capacity of 16,054 tons per day takes in an average of 8,534 tons per day (CalRecycle, 2017). The 3.41 tons of solid waste per day from operation of the proposed Specific Plan would be accommodated by the existing facility. In addition, as described above, development of the Specific Plan area has been included in the City's land use planning and growth projections, which are used in regional landfill capacity planning. As a result,

increases in solid waste from cumulative projects that could cumulatively combine with the proposed Specific Plan to impact landfill capacity would be less than significant.

5.15.7 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Federal

- Clean Water Act
- National Pollutant Discharge Elimination System

State

- Assembly Bill 939 (Integrated Waste Management Act)
- Assembly Bill 341 (Chapter 476, Statutes of 2011)
- California Green Building Standards Code

Local

- Ontario General Plan Environmental Resources Element

5.15.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impact UT-1 through UT-8 would be less than significant.

5.15.9 MITIGATION MEASURES

No mitigation measures are required.

5.15.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to utilities and service systems have been identified and impacts would be less than significant.

REFERENCES

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CalRecycle Disposal Reporting System: Jurisdiction Tons by Facility. Accessed at:
<http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx>

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5.16 Energy

5.16.1 INTRODUCTION

This section of the EIR assesses the significance of the use of energy, including electricity, natural gas and gasoline, and diesel fuels, that would result from the proposed Specific Plan. It discusses existing energy use patterns, and examines whether the proposed Specific Plan (including development and operation of PA-1, PA-2, and PA-3) would result in the consumption of large amounts of fuel or energy, or use such resources in a wasteful manner.

Refer to Section 5.7, *Greenhouse Gas Emissions*, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions, and Section 5.15, *Utilities and Service Systems*, for a discussion of water consumption. The analysis within this section is based on the energy modeling of construction and operation of PA-1, PA-2, and PA-3 prepared by Urban Crossroads (UC 2017), and included as Tables 5.16-1 through 5.16-11.

5.16.2 REGULATORY SETTING

Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

In response to *Massachusetts et al. vs. Environmental Protection Agency et al.*, the Bush Administration issued an executive order on May 14, 2007, directing the U.S. Environmental Protection Agency (USEPA) and the Department of Transportation (USDOT) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFÉ) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFÉ standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

California Public Utilities Commission Plans and Programs

The California Public Utilities Commission (CPUC) has authority to set electric rates, regulate natural gas utility service, protect consumers, promote energy efficiency, and ensure electric system reliability. The CPUC has established rules for the planning and construction of new transmission facilities, distribution facilities, and substations. Utility companies are required to obtain permits to construct certain power line facilities or substations. The CPUC also has jurisdiction over the siting of natural gas transmission lines.

The CPUC regulates distributed energy generation policies and programs for both customers and utilities. This includes incentive programs (e.g., California Solar Initiative) and net energy metering policies. Net

energy metering allows customers to receive a financial credit for power generated by their on-site system and fed back to the utility. The CPUC is involved with utilities through a variety of energy procurement programs, including the Renewable Portfolio Standard program.

In 2008, the CPUC adopted the Long Term Energy Efficiency Strategic Plan, which is a road map to achieving maximum energy savings in California through 2020. Consistent with California's energy policy and electricity "loading order," the Energy Efficiency Strategic Plan indicates that energy efficiency is the highest priority resource in meeting California's energy needs. The CPUC also adopted energy goals that require all new residential construction in California to be zero net energy by 2020. The zero net energy goal means new buildings must use a combination of improved efficiency and distributed renewable energy generation to meet 100 percent of their annual energy need. In addition to the zero net energy goals for residential buildings by 2020, the CPUC has adopted goals that all new commercial construction in California will be zero net energy by 2030, and 50 percent of existing commercial buildings will be retrofit to zero net energy by 2030.

Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased from 33 percent to 50 percent by December 31, 2030, thereby doubling energy efficiency within the state. SB 350 makes revisions to the California Renewable Portfolio Standards (RPS) Program and to certain other requirements on public utilities and publicly owned electric utilities. SB 350 also requires local publicly-owned electric utilities to establish annual targets for energy efficiency savings and demand reduction consistent with a statewide goal established by the CPUC, and provides incentives for electrification of rail facilities. Local utilities would be required to develop more detailed strategies and incentives for use of renewable energy sources, resulting in an increased demand for renewable energy generation.

SB 350 emphasizes the important role of electric vehicles in California's overall scheme to combat climate change, declaring that "[d]eploying electric vehicles should assist in grid management, integrating generation from eligible renewable energy resources, and reducing fuel costs for vehicle drivers." The bill promotes the development of additional electric vehicle charging infrastructure to encourage greater use of electric cars, and requires electrical utilities to include expansion of electrical vehicle charging facilities as part of their strategies and incentives for reducing overall energy consumption.

Assembly Bill 1007 (Pavley, Chapter 371, Statutes of 2005)

Assembly Bill 1007 required the California Energy Commission (CEC) to prepare a state plan (State Alternative Fuels Plan) to increase the use of alternative fuels in California. The Commission prepared the State Alternative Fuels Plan in partnership with the California Air Resources Board and in consultation with other state, federal, and local agencies. The final State Alternative Fuels Plan, published in December 2007, attempts to achieve an 80-percent reduction in greenhouse gas emissions associated with personal transportation, even as California's population increases. Measures proposed that would reduce petroleum fuel use include:

1. Lowering the energy needed for personal transportation by tripling the energy efficiency of on-road vehicles by 2050 through:
 - a. Conventional gas, diesel, and flexible fuel vehicles (FFVs) averaging more than 40 miles per gallon (mpg).
 - b. Hybrid gas, diesel, and FFVs averaging almost 60 mpg.

- c. All electric and plug-in hybrid electric vehicles (PHEVs) averaging well over 100 mpg (on a greenhouse gas equivalents [GGE] basis) on the electricity cycle.
 - d. Fuel cell vehicles (FCVs) averaging over 80 mpg (on a GGE basis).
2. Moderating growth in per capita driving, reducing today's average per capita driving miles by about 5 percent or back to 1990 levels.
3. Changing the energy sources for transportation fuels from the current 96 percent petroleum-based to approximately:
 - a. 30 percent from gasoline and diesel from traditional petroleum sources or lower GHG emission fossil fuels such as natural gas.
 - b. 30 percent from transportation biofuels.
 - c. 40 percent from a mix of electricity and hydrogen.
4. Producing transportation biofuels, electricity, and hydrogen from renewable or very low carbon-emitting technologies that result in, on average, at least 80 percent lower life cycle GHG emissions than conventional fuels.
5. Encouraging more efficient land uses and greater use of mass transit, public transportation, and other means of moving goods and people.

Title 24 Energy Efficiency Standards and California Green Building Standards

The newest version of California Code of Regulations Title 24 Part 6 was adopted by the CEC in June 2015 and became effective on January 1, 2017. The CEC indicates that these Title 24 standards will reduce energy consumption by 5 percent for nonresidential buildings above that achieved by the 2013 Title 24.

City of Ontario General Plan

The following goal and policies contained in the Environmental Resources Element (Energy) are relevant to the proposed project.

Policy ER 3-2: Green Development– Communities. We require the use of best practices identified in green community rating systems to guide the planning and development of all new communities.

Policy ER 3-3: Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar and natural ventilation.

Policy ER 3-4: Green Development– Public Buildings. We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.

5.16.3 ENVIRONMENTAL SETTING

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Ontario. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In the project region, SCE is currently implementing the Circle City Substation and Mira Loma-Jefferson Sub-transmission Project that will serve the Cities of Ontario, Corona,

Norco, Chino, and Eastvale. The project would construct a 66 kV sub-transmission line approximately 10.7 miles in length. A combination of both overhead and underground construction, it would be constructed from the existing Mira Loma Substation in Ontario to an existing substation in Corona (SCE 2017).

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Ontario, and is the principal distributor of natural gas in Southern California. SoCalGas projects that gas demand will decline at an annual rate of 0.6 percent from 2016 to 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (CGEU 2016). The gas supply available to SoCalGas from California sources averaged 122 MMcf/day in 2015; however, southwestern U.S. sources of natural gas will continue to supply most of Southern California's natural gas demand, via interstate pipeline deliveries (CGEU 2016). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands, and has identified the ability to meet peak demands through 2035 in its 2016 report (CGEU 2016).

5.16.4 THRESHOLDS OF SIGNIFICANCE

Appendix F of the CEQA Guidelines provides guidance for assessing energy impacts of projects. The appendix provides three goals:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on natural gas and oil; and
- Increasing reliance on renewable energy sources.

Consistent with Appendix F goals, the significance criteria used to evaluate environmental impacts in this analysis focus on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Thus, the proposed Specific Plan would have a significant effect on the environment if it were to:

E-1 Use large amounts of energy or fuel, or consume energy or fuel in a wasteful manner:

- During construction as the result of construction activities, or by resulting in the construction or expansion of energy infrastructure that would cause significant environmental effects, or
- Following construction, during project operations, by using large amounts of energy or use energy for fuel in a wasteful manner either:
 - Within buildings or other onsite operations (stationary source consumption), or
 - As the result of vehicle trips associated with project site development (mobile source consumption).

5.16.5 METHODOLOGY

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. Factors such as the use of on-site renewable energy features, energy conservation features or programs, and relative use of transit are considered.

According to Appendix F of the CEQA Guidelines, conserving energy is defined as decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on

renewable energy sources. Neither Appendix F of the CEQA Guidelines nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Rather, the emphasis is on reducing “the wasteful, inefficient, and unnecessary consumption of energy.”

Construction activities would result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities. Energy usage during project operation would be considered “wasteful, inefficient, and unnecessary” if the project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations, inhibit pedestrian or bicycle mobility, inhibit access to transit, or inhibit feasible opportunities to use alternative energy sources, such as solar energy, or otherwise inhibit the conservation of energy.

5.16.6 ENVIRONMENTAL IMPACTS

Impact E-1: The project would not use large amounts of energy or fuel, or consume energy or fuel in a wasteful manner.

Less than Significant Impact.

Construction

During construction of the proposed Specific Plan energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project sites, construction worker travel to and from the project sites, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed concrete industrial warehousing buildings and the associated infrastructure would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Demolition of existing dairy and residential structures that exist onsite would need to be undertaken; however, because the existing onsite development is limited and much of the demolition materials can be recycled, the limited demolition needed to implement the proposed Specific Plan is not considered to be wasteful. In addition, the extent of construction activities that would occur from implementation of the proposed Specific Plan is limited. Construction of Phase 1 (PA-1 and PA-2) would occur over an 18-month period between 2018 and 2019, and construction of Phase 2 (PA-3) would occur within less than a 12-month period after 2040, and the demand for construction-related electricity and fuels would be limited to those time frames.

As shown in Table 5.16-1, construction of the proposed Specific Plan is estimated to result in the need for 159,836 gallons of diesel fuel. Table 5.16-2, shows that construction workers would use approximately 204,227 gallons of fuel to travel to and from the Specific Plan area. Tables 5.16-3 and 5.16-4 show that approximately 54,998 gallons of fuel would be used by medium high duty trucks, and 40,779 gallons of fuel would be used by heavy high duty trucks during construction of the proposed Specific Plan.

Table 5.16-1: Estimated Construction Fuel Consumption

Activity/Duration	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption (gal. diesel fuel)
PA 1 & 2							
Demolition (20 days)	Concrete/Industrial Saws	81	1	8	0.73	473	511
	Crushing/Proc. Equipment	85	1	8	0.78	530	573
	Excavators	158	2	8	0.38	961	1,039
	Rubber Tired Dozers	247	2	8	0.40	1,581	1,709
Grading (45 days)	Excavators	158	2	8	0.38	961	2,337
	Graders	187	4	8	0.41	2,453	5,968
	Off-Highway Trucks	189	2	8	0.50	1,512	3,678
	Rubber Tired Dozers	247	4	8	0.40	3,162	7,690
	Scrapers	367	4	8	0.48	5,637	13,712
	Tractors/Loaders/Backhoes	97	2	8	0.37	574	1,397
	Building Construction (300 days)	Cranes	231	2	8	0.29	1,072
	Forklifts	89	3	8	0.20	427	6,928
	Generator Sets	84	2	8	0.74	995	16,128
	Tractors/Loaders/Backhoes	89	3	8	0.20	427	6,928
	Welders	46	2	8	0.45	331	5,371
Architectural Coating (150 days)	Air Compressors	78	3	8	0.48	899	7,286
Paving (45 days)	Pavers	130	2	8	0.42	874	2,125
	Paving Equipment	132	2	8	0.36	760	1,849
	Rollers	80	2	8	0.38	486	1,183
PA 3							
Site Preparation (10 days)	Rubber Tired Dozers	247	3	8	0.40	2,371	1,282
	Tractors/Loaders/Backhoes	97	4	8	0.37	1,148	621
Grading (20 days)	Excavators	158	1	8	0.38	480	519
	Graders	187	1	8	0.50	748	809
	Rubber Tired Dozers	247	1	8	0.40	790	854
	Tractors/Loaders/Backhoes	97	3	8	0.37	861	931
Building Construction (230 days)	Cranes	231	1	8	0.29	536	6,663
	Forklifts	89	3	8	0.20	427	5,311
	Generator Sets	84	1	8	0.74	497	6,182
	Off-Highway Trucks	189	3	8	0.50	2,268	28,197
	Welders	46	1	8	0.45	166	2,059
Paving (20 days)	Pavers	130	2	8	0.42	874	944
	Paving Equipment	132	2	8	0.36	760	822
	Rollers	80	2	8	0.38	486	526
Architectural Coating (20 days)	Air Compressors	78	1	8	0.48	300	324
Total Construction Fuel Demand (gallons of diesel fuel)							159,836

Source: Urban Crossroads, 2017.

Table 5.16-2: Estimated Construction Worker Fuel Consumption (Light Duty Auto)

Activity/Duration	Worker Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
PA 1 & 2					
Demolition (20 days)	15	14.7	4,410	26.77	165
Grading (45 days)	45	14.7	29,768	26.77	1,112
Building Construction (300 days)	1535	14.7	6,769,350	26.77	252,871
Architectural Coating (150 days)	307	14.7	676,935	26.77	25,287
Paving (45 days)	15	14.7	9,923	26.77	371
PA 3					
Site Preparation (10 days)	18	14.7	2,646	26.77	99
Grading (20 days)	15	14.7	4,410	26.77	165
Building Construction (230 days)	97	14.7	327,957	26.77	12,251
Paving (45 days)	15	14.7	9,923	26.77	371
Architectural Coating (150 days)	19	14.7	41,895	26.77	1,565
Total Construction Worker Fuel Consumption					294,255

Source: Urban Crossroads, 2017.

Table 5.16-3: Estimated Construction Vendor Fuel Consumption (Medium High Duty Trucks)

Activity/Duration	Vendor Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
PA 1 & 2					
Building Construction (300 days)	300	6.9	619,965	8.17	75,883
PA 3					
Building Construction (230 days)	38	6.9	60,306	8.17	7,381
Total					83,264

Source: Urban Crossroads, 2017.

Table 5.16-4: Estimated Construction Vendor Fuel Consumption (Heavy High Duty Trucks) Both Phases

Construction Activity	Vendor/ Hauling Trips/ Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition (20 days)	23	6.9	3,140	5.77	544
Grading (45 days)	28	6.9	8,625	5.77	1,495
Building Construction (210 days)	162	6.9	234,738	5.77	40,682
Total					160,516

Source: Urban Crossroads, 2017.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption.

Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Once operational, the warehouse/distribution, light manufacturing, and business uses would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of buildings, water heating, operation of electrical systems and plug-in appliances within buildings, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

As detailed in Tables 5.16-5 through 5.16-8, and summarized in Table 5.16-9, operation of the proposed Specific Plan is estimated to result in the annual use of 2,857,595 gallons of fuel. In addition, Table 5.16-10 details that operation of the proposed Specific Plan would use approximately 11,775,360 thousand British thermal units (kBtu) per year of natural gas, and Table 5.16-11 details that approximately 7,206,544 kilowatt-hour (kWh) per year of electricity would be used for operation.

Table 5.16-5: Estimated Annual Operational Automobile Fuel Consumption

Annual Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
PA 1 & 2		
12,931,599	27.55	469,387
PA 3		
29,459,85	27.55	106,932
15,877,584	Total	576,319

Source: Urban Crossroads, 2017.

Table 5.16-6: Estimated Annual Operational Light Duty Truck Fuel Consumption

Annual Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
PA 1 & 2		
3,319,560	13.79	240,722
PA 3		
607,570	13.79	44,059
3,927,130	Total	284,781

Source: Urban Crossroads, 2017.

Table 5.16-7: Estimated Annual Operational Medium High Duty Truck Fuel Consumption

Annual Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
PA 1 & 2		
3,018,454	8.58	351,801
PA 3		
407,298	8.58	47,471
3,425,752	Total	399,272

Source: Urban Crossroads, 2017.

Table 5.16-8: Estimated Annual Operational Heavy High Duty Truck Fuel Consumption

Annual Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
PA 1 & 2		
8,117,002	5.67	1,431,570
PA 3		
939,253	5.67	165,653
9,056,255	Total	1,597,223

Source: Urban Crossroads, 2017.

Table 5.16-9: Summary of Estimated Annual Operational Fuel Consumption

Vehicle Type	Annual Miles Traveled	Estimated Annual Fuel Consumption (gallons)
Light Duty Autos	15,877,584	576,319
Light Duty Trucks	3,927,130	284,781
Medium High Duty Trucks	3,425,752	399,272
Heavy High Duty Trucks	9,056,255	1,597,223
Total (All Vehicles)	32,286,720	2,857,595

Source: Urban Crossroads, 2017.

Table 5.16-10: Estimated Annual Operational Natural Gas Consumption

Natural Gas Demand	kBTU/year
PA 1 & 2	
Manufacturing	5,708,740
Unrefrigerated Warehouse	3,125,570
Parking Lot	703,648
PA 3	
Manufacturing	1,881,940
Unrefrigerated Warehouse	355,462
Total Natural Gas Demand	11,775,360

Source: Urban Crossroads, 2017.

Table 5.16-11: Estimated Annual Operational Electricity Consumption

Electricity Demand	kWh/year
PA 1 & 2	
Manufacturing	1,812,910
Parking Lot	703,648
Unrefrigerated Warehouse	3,674,460
PA 3	
Manufacturing	597,642
Unrefrigerated Warehouse	417,884
Total Electricity Demand	7,206,544

Source: Urban Crossroads, 2017.

The proposed warehouse/distribution, light manufacturing, and business uses would be required to meet the current Title 24 energy efficiency standards. The City's administration of the Title 24 requirements and the City's Climate Action Plan includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); solar-reflective roofing materials; energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. All development is required to comply with the City's Standard Condition 3.10, which states that the project shall comply with the adopted California Energy Code (Code of Regulations, Title 24 Part 6).

In addition, development that would occur pursuant to the proposed Specific Plan would be within an area where existing and planned infrastructure would provide for efficient delivery of electricity and natural gas to the Specific Plan area. The Specific Plan would also provide onsite pedestrian routes intended to reduce the onsite vehicle miles travelled, that would in-turn reduce vehicular related energy use. Additionally, as described in Section 3.0, Project Description, the proposed project would implement the following design features that promote energy efficiency and sustainability:

- Use of modestly enhanced insulation (walls R-13, roof/attic R-38) for energy efficiency;
- Installation of enhanced window insulation (0.32 U-factor, 0.25 SHGC);

- Use of light-colored roofing with high solar reflectance to reduce heat island effects (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance);
- Implement distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent);
- Identify opportunities to provide natural lighting to reduce reliance on artificial lighting;
- Install high-efficiency lighting systems with advanced lighting controls (25 percent of in-unit fixtures considered high efficacy);
- Use energy star commercial appliances in the development including water efficient appliances;
- Align building orientation to take advantage of natural heating, cooling, and lighting conditions;
- Use smart irrigation controllers that automatically adjust frequency/duration of irrigation of landscape areas in response to changing weather conditions;
- Use of recycled water to irrigate landscape areas;
- Use of swaled landscape areas for storm runoff capture and retention/infiltration;
- Choose construction materials and interior finish products with zero or low emissions to improve indoor air quality;
- Provide adequate ventilation and high-efficiency in-duct filtration system;
- Use low- or medium water use, and native plant materials where appropriate and minimize turf areas;
- Provide public charging stations for use by electric vehicles;
- Use low volatile organic compound paints and wallpapers;
- Use recycle base, crushed concrete base, recycle content asphalt, shredded tired in base and asphalt roads, parking areas, and drive aisles where feasible and economically available;
- Use ultralow-flush toilets, low-flow shower heads and other water conserving fixture.

Furthermore, the Specific Plan would not inhibit feasible opportunities to use alternative energy sources, such as solar energy. The proposed buildings would be solar ready. Although, the project's future tenants are not currently known, and the use of solar panels is generally tailored to the electrical demands of the tenant, the building tenants would be able to install solar panels. Thus, the project would not inhibit the development of other alternative energy sources. In addition, other existing and future regulations are likely to result in more efficient use of all types of energy, and reduction in reliance on non-renewable sources of energy within the Specific Plan area over the implementation period of the Specific Plan. These include the federal Energy Independence and Security Act, the state Long Term Energy Efficiency Strategic Plan, SB 350 and AB 1007 (all described above), which are designed to reduce reliance on non-renewable energy resources and reduce demand by providing federal tax credits for purchasing fuel-efficient items, and providing goals for developing energy efficient buildings, and improving the renewable fuel, appliance, and lighting standards. Thus, operation of the proposed Specific Plan would not use large amounts of energy or fuel in a wasteful manner within buildings or other onsite operations, and impacts would be less than significant.

5.16.7 CUMULATIVE IMPACTS

The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED type energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful.

Petroleum consumption associated with the proposed warehouse/distribution, light manufacturing, and business uses would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely) would contribute to a reduction in fuel use, and the federal Energy Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. For these reasons, the consumption of petroleum would not occur in a wasteful manner and would be less than cumulatively considerable. Overall, impacts from cumulative projects associated with energy would be less than significant.

5.16.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

- California Green Building Standards Code
- City of Ontario Climate Action Plan

The following Standard Condition (SC) that is incorporated into the project, and would reduce potential impacts related to energy. This action will be included in the project's mitigation monitoring and reporting program:

SC 3.10: The project shall comply with the adopted California Energy Code (Code of Regulations, Title 24 Part 6).

5.16.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impact E-1 would be less than significant.

5.16.10 MITIGATION MEASURES

No mitigation measures are required.

5.16.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to energy have been identified and impacts would be less than significant.

REFERENCES

Southern California Edison. SCE.com Circle City Substation and Mira Loma-Jefferson Sub-transmission Project (SCE 2017). Accessed at: <http://sce.com/wps/portal/home/about-us/reliability>.

California Gas and Electric Utilities 2016 California Gas Report (CGEU 2016). Accessed at: <https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf>.

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6. Significant and Unavoidable Impacts

6.1 SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires an EIR to describe “any significant impacts, including those which can be mitigated but not reduced to a level of insignificance.” Potential environmental effects of the proposed project and proposed mitigation measures are discussed in detail in Section 5 of this EIR. As summarized below and detailed in Section 5.2, *Agriculture*, and Section 5.12 *Transportation and Circulation*, impacts in the following areas would remain significant and unavoidable, even with the incorporation of Project Design Features; standard conditions; plans, programs, policies; and feasible mitigation measures.

6.1.1 Agriculture

The proposed Specific Plan would convert approximately 40 acres of Prime Farmland and approximately 1.7 acres of Unique Farmland to urban uses, which is a significant impact. This loss of Important Farmlands is consistent with the conclusions of the General Plan EIR. As described in the General Plan EIR, which evaluated the Industrial and Business Park land uses that would be implemented by the Specific Plan, impacts to Important Farmlands was found to be a significant and unavoidable impact and a Statement of Overriding Considerations was adopted.

The proposed Specific Plan would implement the General Plan. As described by the City’s General Plan EIR (page 5.2-10) the City is focusing on developing land in an economically productive way that would serve the growing population, and Ontario’s future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. Implementation of the conversion of urban land uses by the proposed Specific Plan, which implements the General Plan, would result in significant and unavoidable impacts related to the conversion of Prime and Unique Farmland to non-agricultural use.

Development of the Specific Plan could also facilitate the conversion of other farmland within the project vicinity by contributing to the urban development near agricultural lands. Consequently, implementation of the proposed Specific Plan could indirectly result in the conversion of farmland to urban (non-agricultural) use, which would also be a significant and unavoidable impact.

In addition, a 41.7-acre parcel within the Specific Plan area is within an active Williamson Act contract. Although applications for a Notice of Cancellation and Notice of Non-Renewal have been filed by the property owner with the City of Ontario, implementation of the proposed Specific Plan would accelerate the Williamson Act contract non-renewal through the contract cancellation process, which would be a significant and unavoidable impact that would occur from implementation of the proposed Specific Plan. Overall, impacts related to agricultural resources from implementation of the proposed Specific Plan would be significant and unavoidable.

Cumulative Agricultural Impacts

The cumulative study area for agriculture includes the County of San Bernardino. Throughout the County of San Bernardino, pending and planned future development proposals exist that would result in the additional conversion of agricultural land, including Prime Farmland and Important Farmlands to non-agricultural uses.

As identified in Table 5.2-1, Important farmland in San Bernardino County has declined in the past and all of the prime agricultural land in the southern area of Ontario is planned for development in the City's General Plan. This is a significant cumulative impact, and was identified as such in General Plan EIR.

The loss of the 40 acres of Prime Farmland and 1.7 acres of Unique Farmland, although a small percentage of farmland within the County, would still constitute a cumulatively considerable contribution to the loss and conversion of these agricultural lands. Similarly, the acceleration of the Williamson Act contract non-renewal would constitute a cumulatively considerable contribution to a conflict with a Williamson Act Contract. Consequently, the cumulative impact of the proposed Specific Plan project on agricultural lands and conflict with an existing Williamson Act contract would be significant and unavoidable.

6.1.2 Air Quality

As detailed in Section 5.3, *Air Quality*, the proposed Specific Plan would result operational-source emissions that would exceed the South Coast Air Quality Management District (SCAQMD) thresholds of significance for NO_x. Even with implementation of PPPs and mitigation measures, the operational source emissions would continue to exceed SCAQMD thresholds for emissions of NO_x. Approximately 94 percent of the operational-source emissions (by weight) would be generated by traffic trips generated by the proposed Specific Plan. Neither the applicant nor the City of Ontario has the ability to substantially reduce vehicular emissions. Therefore, operational-source NO_x emissions would be significant and unavoidable.

Cumulative Air Quality Impacts

As described in Section 5.3, *Air Quality*, per SCAQMD's methodology, if an individual project results in air emissions of criteria pollutants (including NO_x) that exceed the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the region is in non-attainment under an applicable federal or state ambient air quality standard.

As described previously, emissions from operation of the proposed Specific Plan would exceed SCAQMD's threshold for NO_x; and because approximately 94 percent of all operational-source emissions would be generated by project vehicles, it cannot be reduced by the project applicant nor the City. Therefore, operational-source NO_x emissions from implementation of the proposed Specific Plan would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

6.1.3 Transportation and Circulation

As detailed in Section 5.11, *Transportation and Circulation*, the proposed Specific Plan would result in traffic impacts within the City of Ontario, City of Eastvale, City of Chino, and on Caltrans facilities. The EIR has provided mitigation measures that would reduce the impacts of the proposed Specific Plan, however, impacts would remain significant and unavoidable, as described below.

Existing Plus Project

Intersections. In the existing plus project condition, the project would result in impacts at Archibald Avenue and Limonite Avenue that is under the jurisdiction of the City of Eastvale; and the City of Ontario cannot guarantee implementation of the mitigation measure improvements outside of its jurisdiction. In addition, the project traffic is anticipated to warrant a traffic signal at the intersection of Archibald Avenue at Driveway 4, and the project would contribute fair share fees towards this improvement through Mitigation Measure TR-1; however, the City does not have a formally adopted plan or program for the implementation of this improvement. Therefore, traffic impacts at these locations in the existing plus project condition would be significant and unavoidable.

Freeway Segments and Merge/Diverge Locations. The addition of project traffic in the existing plus project condition would add to the existing deficient condition on the I-15 south of Limonite freeway segment and to three freeway merge/diverge locations in the a.m. peak hour. Therefore, project impacts related to this freeway segment and the 3 merge/diverge locations in the a.m. peak hour would be significant in the existing plus project condition. Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development projects, and the City of Ontario cannot implement improvements on Caltrans facilities. Thus, there is no feasible mitigation available, and impacts would be significant and unavoidable.

Opening Year (2019) Plus Project

Intersections. In the 2019 plus project condition, the project would add to the anticipated deficient conditions at several intersections. Roadway improvements have been identified to mitigate these deficiencies and Mitigation Measure TR-1 would be implemented to ensure that the project pays its fair share. In addition, the project traffic is anticipated to warrant a traffic signal at Hellman Avenue and Merrill Avenue. Within the City of Ontario, many of the improvements are included in the City's DIF program, which have been planned to accommodate the City's growth as identified in its General Plan. However, many of the needed improvements are not included in the DIF and are not planned improvements. Also, many improvement areas are under the jurisdiction of Caltrans or the Cities of Chino and Eastvale; and the City of Ontario cannot guarantee implementation of the improvements within these jurisdictions. As a result, traffic impacts to intersections in the opening year 2019 plus project condition would be cumulatively significant and unavoidable.

Roadway Segments. The addition of project traffic in 2019 would add to the deficient conditions at all of the roadway segments. As described above, roadway improvements have been identified to mitigate these deficiencies and Mitigation Measure TR-1 would be implemented to ensure that the project pays its fair share. However, many improvement locations are outside the jurisdiction of Ontario, or not included in the City's DIF program; thus, impacts related to roadway segments would be significant and unavoidable in 2019.

Freeway Segments and Merge/Diverge Locations. The addition of project traffic in 2019 would add to the anticipated deficient condition at 4 freeway segments and 8 merge/diverge locations. As described above, Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development projects, and the City of Ontario cannot implement improvements on Caltrans facilities. As such, no feasible mitigation is available, and impacts would be significant and unavoidable.

Horizon Year (2040) Plus Project

Intersections. In the 2040 plus project condition, the project would add to the anticipated deficient conditions at several intersections. Roadway improvements have been identified to mitigate these deficiencies and Mitigation Measure TR-1 would be implemented to ensure that the project pays its fair share. In addition, the project traffic is anticipated to warrant a traffic signal at Hellman Avenue and Merrill Avenue. However, as described previously, many of the needed improvements are not included in the DIF and are not planned improvements. Also, many improvement areas are under the jurisdiction of Caltrans or the Cities of Chino and Eastvale; and the City of Ontario cannot guarantee implementation of the improvements outside of its jurisdiction. As a result, traffic impacts to intersections in the horizon year 2040 plus project condition would be cumulatively significant and unavoidable.

Roadway Segments. The addition of project traffic after 2040 would add to the deficient conditions at all of the roadway segments. As described above, roadway improvements have been identified to mitigate these deficiencies and Mitigation Measure TR-1 would be implemented to ensure that the project pays its fair share. However, many improvement locations are outside the jurisdiction of Ontario, or not

included in the City's DIF program; thus, impacts related to roadway segments would be significant and unavoidable with 2040 project traffic.

Freeway Ramp Junction Merge/Diverge Locations. The addition of the 2040 project traffic would add to the anticipated deficient condition at one SR-60 and two I-15 ramp junctions that are anticipated to continue to operate at an unacceptable LOS. As described above, Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development projects, and the City of Ontario cannot implement improvements on Caltrans facilities. As such, no feasible mitigation is available, and impacts would be significant and unavoidable.

7. Alternatives

This section addresses alternatives to the proposed Specific Plan and describes the rationale for including them in the EIR. The section also discusses the environmental impacts associated with each alternative and compares the relative impacts of each alternative to those of the proposed Specific Plan.

7.1 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is . . . to identify alternatives to the project."

Pursuant to *CEQA Guidelines* Section 15126.6(a), an EIR must describe a reasonable range of alternatives to the proposed project or to the project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed project's objectives. *CEQA Guidelines* Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, *CEQA Guidelines* Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative".

Pursuant to *CEQA Guidelines* Section 15126.6(d), discussion of each alternative presented in this EIR Section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Specific Plan, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (*CEQA Guidelines* Section 15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (*CEQA Guidelines* Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Specific Plan project;
- The extent to which the alternative could accomplish the objectives of the proposed Specific Plan;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Specific Plan project and potential alternatives to it; and
- The requirement of the *CEQA Guidelines* to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (*CEQA Guidelines* Section 15126.6(e)).

Neither the CEQA statute, the *CEQA Guidelines*, nor recent court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, “the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice” (*CEQA Guidelines* 15126(f)).

7.2 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL EFFECTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the proposed Specific Plan, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significance or reduced to below a level of significance with implementation of mitigation measures. The analysis in Chapter 5 of this EIR determined that buildout of the proposed Specific Plan would result in the following significant unavoidable impacts, which are also summarized in Chapter 6 of this EIR.

Agriculture

In Section 5.2, *Agriculture*, the proposed Specific Plan would convert approximately 40 acres of Prime Farmland and approximately 1.7 acres of Unique Farmland to urban uses, which is a significant impact. This loss of Important Farmlands is consistent with the conclusions of the General Plan EIR. As described in the General Plan EIR, which evaluated the Industrial and Business Park land uses that would be implemented by the Specific Plan, impacts to Important Farmlands were found to be a significant and unavoidable, and a Statement of Overriding Considerations was adopted.

The proposed Specific Plan would implement the General Plan. As described by the City’s General Plan EIR, the City is focusing on developing land in an economically productive way that would serve the growing population, and Ontario’s future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. Implementation of the conversion of urban land uses by the proposed Specific Plan, which implements the General Plan, would result in significant and unavoidable impacts related to the conversion of Prime and Unique Farmland to non-agricultural use.

Development of the Specific Plan could also facilitate the conversion of other farmland within the project vicinity by contributing to the urban development near agricultural lands. Consequently, implementation of the proposed Specific Plan could indirectly result in the conversion of farmland to urban (non-agricultural) use, which would also be a significant and unavoidable impact.

In addition, a 41.7-acre parcel within the Specific Plan area is within an active Williamson Act contract. Although applications for a Notice of Cancellation and Notice of Non-Renewal have been filed by the property owner with the City of Ontario, implementation of the proposed Specific Plan would accelerate the Williamson Act contract non-renewal through the contract cancellation process, which would be a significant and unavoidable impact that would occur from implementation of the proposed Specific Plan. Overall, impacts related to agricultural resources from implementation of the proposed Specific Plan would be significant and unavoidable.

Cumulative Agricultural Impacts

The cumulative study area for agriculture includes the County of San Bernardino. Throughout the County of San Bernardino, pending and planned future development proposals exist that would result in the additional conversion of agricultural land, including Prime Farmland and Important Farmlands, to non-agricultural uses.

Important farmland in San Bernardino County has declined, and all of the prime agricultural land in the southern area of Ontario is planned for development in the City's General Plan. This is a significant cumulative impact, and was identified as such in the General Plan EIR.

The loss of the 40 acres of Prime Farmland and 1.7 acres of Unique Farmland, although a small percentage of farmland within the County as a whole, would still constitute a cumulatively considerable contribution to the loss and conversion of these agricultural lands. Similarly, the acceleration of the Williamson Act contract non-renewal would constitute a cumulatively considerable contribution to a conflict with a Williamson Act Contract. Consequently, the cumulative impact of the proposed Specific Plan project on agricultural lands and conflict with an existing Williamson Act contract would be significant and unavoidable.

Air Quality

As detailed in Section 5.3, *Air Quality*, the proposed Specific Plan would result in operational-source emissions that would exceed the South Coast Air Quality Management District (SCAQMD) threshold of significance for NO_x. Even with implementation of PPPs and mitigation measures, the operational source emissions would continue to exceed SCAQMD thresholds for emissions of NO_x. Approximately 94 percent of the operational-source emissions (by weight) would be generated by traffic trips generated by the proposed Specific Plan. Neither the applicant nor the City of Ontario has the ability to substantially reduce vehicular emissions. Therefore, operational-source NO_x emissions would be significant and unavoidable.

Cumulative Air Quality Impacts

As described in Section 5.3, *Air Quality*, per SCAQMD's methodology, if an individual project results in air emissions of criteria pollutants (including NO_x) that exceed the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the region is in non-attainment under an applicable federal or state ambient air quality standard.

As described previously, emissions from operation of the proposed Specific Plan would exceed SCAQMD's threshold for NO_x, and because approximately 94 percent of all operational-source emissions would be generated by project vehicles, it cannot be reduced by the project applicant nor the City. Therefore, operational-source NO_x emissions from implementation of the proposed Specific Plan would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

Transportation and Circulation

As detailed in Section 5.11, *Transportation and Circulation*, the proposed Specific Plan would result in traffic impacts within the City of Ontario, City of Eastvale, City of Chino, and on Caltrans facilities. The EIR has provided mitigation measures that would reduce the impacts of the proposed Specific Plan, however, impacts would remain significant and unavoidable, as described below.

Existing Plus Project

Intersections. In the existing plus project condition, the project would result in impacts at Archibald Avenue and Limonite Avenue that is under the jurisdiction of the Cities of Eastvale; and the City of Ontario cannot guarantee implementation of the mitigation measure improvements outside of its jurisdiction. In addition, the project traffic is anticipated to warrant a traffic signal at the intersection of Archibald Avenue at Driveway 4, and the project would contribute fair share fees towards this improvement through Mitigation Measure TR-1; however, the City does not have a formally adopted plan or program for the implementation of this improvement. Therefore, traffic impacts at these locations in the existing plus project condition would be significant and unavoidable.

Freeway Segments and Merge/Diverge Locations. The addition of project traffic in the existing plus project condition would add to the existing deficient condition on the I-15 south of Limonite freeway segment and to three freeway merge/diverge locations in the a.m. peak hour. Therefore, project impacts related to this freeway segment and the 3 merge/diverge locations in the a.m. peak hour would be significant in the existing plus project condition. Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development projects, and the City of Ontario cannot implement improvements on Caltrans facilities. Thus, there is no feasible mitigation available, and impacts would be significant and unavoidable.

Opening Year (2019) Plus Project

Intersections. In the 2019 plus project condition, the project would add to the anticipated deficient conditions at several intersections. Roadway improvements have been identified to mitigate these deficiencies and Mitigation Measure TR-1 would be implemented to ensure that the project pays its fair share. In addition, the project traffic is anticipated to warrant a traffic signal at Hellman Avenue and Merrill Avenue. Within the City of Ontario, many of the improvements are included in the City's DIF program, which have been planned to accommodate the City's growth as identified in its General Plan. However, many of the needed improvements are not included in the DIF and are not planned improvements. Also, many improvement areas are under the jurisdiction of Caltrans or the Cities of Chino and Eastvale; and the City of Ontario cannot guarantee implementation of the improvements within these jurisdictions. As a result, traffic impacts to intersections in the opening year 2019 plus project condition would be cumulatively significant and unavoidable.

Roadway Segments. The addition of project traffic in 2019 would add to the deficient conditions at all of the roadway segments. As described above, roadway improvements have been identified to mitigate these deficiencies and Mitigation Measure TR-1 would be implemented to ensure that the project pays its fair share. However, many improvement locations are outside the jurisdiction of Ontario, or not included in the City's DIF program; thus, impacts related to roadway segments would be significant and unavoidable in 2019.

Freeway Segments and Merge/Diverge Locations. The addition of project traffic in 2019 would add to the anticipated deficient condition at 4 freeway segments and 8 merge/diverge locations. As described above, Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development projects, and the City of Ontario cannot implement improvements on Caltrans facilities. As such, no feasible mitigation is available, and impacts would be significant and unavoidable.

Horizon Year (2020) Plus Project

Intersections. In the 2020 plus project condition, the project would add to the anticipated deficient conditions at several intersections. Roadway improvements have been identified to mitigate these deficiencies and Mitigation Measure TR-1 would be implemented to ensure that the project pays its fair share. In addition, the project traffic is anticipated to warrant a traffic signal at Hellman Avenue and Merrill Avenue. However, as described previously, many of the needed improvements are not included in the DIF and are not planned improvements. Also, many improvement areas are under the jurisdiction of Caltrans or the Cities of Chino and Eastvale; and the City of Ontario cannot guarantee implementation of the improvements outside of its jurisdiction. As a result, traffic impacts to intersections in the horizon year 2040 plus project condition would be cumulatively significant and unavoidable.

Roadway Segments. The addition of project traffic after 2040 would add to the deficient conditions at all of the roadway segments. As described above, roadway improvements have been identified to mitigate these deficiencies and Mitigation Measure TR-1 would be implemented to ensure that the project pays its fair share. However, many improvement locations are outside the jurisdiction of Ontario, or not

included in the City's DIF program; thus, impacts related to roadway segments would be significant and unavoidable in 2040.

Freeway Ramp Junction Merge/Diverge Locations. The addition of project traffic after 2040 would add to the anticipated deficient condition at one SR-60 and two I-15 ramp junctions that are anticipated to continue to operate at an unacceptable LOS. As described above, Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development projects, and the City of Ontario cannot implement improvements on Caltrans facilities. As such, no feasible mitigation is available, and impacts would be significant and unavoidable.

7.3 PROJECT OBJECTIVES

The Colony Commerce Center East Specific Plan lays out a series of project-specific objectives that have been carefully crafted to ensure that the project would be a quality industrial and business park development. The project objectives have been refined throughout the planning and design process for the project, and are listed below:

- To provide for the development of industrial and business facilities which utilize the site's prime location in proximity to Ontario International Airport and other regional transportation facilities.
- To create a high quality industrial and business development that attracts an array of businesses and provides employment opportunities to area residents.
- To provide industrial and business park uses within the project boundaries which are compatible with proposed and anticipated surrounding uses.
- To develop a flexible plan that meets the needs of an ever-changing business market, while assuring compliance with high development standards.
- To provide a plan for roadways, infrastructure, and utilities to support on-site land uses as the project evolves.
- Promote opportunities for water efficiency in the project architecture and project landscaping to promote water conservation.

7.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to *CEQA Guidelines* Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (*CEQA Guidelines* Section 15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible, and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

Alternative Site: An alternative site was considered and eliminated from further consideration. CEQA specifies that the key question regarding alternative site consideration is "whether any of the significant effects of the project would be avoided or substantially lessened by putting the project at another location." In addition, an alternative site need not be considered when implementation is "remote and speculative," such as when the alternative site is beyond the control of a project applicant.

For this project, there are no suitable alternative sites within the control of the project applicant. In the event land could be purchased of suitable size and developmental characteristics, based on the known general conditions in the southern portion of the City, an alternative site would likely have similar impacts after mitigation as the project. Given the size and nature of the proposed Specific Plan project and the project objectives, it would be impractical and infeasible to propose the project on an alternate site in the area with fewer environmental impacts.

The City of Ontario is not aware of any similarly sized parcel that is not already zoned for industrial use by others and that would have the ability to substantially reduce one or more of the significant impacts of the project. As other land in the vicinity of the proposed Specific Plan or within the southern portion of the City are similarly used for agricultural purposes and include agricultural soils, the loss of prime farmland would still occur with an alternative site.

Given the industrial nature of the proposed project, a similarly sized project at an alternative location elsewhere within the South Coast Air Basin would result in the same project-level or cumulative air quality impacts that would occur with implementation of the Specific Plan. Likewise, a similarly sized project at an alternative location would result in similar traffic impacts in other jurisdictions that would be significant and unavoidable, because the City of Ontario cannot guarantee implementation of improvements outside of its jurisdiction. Therefore, analysis of an alternative site for the proposed 1,914,365 SF of industrial warehousing space is neither meaningful nor necessary, because the significant impacts resulting from the project would not be avoided or substantially lessened by its implementation.

7.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Three alternatives to the proposed Specific Plan project have been identified for further analysis as representing a reasonable range of alternatives that attain most of the objectives of the project, may avoid or substantially lessen any of the significant effects of the proposed project, and are feasible from a development perspective. These alternatives have been developed based on the criteria identified in Section 7.1, and are described below:

- **Alternative 1: No Project/No Build Alternative.** Under this alternative, the proposed Specific Plan would not be developed, and no development would occur. The dairy, row crops, and single-family residential uses would remain. In accordance with the CEQA Guidelines, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, "In certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."

Accordingly, Alternative 1: No Project/No Build provides a comparison between the environmental impacts of the proposed Specific Plan in contrast to the result from not approving, or denying, the proposed Specific Plan. Thus, this alternative is intended to meet the requirements of CEQA Guidelines Section 15126.6(e) for evaluation of a no project alternative.

- **Alternative 2: Reduced Intensity Alternative.** Under this alternative, a 25 percent reduction in the building area of the proposed industrial warehousing uses would occur. The proposed project allows up to 1,914,365 SF of industrial building space (1,683,170 SF in Phase 1 that includes PA-1 and PA-2, and 231,195 SF in Phase 2 that includes PA-3). Under this alternative, the proposed industrial warehousing and business park use would be developed, but the building square footage would be reduced by a total of 478,591 SF. Therefore, under the Reduced Intensity Alternative, Phase 1 would develop 1,262,378 SF of industrial warehousing space; and Phase 2 would develop 173,396 SF of industrial warehousing space. Buildout of the Reduced Intensity Alternative would result in a total of 1,435,774 SF of industrial warehousing space. A proportional reduction in the amount of surface parking area would also occur by the Reduced Intensity

Alternative. This alternative assumes that access to the site would be similar to the proposed Specific Plan with access from driveways on Merrill and Archibald Avenues.

- **Alternative 3: Agricultural Retention Alternative.** Under this alternative the northern portion of the Specific Plan area that includes the dairy (approximately 52.4 acres) would be developed at a 0.55 FAR into 1,255,399 SF industrial warehousing uses. The southern portion of the site (approximately 42 acres) that contains row crops, 40 acres of prime farmland, 1.7 acres of unique farmland, and is within a Williamson Act contract would be retained in agricultural use. The Specific Plan area is within the City's Agricultural Overlay Zoning District, contained in Section 9-1.2700 of the Ontario Municipal Code, allows existing agricultural uses to continue.

7.6 NO PROJECT/NO BUILD ALTERNATIVE

Section 15126.6(e) of the *CEQA Guidelines* requires analysis of the No Project Alternative. The no project alternative analysis must discuss the existing conditions at the time the Notice of Preparation/Initial Study was published and considers conditions that would be reasonably expected to occur in the foreseeable future if the project were not approved. The No Project Alternative applies to the following scenarios:

- (1) When the project is a revision of an existing land use or regulatory plan, policy, or ongoing operation, the "no project" alternative is the continuation of the existing plan, policy, or operation into the future; or
- (2) If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed.

Therefore, under Alternative 1: No Project/No Build, the proposed Specific Plan project would not be developed and the project site would continue its current uses as agricultural land for a dairy and row crops, with associated residential. Alternative 1: No Project/No Build provides a comparison between the environmental impacts of the proposed Specific Plan and the result of not approving, or denying, the proposed Specific Plan.

Environmental Impacts

Aesthetics

Under the No Project/No Build Alternative, no new development would occur within the Specific Plan area, and the visual character and quality of the site would be maintained in its existing condition. No additional structures or landscaping would be introduced on the property beyond the existing agricultural uses and related structures. No additional lighting or sources of glare would be installed. Thus, implementation of the No Project/No Build Alternative would avoid the project's less than significant impacts to aesthetics. However, the visual improvements that would be introduced throughout the Specific Plan area by the proposed project (e.g., new and improved landscaping, providing a consistent design theme for the area, removal of aged agricultural structures, and improvements to the public realm by streetscaping) would not be implemented by the No Project/No Build Alternative. Thus, improvements to the existing views, character, and quality of the Specific Plan area would not occur under the No Project/No Build Alternative. Overall, the aesthetic impacts from this alternative would be less than significant, and neutral in comparison to the proposed project.

Agriculture and Forestry Resources

The No Project/No Build Alternative would continue the existing dairy and row crop agricultural uses on the project site. Implementation of the No Project/No Build Alternative would avoid the significant and unavoidable impacts to agricultural resources that would occur from implementation of the proposed Specific Plan. Thus, impacts under this alternative would be reduced compared to the proposed Specific Plan.

Air Quality

Under the No Project/No Build Alternative, no new development would occur, which means that no construction or demolition activities and the related emissions would occur either. In addition, by maintaining existing dairy, row crop, and residential uses throughout the project area, an increase in traffic and associated air emissions would not occur. Therefore, overall air quality impacts would be reduced in comparison to the proposed Specific Plan, and the significant and unavoidable impacts related to NO_x emissions from vehicular and truck trips generated by operation of the proposed Specific Plan would not occur. Therefore, all air quality impacts under this alternative would be reduced compared to the proposed Specific Plan, and significant and unavoidable impacts related to operational emissions would not occur. No impacts related to air quality would occur by the No Project/No Build Alternative. Thus, impacts under this alternative would be reduced compared to the proposed Specific Plan.

Biological Resources

The No Project/No Build Alternative would continue the existing agriculture and residential uses on the project site. No grading or development would occur under this alternative and there would be no potential impacts to special plant species, burrowing owl, and migratory and nesting birds that may be present on the project site. Additionally, the No Project/No Build Alternative would not result in impacts to jurisdictional features or the onsite irrigated wetland. Therefore, the No Project/No Build Alternative would avoid all site disturbances on the project site and the project's impacts to biological resources would not occur. Thus, impacts under this alternative would be reduced compared to the proposed Specific Plan.

Cultural Resources

The No Project/No Build Alternative would continue the existing agriculture and residential uses on the project site. No grading or development would occur under this alternative and there would be no potential impacts to subsurface archaeological or paleontological resources that may exist beneath the ground surface. Therefore, the No Project/No Build Alternative would avoid all site disturbances on the project site and the project's potential impacts to cultural resources would not occur, and impacts under this alternative would be reduced compared to the proposed Specific Plan.

Geology and Soils

No new construction activities, including demolition and grading, would occur under the No Project/No Build Alternative. Therefore, there would be no potential for additional workers, building and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Specific Plan area. However, the buildings and structures that exist in the Specific Plan area were built before current seismic safety codes; therefore, this alternative, by retaining older buildings and structures, could expose people to greater hazards from strong ground shaking than the proposed Specific Plan. Additionally, the Specific Plan's impacts to geology and soils were determined to be less than significant. Overall, the geologic hazard impacts from this alternative would be less than significant, and neutral in comparison to the proposed project.

Greenhouse Gas Emissions

Under the No Project/No Build Alternative, no new development would occur, which means that no construction or demolition activities would generate GHG emissions. In addition, by maintaining existing dairy, row crop, and residential uses throughout the project area, an increase in traffic and associated GHG emissions would not occur. Therefore, overall GHG impacts would be reduced in comparison to the proposed Specific Plan.

Hazards and Hazardous Materials

Because no development would occur under the No Project/No Build Alternative, no impacts related to hazards or hazardous materials would occur. The dairy and field crop farming uses on the property would remain in place on-site. Although this alternative would avoid the project's potential effects related to hazards and hazardous materials, no cleanup of contaminated soils that exist on the property would occur as a result of the property's redevelopment. Remediation of on-site contamination is a benefit of the proposed project that would not be realized under this alternative. Therefore, hazards impacts would be less than significant, and neutral in comparison to implementation of the proposed Specific Plan.

Hydrology and Water Quality

Existing water quality conditions, groundwater supplies, drainage patterns, and runoff water amounts would remain "as is" under this alternative because no new development would occur. This alternative would not introduce new sources of water pollutants from either the construction or operation phases of development to the Specific Plan area, because no new development would occur. Additionally, this alternative would not require the storm drain facility improvements that are included in the proposed Specific Plan. However, this alternative would not include installation of new low-impact development (LID), source control, site design, and treatment control best management practices (BMPs) to minimize runoff and water pollution, which would occur under the proposed Specific Plan. The storm water leaving the site would not be filtered and would continue to contain sediment and other potential pollutants associated with the dairy, agricultural, and residential uses. Therefore, the No Project/No Build Alternative would reduce impacts to hydrology and water quality that would occur from the proposed project. However, the beneficial improvements would not occur, which could result in water quality degradation effects that are greater than those of the proposed project. Overall, hydrology and water quality impacts would be less than significant, and neutral in comparison to the proposed Specific Plan.

Land Use and Planning

The No Project/No Build Alternative would continue the existing agriculture and residential uses, and would not implement the City's General Plan land use and zoning designations for the project site. The Specific Plan area is located within an Agricultural Overlay Zoning District, also identified as a "right-to-farm ordinance", which provides for agricultural uses within the City, until such time that urban development consistent with the General Plan occurs. The operation of the existing on-site dairies and row crops is consistent with this ordinance. Hence, like the proposed Specific Plan, the No Project/No Build Alternative would result in a less than significant impact, and would be neutral in comparison to the proposed project.

Noise

The No Project/No Build Alternative would not result in construction and, therefore, would not generate any noise associated with construction. Mobile-source and stationary noise volumes would be lower under this alternative compared to the proposed project, given the lack of urban development and associated vehicular traffic noise, noise from industrial warehousing uses, HVAC equipment, and other noise sources. Additionally, the No Project/No Build Alternative would result in fewer people exposed to noise from surrounding development and roadways because no additional employees would be onsite. As such, impacts would be less than significant, and less than those associated with the proposed Specific Plan.

Public Services

The existing number of residents and workers in the Specific Plan area would remain under the No Project/No Build Alternative. Therefore, there would be no increase in demand for fire or police services. Although the proposed Specific Plan's impacts related to fire and police services were determined to be less than significant, the public services impacts would be reduced under this alternative compared to the proposed project.

Traffic

Under this alternative, no new employees or industrial warehouse uses would be introduced on the project site. The existing daily trips would remain at current conditions and all roadway segments and intersections would maintain existing levels of service. Therefore, impacts would be reduced to a less than significant level under this alternative and the significant and unavoidable traffic impacts that would occur from implementation of the proposed Specific Plan would not occur from implementation of the No Project/No Build Alternative. Impacts under this alternative would be less than the proposed Specific Plan.

Tribal Cultural Resources

The No Project/No Build Alternative would continue the existing agriculture and residential uses on the project site. No grading or development would occur under this alternative and there would be no potential impacts to subsurface tribal cultural resources that may exist beneath the ground surface. Therefore, the No Project/No Build Alternative would avoid all site disturbances on the project site and the project's potential impacts to tribal cultural resources would not occur. Impacts under this alternative would be less than the proposed Specific Plan.

Utilities and Service Systems

Because no new development and employee increases would occur under the No Project/No Build Alternative, the existing onsite water well and septic systems would continue to be used, and no water or wastewater infrastructure would be developed. No additional demand for regional water supplies would occur, and no additional wastewater would be conveyed to the regional wastewater treatment facilities. Thus, the impacts related to water supplies and wastewater would be reduced compared to the less than significant impacts that would occur from implementation of the proposed Specific Plan.

Similarly, no additional drainage infrastructure would be developed by the No Project/No Build Alternative, and runoff in the project area would remain in its current condition, and would not connect to or require capacity in the regional storm water system. Solid waste generation would remain the same as existing conditions, and increases in needs for landfill capacity would not occur with the No Project/No Build Alternative. Therefore, impacts to utilities and service systems would be less under this alternative than the less than significant impacts that would occur from implementation of the proposed Specific Plan.

Energy

The existing number of residents and workers in the Specific Plan area would remain under the No Project/No Build Alternative. Therefore, there would be no increase in demand for energy. Although the proposed Specific Plan's demands for energy were determined to be less than significant, the amount of energy used by the No Project/No Build Alternative would be reduced compared to the proposed Specific Plan.

7.6.1 CONCLUSION**Ability to Reduce Impacts**

The No Project/No Build Alternative would eliminate the significant and unavoidable impacts related to agriculture, air quality, and traffic that would occur from implementation of the proposed Specific Plan. This alternative would also eliminate the impacts related to biological resources, cultural resources, and tribal cultural resources that would require mitigation to be reduced to a less than significant level under the proposed Specific Plan. In addition, the No Project/No Build Alternative would reduce the project's less than significant impacts related to noise, public services, utilities, and energy.

However, the No Project/No Build Alternative would not provide remediation of hazardous substances on the project site, and this benefit to the environment that would occur from implementation of the proposed Specific Plan would not occur.

Ability to Achieve Project Objectives

Implementation of the No Project/No Build Alternative would stop any new development from occurring within the project site, and none of the project objectives would be achieved under this alternative. The No Project/No Build Alternative would not provide for the development of industrial and business facilities in proximity to the Ontario Airport, attract businesses to provides employment opportunities to area residents, provide industrial and business park uses that are compatible with surrounding uses, provide a flexible plan that meets the needs of an ever-changing business market, or provide infrastructure to support on-site uses.

7.7 REDUCED INTENSITY ALTERNATIVE

As described above, the Reduced Intensity Alternative would result in a 25 percent reduction in the building area of the proposed light industrial, warehousing/distribution and business uses. The proposed Specific Plan allows up to 1,914,365 SF of industrial building space (1,683,170 SF in Phase 1 that includes PA-1 and PA-2 and 231,195 SF in Phase 2 that includes PA-3). Under this alternative, the proposed light industrial, warehousing/distribution and business uses would be developed, but the building square footage would be reduced by a total of 478,591 SF, to provide a total of 1,435,774 SF of space. Phase 1 would develop 1,262,378 SF of light industrial, warehousing/distribution and business space, and Phase 2 would develop 173,396 SF of warehousing/distribution space. The other development standards applicable to the project would remain unchanged, including with respect to maximum height. A proportional reduction in the amount of surface parking area would also occur by the Reduced Intensity Alternative. This alternative assumes that access to the site would be similar to the proposed Specific Plan, with access from driveways on Merrill and Archibald Avenues.

Environmental Impacts

Aesthetics

Under the Reduced Intensity Alternative, the same type of warehousing/distribution and business development would occur within the Specific Plan area, however, the area would be visually less dense. The Reduced Intensity Alternative would include construction to the same height as the proposed project. The visual character and quality of the site would be the same as the proposed condition. The new structures and landscaping would be implemented, similar to that of the proposed project, however, greater visual space between structures on and off the project site would occur and fewer sources of light and glare would be installed. Implementation of the Reduced Intensity Alternative would result in the same less than significant impacts related to aesthetics as the proposed Specific Plan. The Reduced Intensity Alternative would implement the same type of visual improvements that would be introduced throughout the Specific Plan area by the proposed project (e.g., new and improved landscaping, providing a consistent design theme for the area, removal of aged agricultural structures, and improvements to the public realm by streetscaping). Thus, improvements to the existing views, character, and quality of the Specific Plan area would also occur under the Reduced Density Alternative. Overall, the aesthetic impacts from this alternative would be less than significant, and neutral in comparison to the proposed project.

Agriculture and Forestry Resources

The Reduced Intensity Alternative would develop the project site for the same type of industrial and warehousing uses; however less densely than the proposed project, and the existing dairy and row crop agricultural uses would be removed from the project site. Implementation of the Reduced Intensity

Alternative would result in the same significant and unavoidable impacts to agricultural resources that would occur from implementation of the proposed Specific Plan. Thus, impacts under this alternative would be the same compared to the proposed Specific Plan.

Air Quality

The Reduced Intensity Alternative would develop the project site for the same type of industrial and warehousing uses, but less densely than the proposed project. Therefore, a reduced volume of construction activities and the related emissions would occur. In addition, the reduced amount of square footage that would be developed by this alternative would result in less stationary source emissions from equipment onsite, and less traffic and associated air emissions than the proposed project. Therefore, overall air quality impacts would be reduced in comparison to the proposed Specific Plan. However, the volume of NO_x emissions from operational vehicular and truck trips generated by the Reduced Intensity Alternative would remain significant and unavoidable due to the volume of vehicular and truck trips that would occur from operation of 1,435,774 SF industrial warehousing space. The maximum pounds per day of NO_x that would be generated from the operation of the proposed project (all 3 PAs) is 259.19 (as shown in Table 5.3-14), which is far above the 55 pounds per day threshold. Under the Reduced Intensity Alternative NO_x emissions would be approximately 25 percent less, which would be 194.39 pounds per day, and still above the 55 pounds per day threshold. Therefore, although less emissions would occur, significant and unavoidable impacts would still occur from operation of the Reduced Intensity Alternative. Thus, impacts under this alternative would be the same as the proposed Specific Plan.

Biological Resources

The Reduced Intensity Alternative would reduce the amount of building area and associated parking stalls proposed for the project site. However, the development would continue to result in disturbance on the project site. Any on-site biological resources, including habitat, special-status species, and jurisdictional waters, would be removed, and mitigation measures would be implemented to reduce impacts to such resources to a less than significant level. As such, impacts would be similar to those that would result from implementation of the proposed Specific Plan.

Cultural Resources

The Reduced Intensity Alternative would result in a similar potential to adversely affect any undiscovered archaeological or paleontological resources on the project site as the proposed Specific Plan, despite the reduction in building area and associated surface parking. However, like the proposed Specific Plan, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from the Reduced Intensity Alternative would be similar to those associated with the proposed project.

Geology and Soils

Grading and development of the project area would still occur under the Reduced Intensity Alternative, and therefore, impacts to geology and soils would be similar to those that would be generated from the proposed Specific Plan. The new structures under this alternative, even with the reduction in overall ground disturbance and total building area, would still result in additional persons and structures in the project area that would be subject to risks associated with seismic ground shaking and geologic hazards. Therefore, the Reduced Intensity Alternative would be required to meet the same regulatory requirements as the proposed Specific Plan. Therefore, impacts to geology and soils would be less than significant, which is the same as the proposed Specific Plan.

Greenhouse Gas Emissions

The Reduced Intensity Alternative would develop the project site for industrial warehousing uses less densely than the proposed project. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of square footage that would be developed by this alternative would result in less stationary source emissions from equipment onsite, and less traffic-associated GHG emissions than the proposed project. The maximum GHG emissions that would be generated from the operation of the proposed project (all 3 PAs equaling 1,914,365 SF) is 29,992.61 CO₂e per year (as shown in Table 5.7-4). Under the Reduced Intensity Alternative GHG emissions would be approximately 25 percent less, which would be approximately 22,494.46 CO₂e per year. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed Specific Plan. However, the development and operation of 1,435,774 SF industrial warehousing and business park space would require implementation of the same GHG reduction features that are required for the proposed Specific Plan. Therefore, although fewer GHG emissions would occur, impacts under this alternative would be the same as the proposed Specific Plan.

Hazards and Hazardous Materials

The Reduced Intensity Alternative would develop the project site for industrial warehousing uses, and therefore the same type of hazardous materials typically used for construction and operation of the proposed project would be used by the Reduced Intensity Alternative. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would be done by the proposed Specific Plan. In addition, this alternative would include cleanup of contaminated soils that exist on the site during construction activities, and would be required to implement the same type of mitigation measures that are included in Section 5.8, *Hazards and Hazardous Materials*. Thus, like the proposed Specific Plan, this alternative would also result in less than significant impacts with implementation of mitigation measures, and impacts that would occur by the Reduced Intensity Alternative would be neutral in comparison to the proposed Specific Plan.

Hydrology and Water Quality

The Reduced Intensity Alternative would reduce the total area of impervious surfaces compared to the project, thereby reducing the runoff and potential for impacts to drainage, erosion, and water quality. However, like the proposed Specific Plan, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, LID, source control, site design, and treatment control BMPs, similar to those that are included in the proposed Specific Plan. Therefore, the Reduced Intensity Alternative would result in impacts to hydrology and water quality that are similar to those that would occur from the proposed project. Overall, hydrology and water quality impacts would be less than significant, and neutral in comparison to the proposed Specific Plan.

Land Use and Planning

The Reduced Intensity Alternative would continue to implement the City's General Plan land use and zoning designations for the project site, and would have the same type of consistency with the SCAG RTP policies, the City's General Plan, the City's Development Code, and consistency with airport plans. Hence, like the proposed Specific Plan, the Reduced Intensity Alternative would result in a less than significant impact related to land use, and would be neutral in comparison to the proposed project.

Noise

Construction and operation noise impacts would be reduced under the Reduced Intensity Alternative because this alternative would decrease the development area by 478,591 SF. Although construction of this alternative would generate the same type and volume of construction noise as the proposed project,

the length of time of construction and the associated noise would be marginally shorter. Operational noise would also be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in industrial warehousing square footage. Additionally, the Reduced Intensity Alternative would result in fewer employees being onsite that could be exposed to noise from surrounding development and roadways. Overall, noise impacts from the Reduced Intensity Alternative would be less than the less than significant impacts associated with the proposed Specific Plan.

Public Services

The Reduced Intensity Alternative would reduce buildout of the project area by 478,591 SF compared to the proposed Specific Plan. This would reduce the number of employees on the project site in relation to the reduction in industrial warehousing and business square footage. However, as with the proposed project, this alternative is not anticipated to result in new residences that could demand new services, would include design features to lessen the need for services, and a fire station would be constructed nearby to accommodate buildout consistent with the General Plan. Overall, the needs for public services would be reduced under this alternative compared to the proposed project, and impacts from the Reduced Intensity Alternative would be less than the less than significant impacts associated with the proposed Specific Plan.

Transportation and Traffic

Construction and operation-related traffic and truck trips would be reduced under the Reduced Intensity Alternative because this alternative would decrease the development area by 478,591 SF. The daily trips would be reduced in relation to the reduction of the building area (approximately 25 percent), which would reduce volumes on all roadway segments and intersections. However, due to the existing LOS in the traffic study area and the volume of traffic that would be generated by the 1,435,774 SF industrial warehousing space that would be developed by the Reduced Intensity Alternative, this alternative would still require implementation of the mitigation measures that involve roadway improvements in locations that are (1) not within the jurisdiction of the City of Ontario, and thus, the City cannot guarantee implementation of the mitigation measure improvements and (2) within the City of Ontario, but not accounted for in an adopted plan or program for improvements. As a result, traffic volumes generated from this alternative would be less, however, impacts from implementation of the Reduced Intensity Alternative would also be significant and unavoidable.

Tribal Cultural Resources

The Reduced Intensity Alternative would result in a similar potential to adversely affect any tribal cultural resources on the project site as the proposed Specific Plan, despite the reduction in building area and associated surface parking. However, like the proposed Specific Plan, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts that could occur by the Reduced Intensity Alternative would be similar to those associated with the proposed project.

Utilities and Service Systems

The Reduced Intensity Alternative would reduce buildout of the project area by 478,591 SF compared to the proposed Specific Plan. This would reduce the number of employees on the project site in relation to the reduction in industrial warehousing and business park square footage, and would also reduce the demand for utilities and service systems.

The demand for regional water supplies and generation of wastewater would be approximately 25 percent less than the proposed Specific Plan. Thus, the impacts related to water supplies and wastewater would be less than the less than significant impacts that would occur from implementation of the proposed Specific Plan. Similarly, solid waste generation would be less than the proposed Specific Plan and require

less landfill capacity. Therefore, impacts to utilities and service system would be less under this alternative than the less than significant impacts that would occur from implementation of the proposed Specific Plan.

Energy

The Reduced Intensity Alternative would reduce buildout of the project area by 478,591 SF compared to the proposed Specific Plan. This would reduce the demand for energy in comparison to the proposed Specific Plan. Although the proposed Specific Plan's demands for energy were determined to be less than significant, the amount of energy used by the Reduced Intensity Alternative would be less and would comply with the same regulations/incorporate the same measures to ensure no wasteful or inefficient use of energy. Therefore, impacts to energy would be less under this alternative than the less than significant impacts that would occur from implementation of the proposed Specific Plan.

7.7.1 CONCLUSION

Ability to Reduce Impacts

The Reduced Intensity Alternative would reduce the volume of vehicular trips, which would decrease the impacts related to air quality and traffic. However, significant and unavoidable impacts related to agriculture, air quality, and traffic would continue to occur from implementation of this alternative. This alternative would also reduce impacts related to noise, public services, utilities, and energy compared to the proposed Specific Plan. However, the environmental topic areas that would require mitigation by the proposed Specific Plan would continue to be required for the Reduced Intensity Alternative to reduce impacts to a less than significant level. Overall, although the volume of impacts would be less by the Reduced Intensity Alternative in comparison to the proposed Specific Plan, the Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts of the proposed Specific Plan or eliminate the need for mitigation.

Ability to Achieve Project Objectives

Implementation of the Reduced Intensity Alternative would achieve the project objectives, but not to the extent as would be achieved by the proposed Specific Plan. The Reduced Intensity Alternative would provide for the development of industrial and business facilities in proximity to the Ontario Airport, although 478,591 SF less than the proposed Specific Plan, which would have the ability to attract fewer or smaller businesses and less employment opportunities to area residents. In addition, the smaller development would provide less flexibility to meet the needs of an ever-changing business market.

7.8 AGRICULTURAL RETENTION ALTERNATIVE

The Agricultural Retention Alternative would develop the northern portion of the project site that includes the dairy (approximately 52.4 acres) into industrial warehousing uses at a 0.55 FAR, which would provide 1,255,399 SF of industrial warehousing space. The southern portion of the site (approximately 42 acres) that contains row crops, 40 acres of prime farmland, 1.7 acres of unique farmland, and is within a Williamson Act contract would be retained for agricultural use. The Agricultural Retention Alternative would result in a 658,966-square foot reduction in development within the Specific Plan area compared to the proposed Specific Plan. Additionally, the Specific Plan area is within the City's Agricultural Overlay Zoning District, contained in Section 9-1.2700 of the Ontario Municipal Code, which allows existing agricultural uses to continue.

Environmental Impacts

Aesthetics

The Agricultural Retention Alternative would develop the same type of industrial warehousing structures, parking areas, and landscaping that would occur from implementation of the proposed Specific Plan on

the northern portion of the project site. Visual improvements that would be introduced in the northern portion would provide a consistent design theme, would remove aged agricultural structures, and provide streetscaping. The visual character and quality of the northern portion of the site would be of an urban industrial business park area.

On the southern portion of the site, the Agricultural Retention Alternative would continue to provide views of row crops and provide an agricultural character that is inconsistent with the development theme of the anticipated surrounding uses in the southern portion of the City, which is designated for industrial, business, park, residential, and other urban uses. However, these inconsistencies would not result in a significant impact. Therefore, similar to the proposed Specific Plan project, implementation of the Agricultural Retention Alternative would result in less than significant impacts related to aesthetics.

Agriculture and Forestry Resources

The Agricultural Retention Alternative would retain the southern portion of the project site's agricultural use, which contains 40 acres of prime farmland, 1.7 acres of unique farmland, and is within a Williamson Act contract. Retaining the prime, unique, and Williamson Act farmlands would reduce the significant and unavoidable impacts to agricultural resources from implementation of the proposed Specific Plan to a less than significant level. Thus, the Agricultural Retention Alternative would avoid the significant and unavoidable agricultural impacts that would occur from the proposed Specific Plan.

Air Quality

The Agricultural Retention Alternative would develop the northern 52.4 acres of the Specific Plan area into 1,255,399 SF of industrial warehousing and business park uses. The southern portion of the project site would remain as an agricultural use. Thus, the Agricultural Retention Alternative would result in a 658,966-square-foot reduction in development within the Specific Plan area, and a reduced volume of construction activities and the related emissions would occur. In addition, the reduced amount of square footage that would be developed by this alternative would result in less stationary source emissions from equipment onsite, and less traffic and associated air emissions than the proposed Specific Plan. Therefore, overall air quality impacts would be reduced in comparison to the proposed Specific Plan. However, the volume of NO_x emissions from operational vehicular and truck trips generated by the Agricultural Retention Alternative would remain significant and unavoidable due to the volume of vehicular and truck trips that would occur from operation of 1,255,399 SF of industrial warehousing and business park space. The maximum pounds per day of NO_x that would be generated from the operation of the proposed project (all 3 PAs equaling 1,914,365 SF) is 259.19 (as shown in Table 5.3-14), which is far above the 55 pounds per day threshold. Under the Agricultural Retention Alternative NO_x emissions would be approximately 34.4 percent less, which would be approximately 170 pounds per day, and still above the 55 pounds per day threshold. Therefore, although less emissions would occur from this alternative, significant and unavoidable impacts would result. Thus, impacts related to air quality by the Agricultural Retention Alternative would be the lesser than the proposed Specific Plan, but still significant and unavoidable.

Biological Resources

The Agricultural Retention Alternative would only develop the northern 52.4 acres of the Specific Plan area, and the southern 42 acres would remain in its current use for row crops. The disturbance from implementation of this alternative would be limited to the northern portion of the site. Biological resources on the southern portion of the site would not be affected, and mitigation measures would not be required to be implemented in the southern portion of the Specific Plan area. However, any on-site biological resources, including habitat, special-status species, and jurisdictional waters in the northern portion would be removed, and mitigation measures would be implemented to reduce impacts to such resources to a less than significant level. As such, potential impacts to biological resources would be less than the proposed

Specific Plan. However, like the proposed Specific Plan mitigation measures would be required to reduce potential impacts to a less than significant level.

Cultural Resources

The Agricultural Retention Alternative would only develop the northern 52.4 acres of the Specific Plan area, and the southern 42 acres would remain in its current use for row crops. The disturbance from implementation of this alternative would be limited to the northern portion of the site. Thus, any unknown archaeological or paleontological resources on the southern portion of the site would not be affected by this alternative. However, development of the northern portion of the Specific Plan area pursuant to this alternative would have the potential to adversely affect undiscovered archaeological or paleontological located within that area. Like the proposed Specific Plan, mitigation measures would be required to be implemented during construction of this alternative to reduce potential impacts to less than significant. Although the potential impacts of that could occur by the Agricultural Retention Alternative would be less than those associated with the proposed project, the same mitigation measures would be required to ensure that impacts are less than significant.

Geology and Soils

Grading and development of the northern 52.4 acres of the Specific Plan area would occur from implementation of the Agricultural Retention Alternative. Therefore, impacts to geology and soils would be similar in the northern area as those that would be generated from the proposed Specific Plan. The new structures would result in additional persons and structures in the project area that would be subject to risks associated with seismic ground shaking and geologic hazards. Therefore, the Agricultural Retention Alternative would be required to meet the same regulatory requirements as the proposed Specific Plan. Overall, impacts to geology and soils would be less than significant, which is the same as the proposed Specific Plan.

Greenhouse Gas Emissions

The Agricultural Retention Alternative would develop the northern portion project site (1,255,399 SF) for industrial warehousing uses, which would be 658,966 SF less than the proposed project. Therefore, a reduced volume of construction activities and the related GHG emissions would occur. In addition, the reduced amount of square footage that would be developed by this alternative would result in less stationary source emissions from equipment onsite, and less traffic-associated GHG emissions than the proposed project. The maximum GHG emissions that would be generated from the operation of the proposed project (all 3 PAs equaling 1,914,365 SF) is 29,992.61 CO₂e per year (as shown in Table 5.7-4). Under the Agricultural Retention Alternative GHG emissions would be approximately 34.4 percent less, which would be approximately 19,675.15 CO₂e per year. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed Specific Plan. However, the development and operation of 1,255,399 SF of industrial warehousing and business space would require implementation of the same GHG reduction measures that are required for the proposed Specific Plan. Therefore, although fewer GHG emissions would occur, impacts under this alternative would be the same as the proposed Specific Plan.

Hazards and Hazardous Materials

The Agricultural Retention Alternative would develop the northern portion project site for industrial warehousing uses, so the same type of hazardous materials typically used for construction and operation of the proposed project would be used in the northern portion of the Specific Plan area. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would the proposed Specific Plan. This alternative would include cleanup of contaminated soils that exist on the northern portion of the site during construction activities, and would be

required to implement the same type of mitigation measures that are included in Section 5.8, *Hazards and Hazardous Materials*. However, because the row crops in the southern portion of the Specific Plan area would remain, any contamination within this area would also remain. Overall, like the proposed Specific Plan, the Agricultural Retention Alternative would result in less than significant impacts with implementation of mitigation measures.

Hydrology and Water Quality

The Agricultural Retention Alternative would retain the southern 42 acres of the project site in a permeable state, and impervious surfaces would be limited to the northern 52.4 acres of the Specific Plan area. This would reduce the overall potential for impacts to drainage and water quality. However, like the proposed Specific Plan, this alternative would introduce new sources of water pollutants from construction and operation activities from development of the 1,255,399 SF of industrial warehouse space in the northern portion of the Plan area. Additionally, this alternative would be required to include storm drain facility improvements, LID, source control, site design, and treatment control BMPs, in the northern portion, similar to those included in the proposed Specific Plan. Therefore, the Agricultural Retention Alternative would result in impacts to hydrology and water quality that are similar to those that would occur from the proposed project. Overall, hydrology and water quality impacts would be less than significant, and neutral in comparison to the proposed Specific Plan.

Land Use and Planning

The Agricultural Retention Alternative would continue the existing agriculture uses in the southern 42 acres of the project site, and would only implement the City's General Plan land use and zoning designations for the northern 52.4 acres of the project site. However, the Specific Plan area is located within an Agricultural Overlay Zoning District, also identified as a right-to-farm ordinance, which provides for agricultural uses within the City, until such time that urban development consistent with the General Plan occurs. The operation of the existing row crops is consistent with this ordinance. In addition, the Agricultural Retention Alternative would continue to be consistent with the SCAG RTP policies, the City's Development Code, and airport plans. However, this alternative would not implement the City's General Plan on the northern portion of the project site. This failure to implement the General Plan on the northern portion, would result in a General Plan inconsistency. Thus, this alternative would result in a significant land use impact.

Noise

Construction and operation noise impacts would be reduced under the Agricultural Retention Alternative because this alternative would not develop or operate the southern 42 acres of the project site. Although construction of this alternative would generate the same type and volume of construction noise as the proposed project, the length of time of construction and the associated noise would be shorter and the noise generated would affect fewer sensitive receptors. Operational noise would also be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in industrial warehousing square footage. Additionally, the Agricultural Retention Alternative would result in fewer employees being onsite that could generate noise and be exposed to noise from surrounding development and roadways. Overall, noise impacts from the Agricultural Retention Alternative would be less than the less than significant impacts associated with the proposed Specific Plan.

Public Services

The Agricultural Retention Alternative would reduce buildout of the project area by 658,966-SF compared to the proposed Specific Plan. This would reduce the number of employees on the project site in relation to the reduction in industrial warehousing and business square footage. However, as with the proposed project, this alternative is not anticipated to result in new residences that could demand new services, would include design features to lessen the need for services, and a fire station would be constructed

nearby to accommodate buildout consistent with the General Plan. Overall, the needs for public services would be marginally reduced under this alternative compared to the proposed project, and impacts from the Agricultural Retention Alternative would be less than the less than significant impacts associated with the proposed Specific Plan.

Traffic

Construction and operation related traffic and truck trips would be reduced under the Agricultural Retention Alternative because this alternative would decrease the development area by 658,966 SF. The daily trips would be reduced in relation to the reduction of the building area, which would reduce volumes on all roadway segments and intersections. However, due to the existing LOS in the traffic study area and the volume of traffic that would be generated by the 1,255,399 SF of industrial warehouse space that would be developed by the Agricultural Retention Alternative, this alternative would still require implementation of mitigation measures that involve roadway improvements in locations that are (1) not within the jurisdiction of the City of Ontario, and thus, the City cannot guarantee implementation of the mitigation measure improvements, and (2) within the City of Ontario, but not accounted for in an adopted plan or program for improvements. As a result, although traffic volumes generated from this alternative would be less, impacts from implementation of the Agricultural Retention Alternative would also be significant and unavoidable.

Tribal Cultural Resources

The Agricultural Retention Alternative would only develop the northern 52.4 acres of the Specific Plan area, and the southern 42 acres would remain as its current use for row crops. The disturbance from implementation of this alternative would be limited to the northern portion of the site, so any unknown tribal cultural resources on the southern portion of the site would not be affected by this alternative. However, development of the northern portion of the Specific Plan area pursuant to this alternative would have the potential to adversely affect unknown tribal cultural resources located within that area. Like the proposed Specific Plan, mitigation measures would be required to be implemented during construction of this alternative to reduce potential impacts to less than significant. Therefore, although the potential impacts that could occur from the Agricultural Retention Alternative would be less than those associated with the proposed project, the same mitigation measures would be required to ensure that impacts are less than significant.

Utilities and Service Systems

The Agricultural Retention Alternative would reduce buildout of the project area by 658,966 SF compared to the proposed Specific Plan. This would reduce the number of employees on the project site in relation to the reduction in industrial warehousing square footage, and would also reduce the demand for utilities and service systems. Furthermore, the demand for regional water supplies and generation of wastewater would be less than the proposed Specific Plan. Thus, the impacts related to water supplies and wastewater would be less than the less than significant impacts that would occur from implementation of the proposed Specific Plan. Similarly, solid waste generation also would be less than the proposed Specific Plan and would require less landfill capacity. Therefore, impacts to utilities and service system would be less under this alternative than the less than significant impacts that would occur from implementation of the proposed Specific Plan.

Energy

The Agricultural Retention Alternative would reduce buildout of the Specific Plan by 658,966 SF compared to the proposed Specific Plan. This would reduce the demand for energy in comparison to the proposed Specific Plan. Although the proposed Specific Plan's demands for energy were determined to be less than significant, the amount of energy used by the Agricultural Retention Alternative would be less and would

comply with the same regulations/incorporate the same measures to ensure no wasteful or inefficient use of energy. Therefore, impacts to energy would be less under this alternative than the less than significant impacts that would occur from implementation of the proposed Specific Plan.

7.8.1 CONCLUSION

Ability to Reduce Impacts

The Agricultural Retention Alternative would not develop the portion of the project site that contains prime farmland, unique farmland, and is within a Williamson Act contract, which would avoid the significant impacts that would result from the proposed Specific Plan. This alternative would also reduce impacts related to noise, public services, utilities, and energy compared to the proposed Specific Plan. In addition, the Agricultural Retention Alternative would reduce the volume of vehicular trips, which would reduce the level of impacts related to air quality and traffic. However, significant and unavoidable impacts related to air quality and traffic would continue to occur from implementation of this alternative. In addition, this alternative would not implement the City's General Plan on the northern portion of the project site, which would result in a significant impact.

Furthermore, the environmental topic areas that would require mitigation with implementation of the proposed Specific Plan would continue to be required for the Agricultural Retention Alternative to reduce impacts to a less than significant level. Overall, although the impacts related to agriculture would not occur, and the volume of impacts would be less with the Agricultural Retention Alternative in comparison to the proposed Specific Plan, the Agricultural Retention Alternative would not eliminate the significant and unavoidable impacts related to air quality and traffic or eliminate the need for mitigation.

Ability to Achieve Project Objectives

Implementation of the Agricultural Retention Alternative would achieve the project objectives, but not to the extent as would be achieved by the proposed Specific Plan. The Agricultural Retention Alternative would provide for the development of industrial and business facilities on the northern portion of the project site, although 658,966 SF less than the proposed Specific Plan, which would have the ability to attract fewer or smaller businesses and less employment opportunities to area residents. The remaining agricultural uses in the southern portion of the project area would be less compatible with surrounding industrial and business park uses that would be developed pursuant to the General Plan land use designations. In addition, the smaller development would provide less flexibility to meet the needs of an ever-changing business market.

7.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" when significant environmental impacts result from a proposed project. The Environmentally Superior Alternative for the proposed project would be the No Project/No Build Alternative. No substantially significant and long-term impacts would occur to the environment as a result of this No Project/No Build alternative. However, CEQA Guidelines Section 15126.6(3)(1) states:

The "no project" analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. (Emphasis added).

The Environmentally Superior Alternative among the other alternatives is the Agricultural Retention Alternative, which would develop the northern 52.4 acres of the project site into industrial warehousing uses at a 0.55 FAR, and would provide 1,255,399 SF of industrial warehousing and business park space. The southern portion of the site (approximately 42 acres) that contains prime farmland, unique farmland, and is within a Williamson Act contract, would be retained as agricultural use. The Agricultural Retention Alternative would result in a 658,966-square-foot reduction in development within the Specific Plan area compared to the proposed Specific Plan.

The significant impact related to agriculture would not occur with implementation of the Agricultural Retention Alternative, and potential impacts from this alternative are less than the proposed project because a smaller area would be developed and fewer operational activities would occur from a smaller development. Thus, impacts related to noise, public services, utilities, and energy would be less compared to the proposed Specific Plan. However, the environmental topic areas that would require mitigation under the proposed Specific Plan would continue to be required for the Agricultural Retention Alternative to reduce impacts to a less than significant level, and the significant and unavoidable impacts related to air quality and traffic would remain.

In addition, the Agricultural Retention Alternative would not meet some of the project objectives to the same extent as the proposed project. The Agricultural Retention Alternative would have the ability to attract fewer or smaller businesses and less employment opportunities to area residents. The remaining agricultural uses in the southern portion of the project area would be less compatible with surrounding industrial and business park uses that would be developed pursuant to the General Plan land use designations. In addition, the smaller development would provide less flexibility to meet the needs of an ever-changing business market.

CEQA does not require the lead agency (the City of Ontario) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed project, and make findings that the benefits of those considerations outweigh the harm.

Table 7-1 provides, in summary format, a comparison between the level of impacts for each alternative and the proposed Specific Plan. In addition, Table 7-2 provides a comparison of the ability of each of the alternatives to meet the objectives of the proposed Specific Plan.

Table 7-1: Impact Comparison of the Proposed Specific Plan and Alternatives

	Proposed Project	Alternative 1: No Project/No Build	Alternative 2: Reduced Intensity	Alternative 3: Agricultural Retention
Aesthetics	Less than Significant	Same as proposed project	Same as proposed project	Same as proposed project
Agriculture and Forestry Resources	Significant and Unavoidable	Less, no significant and unavoidable impact	Same as proposed project. Significant and Unavoidable	Less, no significant and unavoidable impact
Air Quality	Significant and Unavoidable	Less, no significant and unavoidable impact	Less, but remains Significant and Unavoidable	Less, but remains Significant and Unavoidable
Biological Resources	Less than Significant with Mitigation	Less, no impacts, no mitigation required	Same as proposed project	Less, but mitigation measures required
Cultural Resources	Less than Significant with Mitigation	Less, no impacts, no mitigation required	Same and proposed project	Less, but mitigation measures required
Geology and Soils	Less than Significant	Same as proposed project	Same and proposed project	Same and proposed project
Greenhouse Gas Emissions	Less than Significant	Less, no impacts	Same as proposed project	Same as proposed project
Hazards and Hazardous Materials	Less than Significant with Mitigation	Less, but no remediation would	Same and proposed project	Same and proposed project

	Proposed Project	Alternative 1: No Project/No Build	Alternative 2: Reduced Intensity	Alternative 3: Agricultural Retention
		occur		
Hydrology and Water Quality	Less than Significant	Same as proposed project	Same as proposed project	Same as proposed project
Land Use and Planning	Less than Significant	Same as proposed project	Same as proposed project	Greater than proposed project
Noise	Less than Significant	Less than project	Less than project	Less than project
Public Services	Less than Significant	Less than project	Less than project	Less than project
Traffic	Significant and Unavoidable	Less, no significant and unavoidable impact	Less, but remains Significant and Unavoidable	Less, but remains Significant and Unavoidable
Tribal Cultural Resources	Less than Significant with Mitigation	Less, no impacts, no mitigation required	Same as proposed project	Less, but mitigation measures required
Utilities and Service Systems	Less than Significant	Less than project	Less than project	Less than project
Energy	Less than Significant	Less than project	Less than project	Less than project
Eliminate Significant Impacts of the Project?		Yes, all	No, none	Yes, Agriculture
Areas of Reduced Impacts Compared to the Project		12	6	11

Table 7-2: Comparison of the Proposed Specific Plan and Alternatives Ability to Meet Objectives

	Proposed Project	Alternative 1: No Project/No Build	Alternative 2: Reduced Intensity	Alternative 3: Agricultural Retention
To provide for the development of industrial and business facilities which utilize the site's prime location in proximity to Ontario International Airport.	Yes	No	Yes, but not to the same extent as the proposed project.	Yes, but not to the same extent as the proposed project.
To create a high quality industrial and business development that attracts an array of businesses and provides employment opportunities to area residents.	Yes	No	Yes, but not to the same extent as the proposed project.	Yes, but not to the same extent as the proposed project.
To provide industrial and business park uses within the project boundaries which are compatible with surrounding uses.	Yes	No	Yes, but not to the same extent as the proposed project.	Yes, but not to the same extent as the proposed project.
To develop a flexible plan that meets the needs of an ever-changing business market, while assuring compliance with high development standards.	Yes	No	Yes, but not to the same extent as the proposed project.	Yes, but not to the same extent as the proposed project.
To provide a plan for roadways, infrastructure, and utilities to support onsite land uses as the project evolves.	Yes	No	Yes, but not to the same extent as the proposed project.	Yes, but not to the same extent as the proposed project.
To promote opportunities for water efficiency in the project architecture and project landscaping to promote water conservation.	Yes	No	Yes, but not to the same extent as the proposed project.	Yes, but not to the same extent as the proposed project.

8. Growth Inducement and Significant Irreversible Effects

8.1 GROWTH INDUCEMENT

This section analyzes the growth inducement potential of the proposed Specific Plan and the associated secondary effects of growth the Specific Plan might permit. As required by CEQA Guidelines Section 15126.2(d), an EIR must:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a recycled water plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

A project can have a direct effect on population growth, for example, if it would involve construction of substantial new housing. A project could also have indirect growth-inducement potential if it would:

- Establish substantial new permanent employment opportunities (e.g., commercial, industrial, governmental, or other employment-generating enterprises) or otherwise stimulate economic activity;
- Remove a physical or regulatory obstacle to additional growth and development, such as removing a constraint to or increasing the capacity of a required public service (physical obstacle). For example, an increase in the capacity of utility or road infrastructure could allow either new or additional development in the surrounding area. A project could also include growth by removing a regulatory obstacle, such as by increasing allowable development intensity; or
- Stimulate economic activity within an area such that it would result in the need for additional housing, businesses, and services to support increased economic activities.

CEQA Guidelines do not distinguish between planned and unplanned growth for purposes of considering whether a project would foster additional growth. Therefore, for purposes of this EIR, to reach the conclusion that the project is growth inducing as defined by CEQA, the EIR must find that it would foster (i.e., promote or encourage) additional growth in economic activity, population, or housing, regardless of whether the growth is consistent with local plans or is beyond the level of growth that is anticipated by local plans. The conclusions set forth in this EIR regarding growth inducement do not address or imply whether such induced growth is beneficial or detrimental, consistent with CEQA Guidelines Section 15126.2(d).

If the analysis contained in this section determines that the Specific Plan has growth inducing effects, the next question is whether that growth may cause adverse effects on the environment. Environmental effects resulting from induced growth (i.e., growth-induced effects) fit the CEQA definition of “indirect” effects in

Section 15358(a)(2) of the State CEQA Guidelines. These indirect or secondary effects of growth may result in significant environmental impacts.

While CEQA Guidelines require an EIR to “discuss the ways” a project could induce growth, and to discuss project characteristics that may “encourage... activities that could significantly affect the environment,” CEQA Guidelines do not require an EIR to attempt to predict where, when, or in what form induced growth might occur. The answers to such questions require substantial speculation, which CEQA discourages (CEQA Guidelines Section 15145).

Thus, any decision whether to allow projects that might result from induced growth is the subject of separate decision making by the lead agency responsible for considering such projects. Because the decision to allow growth is subject to separate discretionary decision making, and such decision making is itself subject to CEQA, the analysis of growth-inducing effects is not intended to determine site-specific environmental impacts or mitigation for the potentially induced growth. Rather, the discussion is intended to disclose the potential for environmental effects to occur more generally, such that decision makers are aware that additional environmental effects are a possibility if growth-inducing projects are approved. The decision of whether impacts do occur, their extent, and the ability to mitigate them is appropriately left to consideration by the agency responsible for approving such projects at such times as complete applications for development are submitted.

Establish substantial new permanent employment opportunities or otherwise stimulate economic activity:

The proposed Specific Plan project would result in development of 1,683,170 SF feet of non-residential employment generating uses by 2019, and an additional 231,195 SF feet of non-residential employment generating uses after 2040. At buildout the proposed Specific Plan would develop approximately 2,690 new jobs/employment opportunities. In addition, the proposed industrial warehousing uses that would stimulate economic activity in the Specific Plan area.

Table 8-1: Employment Generation

	Planning Area	Proposed Use	Bldg. No.	Proposed SF	Employees/1,000 SF	Total Jobs
Phase 1	PA-1	Warehousing and Manufacturing	1, 2, 3, and 9	1,158,140	0.650	376
					2.860	1,656
	PA-2	Warehousing	4, 5, 6, 7, and 8	525,030	0.650	307
					2.860	150
Phase 2	PA-3	Warehousing and Manufacturing		231,195	0.650	135
					2.860	66
Total					1,914,365	2,690

Source: General Plan EIR Appendix J, Land Use Modeling Methodology.

SCAG estimates that employment in the City will increase from 103,300 in 2012 to 175,400 in 2040, which is an increase of 72,100 jobs or a 70 percent increase (SCAG 2016 growth forecast). The employment generated by the proposed Specific Plan would represent a small portion of the estimated job growth, and the proposed employment growth would be within, and not exceed, SCAG’s population forecast. As such, the proposed Specific Plan would result in direct employment growth at a level that is already anticipated in regional projections; and thus, would be less than significant.

Additionally, the new jobs that would be generated by the proposed Specific Plan would accommodate the forecasted employment in an environmentally sustainable manner by improving the jobs to housing balance, that would reduce vehicle miles traveled. Furthermore, as listed below, the City of Ontario has had recent unemployment rates ranging between 5.2 and 14.2 percent (EDD, 2017).

- March 2017: 5.2 percent unemployment rate
- March 2016: 5.9 percent unemployment rate
- Annual Average 2015: 6.5 percent unemployment rate
- Annual Average 2014: 8.1 percent unemployment rate
- Annual Average 2013: 10.7 percent unemployment rate
- Annual Average 2012: 12.7 percent unemployment rate
- Annual Average 2011: 14.2 percent unemployment rate

The new jobs that would be created by the Specific Plan would provide new employment opportunities to employees that are already living in Ontario and the surrounding cities. As discussed in Section 5.12, *Public Services*, the SANBAG subregion is housing rich, and the increase in jobs from the Specific Plan is not expected to create a corresponding increase in population or housing. Most of the new jobs that would be created by the proposed industrial warehousing and business uses would be positions that do not require a specialized workforce. Thus, it is anticipated that these jobs would be filled by people who would already be living within Ontario and surrounding communities, and would not induce an unanticipated influx of new labor into the region. Overall, the proposed Specific Plan would develop the project area pursuant to the existing land uses, which would accommodate forecasted employment growth consistent with SCAG's regional forecasts. Thus, impacts related to increased growth through the provision of employment opportunities would be less than significant.

Remove a physical or regulatory obstacle to additional growth and development:

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The proposed Specific Plan would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

The Specific Plan would provide improvements to infrastructure that are consistent with the City's master plans to serve the project site. As described in Section 3.0, *Project Description*, the proposed Specific Plan includes frontage half-width improvements along Merrill Avenue and Archibald Avenue pursuant to the City's roadway plans, which would provide safe passage to the project site; but would not extend roadways beyond the project area.

The project would also install new water and sewer facilities that are part of the City's Water Master Plan that would connect to the existing water infrastructure is located within Archibald Avenue, adjacent to the west of the project site. Additionally, drainage improvements that would occur within the Specific Plan would connect to existing drainage infrastructure, and would be designated pursuant the City's Drainage Master Plan. The water, sewer, and drainage improvements would only serve the project site and would be designed pursuant to the City's master plans to ensure that excess capacity is not provided. Because the infrastructure improvements would only provide services to proposed developments and not provide excess capacity, infrastructure improvements would not result in significant growth inducing impacts.

Stimulate economic activity within an area such that is would result in the need for additional housing, businesses, and services to support increased economic activities:

Induced growth can occur outside of a project site as the result of direct and indirect investment and spending by residents, employees, and businesses. Such growth stems from the “induced” employment generated by a project’s economic activity. Indirect employment growth generated by a direct increase in economic activity can be due to the increases in spending that would occur on the part of the businesses, employees, and employee households. It could also be due to the additional spending that would occur on the part of suppliers of goods and services demanded by a project’s direct economic activity (households, businesses and employees).

As described previously, the proposed Specific Plan would implement economic activity that would result in an improvement in the jobs-household ratio, which is a benefit of the proposed Specific Plan. The City of Ontario has had recent unemployment rates ranging between 5.2 and 14.2 percent (EDD, 2017), and most of the new jobs that would be created by the Specific Plan would be positions that do not require a specialized workforce, and this type of workforce exists in the City and surrounding areas. Thus, due to the unemployment within the City and the availability of a workforce, it is anticipated that new jobs that would be generated from implementation of the Specific Plan would be filled by people within Ontario and surrounding communities, and would not induce an unanticipated influx of new labor into the region. Therefore, job growth from buildout of the proposed Specific Plan would result in new permanent employment opportunities and stimulate economic activity; however, the Specific Plan would meet future employment demands per SCAG’s 2016 projections. Overall, the proposed Specific Plan would not remove any obstacles that would result in increased levels of growth that would not otherwise occur. Therefore, impacts would be less than significant.

Environmental Impacts of Induced Growth:

As described above, implementation of the proposed Specific Plan would provide development to accommodate SCAG’s forecasted employment demands. All physical environmental effects from construction of development has been analyzed in all technical sections of this EIR. For example, activities such as excavation, grading, and construction as required for the proposed industrial warehousing and business uses were analyzed in the Sections 5.3, *Air Quality*, 5.7, *Greenhouse Gas Emissions*, 5.11, *Noise*, and 5.12, *Transportation and Circulation*. Therefore, construction of the proposed Specific Plan has been analyzed in this EIR and would be adequately mitigated either through implementation of conditions of approval, plans, policies, and programs and/or mitigation measures contained within Chapter 5 of this EIR.

8.2 SIGNIFICANT IRREVERSIBLE EFFECTS

State CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.... Also, irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.” (CEQA Guidelines Section 15126.2(c)). “Nonrenewable resource” refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or

- The proposed irretrievable commitments of nonrenewable resources is not justified (e.g., the project involves the wasteful use of energy).

The proposed Specific Plan would result in or contribute to the following irreversible environmental changes:

- Lands in the Specific Plan area would be committed to industrial warehousing and business park uses once the proposed buildings are constructed. Secondary effects associated with this irreversible commitment of land resources include:
 - Changes in views associated with construction of the new buildings and associated development (see Section 5.1, *Aesthetics*).
 - Increased traffic on area roadways (see Section 5.12, *Transportation and Circulation*).
 - Emissions of air pollutants associated with project construction and operation (see Section 5.3, *Air Quality*).
 - Consumption of non-renewable energy associated with construction and operation of the Specific Plan due to the use of automobiles, lighting, heating and cooling systems, appliances, and the like (see Section 5.16, *Energy*).
 - Increased ambient noise associated with an increase in activities and traffic associated with future site-specific development projects (see Section 5.11, *Noise*).
- Construction of the proposed Specific Plan as described in Section 3.0, *Project Description*, would require the use of energy produced from non-renewable resources and construction materials.

In regard to energy usage from the proposed project, as demonstrated in the analyses contained in Section 5.16, *Energy Resources*, the proposed Specific Plan would not involve wasteful or unjustifiable use of non-renewable resources, and conservation efforts would be enforced during construction and operation of proposed development. The proposed development would incorporate energy-generating and conserving project design features, including those required by the California Building Code, California Energy Code Title 24, which specify green building standards for new developments. In addition, as listed in Section 3.0, *Project Description* and Section 5.16, *Energy Resources*, the proposed Specific Plan includes project design features that result in additional energy-efficiency. Project specific information related to energy consumption is provided in Section 5.16, *Energy Resources*, of this EIR.

REFERENCES

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9.0 EIR Preparers and Persons Contacted

9.1 EIR Preparers

City of Ontario

Richard Ayala, Senior Planner
Scott Murphy, AICP, Assistant Development Director
Attorney, Best, Best & Krieger

E|P|D Solutions, Inc.

Jeremy Krout, AICP
Konnie Dobreva, JD
Renee Escario
Rafik Albert, AICP, LEED AP
Meghan Macias, TE

Urban Crossroads, Air Quality Impact Analysis

Haseeb Qureshi
Jessica Wang

Urban Crossroads, Greenhouse Gas Analysis

Haseeb Qureshi
Alyssa Tamase

Urban Crossroads, Diesel Mobile Source Health Risk Assessment

Haseeb Qureshi

Urban Crossroads, Traffic Impact Analysis

Aric Evatt, PTP
Charlene So, PE
Brandon Alvarado

Urban Crossroads, Noise Impact Analysis

Bill Lawson, PE, INCE
Alex Wolfe, INCE

ESA Biological Resources Assessment

Ezekiel Cooley
Lauren Singleton, Biologist

ESA Sensitive Plant Report

Daryl Koutnik

Material Culture Consulting, Phase 1 Cultural and Paleontological Resources Assessment

Tria Marie Belcourt, M.A., Registered Professional Archaeologist
Jennifer Kelly, M. Sc., Geology Professional Paleontologist

MTGL, Inc., Geotechnical Investigation

Partner Engineering and Science, Inc., Phase I Environmental Site Assessment

Bob Geiger

9.2 Persons Contacted

Lora Gearhart, Fire Protection Analyst, Fire Prevention Bureau, Ontario Fire Department

Douglas J. Sorel, Management Analyst, Ontario Police Department