FINAL ENVIRONMENTAL IMPACT REPORT

For

Ontario Downtown Civic Center Project

Prepared for: **City of Ontario**
303 East 'B' Street
Ontario, CA 91764
Phone: (909) 395-2036

Contact Person: Cathy Wahlstrom, Principal Planner

Prepared by: Albert A. Webb Associates
3788 McCray Street
Riverside, CA 92506-2927
Phone: (951) 686-1070

Contact Person: Cathy Perring
Principal Planner

October 2004

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1.0 INTRODUCTION

The Final EIR, as required pursuant to CEQA Guidelines Sections 15089 and 15132, must include the Draft EIR or a revision thereof, comments and recommendations received on the Draft EIR, a list of persons, organizations and public agencies commenting on the Draft EIR and the responses of the Lead Agency to significant environmental points raised in the review and consultation process. A reporting or monitoring program (MMP) must also be prepared and approved to ensure compliance during project implementation (Public Resources Code Section 21081.6, CEQA Guidelines Section 15097).

RELATIONSHIP TO THE DRAFT EIR

The Draft EIR has been revised and published under separate cover to reflect corrections and responses to comments raised. Together with the MMP and the Findings these documents constitute the environmental disclosure record that will serve as the basis for approval of the proposed project.

CORRECTIONS, ERRATA AND CHANGES FROM DRAFT TO FINAL EIR

Corrections, errata and changes from the Draft to Final EIR represent additional information or corrections that do not change the project impacts and/or mitigation measures such that new or more severe environmental impacts result from the project. Such items are sometimes added as a result of comments received from responsible agencies, changes in the existing conditions at the site, revised public policies since the Draft EIR was written, and minor errors or clarifications.

The following summary will present the location and types of additions, changes or corrections made within each section of the Final EIR since the Draft EIR was published.

Section I – Summary

Page I-2-10: Recommendation for approval, and approval of a General Plan Amendment, if required, added to the text under the headings of "City of Ontario Planning Commission" and "City of Ontario City Council," respectively. This creates consistency between page I-2-5 and I-2-10.

Page I-3-1 – Table I-3-A, EIR/Issues Matrix: The mitigation measures in the table were made consistent with: the wording in the MMP, modifications resulting from comments to the Draft EIR, changes in the existing conditions on the site, and modifications to the traffic mitigation measures requested by San Bernardino Association of Governments (SANBAG) after their review of the project traffic study.

Section II – Environmental Effects Found Not Significant

No changes made to this section.

Section III – Potentially Significant Environmental Effects

Page III-1-1: Section heading added to the page because it was omitted in the Draft EIR.

Page III-4-1, 2: Corrected and additional information was added to the discussion of Ontario International Airport as a result of information requested/provided in the comment letter received from Caltrans Department of Aeronautics.

Page III 4-9: Corrected and additional information was added to the discussion of Ontario International Airport as a result of information requested/provided in the comment letter received from Caltrans Department of Aeronautics.

Page III 4-10: MM Haz 6 was modified to reflect the fact that the underground petroleum tanks at the former police fueling station have already been removed.
MM Haz 8 was added to limit the height of structures within the project area as a result of information requested/provided in the comment letter received from Caltrans Department of Aeronautics.
MM Haz 9 was added to address updated disclosure requirements for projects located within 2 miles of an airport.

Page III-9-15: MM Serv 2 was modified to identify that the required police substation must be located within proximity of the project site for service, not necessarily within the project site to better meet Police Department requirements for providing service to the project area.

MM Serv 4 was re-worded to the satisfaction of the Public Works Department.

Section III-10 was replaced with new text that reflects SANBAG comments on the project traffic study. The final LOS at all intersections after mitigation was not changed between the Draft EIR and the Final EIR.

PUBLIC REVIEW SUMMARY

The EIR process typically consists of three parts – the Notice of Preparation, Draft EIR, and Final EIR. The Notice of Preparation (NOP) for the proposed project was circulated in May and June of 2004. The NOP was distributed directly to over 200 public agencies, property owners and interested parties. A notice advising the availability of the NOP was posted with the San Bernardino County Clerk of the Board on May 27, 2004 and the State Clearinghouse on May 28, 2004. Copies of the NOP, the NOP distribution list, and comments received on the NOP are presented in Appendix A of the revised Draft EIR.

A Scoping meeting was held as recommended by CEQA to which all NOP recipients were invited. Approximately 25 individuals attended the meeting held on June 7, 2004. A summary of issues raised at the meeting and copies of the sign-in sheets are also included in Appendix A of the revised Draft EIR. Issues raised included: increased crime, noise, traffic, air pollution, land use and aesthetic compatibility between existing and proposed uses, and positive comments about the project.

The City of Ontario circulated a draft environmental impact report (EIR) for the Ontario Downtown Civic Center Project from August 6 through September20, 2004. Notices of Availability of the Draft EIR was distributed directly to more than 200 responsible agencies,

trustee agencies, other interested parties, and local libraries. Draft EIR was distributed on CD to all responsible and trustee agencies in addition to hard copies. Documents were distributed via U.S. Mail and/or Overnight Express on August 5, 2004.

The required distribution to the State Clearinghouse was completed by overnight service on August 6, 2004. The standard response letter confirming completion of the Clearinghouse review period is included in Section 2.0 of this Final EIR. The official Clearinghouse review period began August 6, 2004 and ended September 20, 2004.

General public notice of availability of the draft EIR was given by publication in the *San Bernardino Sun (8/6/04), and Inland Valley Daily Bulletin (8/7/04)*. Copies of the published notice are presented in Appendix A of the revised Draft EIR. As required by Public Resources Code Section 21092.3, a copy of the public notice was posted with the San Bernardino Clerk of the Board on August 5, 2004.

As provided in the public notice and in accordance with CEQA Section 21091(d), the City of Ontario accepted written comments through September 20, 2004. Four letter were received during the comment period from: Caltrans Division of Aeronautics, Native American Heritage Commission, State of California Governor's Office of Planning and Research, and Southern California Edison. Subsequent to the close of the public review period, additional comment letters were received from the Native American Heritage Commission (NAHC) and two tribal representatives. These letters are included in Section 2.0 of this Final EIR and discussed in the response to the NAHC letter that was received prior to September 20, 2004.

In accordance with the provisions of Public Resources Code Section 21092.5, the City of Ontario has provided a written proposed response to each commenting public agency no less than 10 days prior to the proposed certification date.

LIST OF PERSONS, ORGANIZATIONS AND PUBLIC AGENCIES THAT COMMENTED ON DRAFT EIR

State Agencies

Department of Transportation – Division of Aeronautics
Native American Heritage Commission
State of California Governor's Office of Planning and Research

Local Agencies and Service Providers

Southern California Edison

Personal Inquiries

Public Comments received by the City via phone or in person at the Planning Department counter as of September 20, 2004

Marvin (Mike) Lapatta
909-982-5058
He owns house near project area that his mother lives in. He wanted to know status of project

Ron ?
221 E D St.
909-337-0810
Curious about project.

Alma Gomez
909 983-5966
Lives on D St. Curious about project.

Bill Bringman
PO Box 905
Upland CA 91785
909-985-4307
Owns residential property in industrial zone on Sultana south of Holt Sent him a CD of DEIR

Mr. Lucas (Senior)
Property owner on east side of Euclid between C and D Street (in project area). Wanted to know what they were proposing for his property. He was given a DEIR CD and referred to the Housing Agency for project detail.

Tom Lucas
10918 Boulder Canyon Road
Alta Loma, CA 91737
Cell 909-453-5899
Wants to be included on noticing list. His father owns property in the project area along Euclid between C and D Streets.

2.0 RESPONSE TO COMMENTS

Pursuant to CEQA Guidelines Section 15088, the responses to comments presented in this section address specific, relevant comments on environmental issues raised in the submitted comment letters. For clarification, copies of the original letters, including all attachments, are presented in this section of the FEIR following all responses.

RESPONSE TO COMMENTS STATE AGENCIES

Response to Department of Transportation – Division of Aeronautics Letter, August 19, 2004

Comment #1:
This comment summarizes the proposed project and notes that its location is approximately 1.5 miles north west of Ontario International Airport (ONT).

Response #1:
This description appears in the Draft Environmental Impact Report (DEIR). Since the comment does not raise any environmental issues or questions, no further response is necessary.

Comment #2:
The Public Utilities Code, Section 21659 prohibits structural hazards near airports. Structures, including cranes during construction, should not be at a height that will penetrate any airport imaginary surfaces. To ensure compliance with the Federal Aviation Regulation, Part 77, *Objects Affecting Navigable Airspace,* your filing of a Notice of Proposed Construction or Alteration (Form 7460-1) with the FAA may be required. For technical information regarding this process, please refer to the FAA's Air Traffic and Airspace Management web page at http://www.faa.gov/ats/ata/ATA400.oeaaa.html.

Response # 2:
As stated on the Federal Aviation Administration (FAA) website, "in administering Title 14 of the Code of Federal Regulations CFR Part 77, the prime objectives of the FAA are to promote air safety and the efficient use of the navigable airspace." http://www.faa.gov/ats/ata/ATA400.oeaaa.html Airspace protection deals with limiting obstructions to flight. As part of the FAA Part 77 regulations, height restrictions are imposed around the airport. The standards apply to existing and new buildings, construction equipment, natural objects such as trees, and natural terrain. The impenetrable imaginary conical surface at the site location is 1102 feet and the elevation of the project site is 980 feet. This means no building or structure can exceed 122 feet above the elevation of the Downtown Civic Center project area. The tallest proposed buildings are 3 to 5 stories, or less than 60 feet. Project construction equipment, should it exceed 122 feet in height, will require Form 7460-1 to be filed. Although no new environmental impacts have been raised by this comment that are not already addressed through the Part 77 process, to alleviate future questions or issues on this matter, the following mitigation measure will be added to the Final EIR.

MM Haz 8: Structures within the project area shall not exceed 122 feet from the site elevation of 980 feet above sea level including temporary structures such as cranes used during construction.

Comment #3:
In accordance with the California Environmental Quality Act, Public Resources Code Section 21096, the California Airport Land Use Planning Handbook must be utilized as a resource in the preparation of environmental documents for projects within the boundaries of an airport land use compatibility plan, or if there is no adopted airport land use plan, within two miles of a public-use airport. ...According to the established airport land use compatibility zones in our Handbook, the project site appears to be in the Traffic Pattern Zone (Zone 6). It is our policy to recommend that children's schools, large day care centers, hospitals, and nursing homes be avoided in Zone 6.

Response #3:
The California Department of Transportation Airport Land Use Planning Handbook, January 2002, (the Handbook) is an adopted handbook that provides consistency guidance for development of airports and surrounding areas. Safety Compatibility Zone 6, within which the proposed project site is located, includes areas that generally have a low likelihood of accident occurrence at most airports. The Handbook identifies residential uses as allowable in this zone as are most nonresidential uses except, for example, stadiums or other uses which have very high concentrations of people. Uses that the Handbook recommends to avoid in this zone include children's schools, large day care centers, hospitals, and nursing homes. These uses are not proposed as a part of this project nor are they anticipated in future projects within the zone. Clarification of the uses proposed by the project in relation to the Safety Compatibility Zone will be added to Section III-4, Hazards, of the DEIR. No new environmental impacts have been identified by this comment.

Comment #4:
The proposed project should also be coordinated with Ontario International Airport staff to ensure compatibility with both existing and planned future airport operations. Please be advised that the Ontario International Airport is concurrently going through a long-range airport master planning process.

Response #4:
City of Ontario, through the Development Director's office, is involved in and updated regularly about the Ontario Airport Master Plan Study. Los Angeles World Airport (LAWA) is working closely with the City of Ontario to ensure that City concerns and projects, such as the Downtown Civic Center Project, are considered during the development of the Ontario International Airport master plan. Public review and comment will occur on the plan prior to and during the environmental analysis for the Airport Master Plan Study so that community concerns and projects can be included in that effort. For more information about the airport master planning process, see LAWA's website: www.ontmasterplan.org. This information will be added to Section III-4 of the DEIR for clarification. No new environmental impacts have been identified by this comment.

Comment #5:
Another consideration is the recently enacted Assembly Bill 2776, which amended Section 11010 of the Business and Professions Code and Section 1102.6, 1103.4 and 1353 of the Civil Code, relating to aviation. This bill changed buyer notification requirements for residential projects around airport. According to the new law, any person who intends to offer residential property for sale and lease within an *airport influence area* is required to disclose that fact to the person buying the property.

Response #5:
Assembly Bill 2776 (AB 2776) took effect January 1, 2004. As the proposed Ontario Downtown Civic Center Project is located within two (2) miles of Ontario International Airport and within Safety Compatibility Zone 6, these notification requirements will apply to the project. This information and the following mitigation measure will be added to Section III-4 of the DEIR to clarify that this requirement is mandatory for the project. However, this comment does not raise any environmental issues nor have any new issues not previously addressed in the EIR been raised by this comment.

- **MM Haz 9**: To disclose to the buyer or lessee of subdivided lands within the Civic Center project of the proximity of this site to the Ontario International Airport as required by AB 2776, the City shall disclose, and ensure that the developer makes such disclosures, as required by law to all future buyers.

Comment #6 and #7:
These two comments bring up the issues of the benefits that airports bring to local communities and the state through such things as economic growth, improved mobility, generation of tax revenue, and improved emergency response; and the need for compatible and safe land uses near airports.

Response #6 and #7:
The City of Ontario appreciates the data provided by Caltrans and understands the value of ONT airport to the City and the region. Air cargo and passenger service are both key economic benefits to the City. Appropriate land use planning for projects in the vicinity of the airport is of utmost concern to the City to ensure productive, continued and expanded service at ONT airport. The proposed project is primarily residential and commercial in nature. It is located about 1.5 miles from the airport within Compatibility Zone 6 which allows such uses. The site is located outside of the current 65 dBA CNEL contour for ONT. It is an infill project in an area historically developed with these uses long before the airport was built. The DEIR has taken into account airport noise and hazards in the environmental analysis and determined that impacts of airport operations to the project are less than significant. See Response #5 also for disclosure requirements to which the project is subject and with which it will comply.

Response to Native American Heritage Commission letter, September 20, 2004

Comment #1:
The CEQA checklist in this document offers no supporting evidence, in accordance with the CEQA Guidelines (15063(d)(3), regarding the conclusion that the project will cause no identifiable impacts to cultural resources. In order to adequately identify and mitigate project-related impacts on cultural resources, the Commission recommends that all of the following actions be taken:

Contact the Native American Heritage Commission (NAHC) for a Sacred Lands File search of the project area and information on tribal contacts in the project vicinity who may have additional cultural resource information.

- Please provide USGS location information for the project site . . .
- We recommend that you contact all tribes listed on the contact list to avoid the unanticipated discovery of sensitive Native American resources after the project has begun.

Response #1:
The environmental impact report prepared for this project contains substantial evidence to support its conclusion that the project will not have any potentially significant and unavoidable impacts on archaeological or paleontological resources. As explained in detail in the project description and in the cultural resources discussion, the proposed project would be constructed within a 12-block area surrounding the City Hall building in the existing downtown of the City of Ontario. The entire project area has been disturbed, constructed upon and rebuilt several times over most of the last 124 years since the Chaffey brothers founded the Model Colony (City of Ontario) in the1880's. A portion of the proposed project will include rehabilitation of existing structures. The historic nature of these structures has been evaluated in the DEIR. Additionally, a portion of the project will be built on areas where buildings have in the past or currently exist and demolition will occur to allow for the construction of new buildings. Other buildings and all roads within the project area will be retained.

The Draft EIR includes documentation of the above history of the site. References NRHP-1, NRHP-2,ODC-Article 26, ODG, OGP and OGP FEIR,ORDA_FEIR, and ORDP of the Draft EIR include supporting evidence to document these facts. Therefore, there is likely no possibility of finding surface artifacts and a low likelihood of finding subsurface artifacts in this area of the City that has been highly developed and almost continuously disturbed for the last 124 years.

However, in response to your comment letter and out of an abundance of caution, a letter was sent to the NAHC requesting a Sacred Lands File search of the project area and a list of tribal contacts. In the very timely NAHC response letter dated October 8, 2004, it was noted that the record search of the Sacred Lands File failed to indicate the presence of Native American cultural resources in the immediate project area. To gain additional information, if available and as suggested by the NAHC, letters have also been sent to the tribal contact persons included with the October 8, 2004 NAHC letter.

Two letters have been received subsequent to the request for information letter sent to tribal representatives. An email was received by the City on October 1, 2004 from the Morongo Band of Mission Indians indicating that the Tribe has no specific information regarding cultural resources in the project area. A letter dated, October 18, 2004, was received by the City from the San Manuel Band of Mission Indians. This letter implies that the project should comply with Section 106 of the National Historic Preservation Act of 1966. Section 106 outlines requirements that must be met by "federal projects." The proposed project will not be funded by federal money nor does/will it require federal action or approval that would trigger the project being identified as a "federal project" and therefore constitute the need for complying with the Section 106 process. The email and letter mentioned here are included in the comment letters section of this FEIR for reference.

Comment #2:
Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) Section 15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

Response #2:
Although such finds are not anticipated due to the historic and current use of the site as the center of the City of Ontario, mitigation measures MM Cultural 2 and 3, on page III-2-13 in the Draft Environmental Impact Report, address the possibility of unexpected discovery of archaeological and paleontological resources. Implementation of these measures will reduce possible impacts to less than significant levels. No new issues have been raised by this comment.

Comment #3:
Lead agencies should include provisions for discovery of Native American human remains or cemeteries in their mitigation plans. Health and Safety Code Section 7050.5 and Public Resources Code Section 15064.5 (e) and Section 5097.98 mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Response #3:
Although such finds are not anticipated due to the historic and current use of the site as the center of the City of Ontario, mitigation measure MM Cultural 4, page III-2-14 in the Draft Environmental Impact Report, addresses the possibility of unexpected discovery of human remains, including those of Native American origin. No new issues have been raised by this comment.

State of California Governor's Office of Planning and Research letter, September 21, 2004.

Comment:
This letter serves as a cover letter and transmittal for comments from other state agencies. The letter notes that the forwarded comments are for use in preparing the final environmental document and that the State Clearinghouse review requirements for draft environmental documents have been met.

Response:
This letter does not contain any environmental issues that require a response.

RESPONSE TO COMMENTS LOCAL AGENCIES AND SERVICE PROVIDERS

Southern California Edison letter, September 17, 2004

Comment:
This letter identifies the approach the City should take to contact Edison if the proposed project impacts or is in conflict with any Edison facilities and/or property. "In the event a determination is made that Edison facilities and/or property is impacted or in conflict with development, please send five sets of plans depicting the impact and/or conflict with a letter explaining the project to: Real Estate Operations, southern California Edison Company, 14799 Chestnut Street, Westminster, CA 92683."

Response:
To reduce possible conflicts with all utility providers, including Edison, mitigation measure MM Util 3, page III-11-15 of the Draft EIR, requires that prior to grading permits, proof of contact and coordination with all utility providers must be accomplished.

COPIES OF COMMENT LETTERS

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

Flex your power!
Be energy efficient!

August 19, 2004

Mr. Scott Murphy
City of Ontario
Planning Department
303 East B Street
Ontario, CA 91764

Dear Mr. Murphy:

Re: Ontario Downtown Civic Center Project
SCH# 2004051155

Thank you for including the California Department of Transportation (Department), Division of Aeronautics in the environmental review process for the above-referenced project. We have reviewed the Draft Environmental Impact Report, dated July 2004, and we offer the following comments with respect to airport land use compatibility planning.

1. The project involves the redevelopment of a 12-block area comprised of approximately 30.7 acres of land (excluding public rights of way) to create an "urban village" to help revitalize the downtown area by introducing new, urban housing types, and mixed-uses. The objective of this project is to create a high-quality, mixed-use development, consisting of market-rate and affordable multi-family units, retail development, and the potential adaptive reuse of existing historic buildings. In order to facilitate the development of multi-family units, a zone change may be necessary to change the designation from C2 to R3 (High-Density Residential). The project site is approximately 1.5 miles northwest of Ontario International Airport.

2. The Public Utilities Code, Section 21659 prohibits structural hazards near airports. Structures, including cranes during construction, should not be at a height that will penetrate any airport imaginary surfaces. To ensure compliance with the Federal Aviation Regulation, Part 77, *Objects Affecting Navigable Airspace*, your filing of a Notice of Proposed Construction or Alteration (Form 7460-1) with the FAA may be required. For technical information regarding this process, please refer to the FAA's Air Traffic and Airspace Management web page at http://www.faa.gov/ats/ata/ATA400.ocaaa.html.

3. In accordance with the California Environmental Quality Act, Public Resources Code Section 21096, the California Airport Land Use Planning Handbook must be utilized as a resource in

the preparation of environmental documents for projects within the boundaries of an airport land use compatibility plan, or if there is no adopted airport land use plan, within two nautical miles of a public-use airport. For your reference, our Handbook is published on-line at http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php. According to the established airport land use compatibility zones in our Handbook, the project site appears to be in the Traffic Pattern Zone (Zone 6). It is our policy to recommend that children's schools, large day care centers, hospitals, and nursing homes be avoided in Zone 6.

4. The proposed project should also be coordinated with Ontario International Airport staff to ensure compatibility with both existing and planned future airport operations. Please be advised that the Ontario International Airport is concurrently going through a long-range, airport master planning process.

5. Another consideration is the recently enacted Assembly Bill 2776, which amended Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code, relating to aviation. This bill changed buyer notification requirements for residential projects around airports. According to the new law, any person who intends to offer residential property for sale and lease within an *airport influence area* is required to disclose that fact to the person buying the property.

6. Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our state's network of over 250 airports. Aviation contributes nearly 9% of both total state employment (1.7 million jobs) and total state output ($110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division of Aeronautics which is available at http://www.dot.ca.gov/hq/planning/aeronaut/. Among other things, aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over $170 billion and generates over $14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

7. The need for compatible and safe land uses near airports in California is both a local and State issue. We strongly feel that the protection of airports from the encroachment of incompatible land uses is vital to the safety of airport operations, the well-being of the communities which neighbor airports, and to California's economic future. Consideration given to the issue of land use planning in the vicinity of an airport should help relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport land use compatibility planning. We also advise you to contact our District 8 office concerning surface transportation issues.

We appreciate the opportunity to review and comment on this environmental document. If you have any questions, please call me at (916) 654-5253.

Sincerely,

D. Cohen

DAVID COHEN
Associate Environmental Planner

c: State Clearinghouse
Ontario International Airport

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

September 30, 2004

Ms. Cathy Wahlstrom
City of Ontario Planning Department
303 East B Street
Ontario, CA 91764

Re: Ontario Civic Center DEIR
SCH# 2004061155

Dear Ms. Wahlstrom:

Thank you for the opportunity to comment on the above-referenced Notice of Preparation. The CEQA checklist in this document offers no supporting evidence, in accordance with the CEQA Guidelines (15063 (d) (3), regarding the conclusion that the project will cause no identifiable impacts to cultural resources. In order to adequately identify and mitigate project-related impacts on cultural resources, the Commission recommends that all of the following actions be taken:

- Contact the Native American Heritage Commission (NAHC) for a Sacred Lands File search of the project area and information on tribal contacts in the project vicinity who may have additional cultural resource information.
  - Please provide U.S.G.S. location information for the project site, including Quadrangle, Township, Section, and Range.
  - We recommend that you contact all tribes listed on the contact list to avoid the unanticipated discovery of sensitive Native American resources after the project has begun.
- Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- Lead agencies should include provisions for discovery of Native American human remains or cemeteries in their mitigation plans. Health and Safety Code §7050.5 and Public Resources Code §15064.5 (e) and §5097.98 mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Please feel free to contact me if you have any questions.

Sincerely,

Carol Gaubatz
Program Analyst
(916) 653-6251

CC: State Clearinghouse

STATE OF CALIFORNIA Arnold Schwarzenegger
Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 – Fax

October 8, 2004

Ms. Cathy Wahlstrom
City of Ontario
303 East "B" St, Civic Center
Ontario, CA 91764-4196

Re: Ontario Civic Center DEIR
SCH# 2004061155

Dear Ms. Wahlstrom:

Thank you for forwarding the additional information on the above-mentioned project. The Commission was able to perform a record search of its Sacred Lands File for the project area, which failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the Sacred Lands File does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Given the highly disturbed nature of the project area, we agree that there is a low likelihood of finding surface level artifacts. However, the fact that development began in this area at a time long before cultural resource impacts were considered does leave the possibility that Native American sites could lay beneath the surface. In order to give Native Americans the opportunity to identify such resources, the Native American Heritage Commission recommends early consultation with tribes in your area. Enclosed is a list of Native American individuals/organizations that may have knowledge of cultural resources in the project area. The Commission makes no recommendation of a single individual or group over another. Please contact all those listed; if they cannot supply you with specific information, they may be able to recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If you have not received a response within two weeks' time, we recommend that you follow-up with a telephone call to make sure that the information was received.

Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should include provisions for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA), Public Resources Code §15064.5 (f). Health and Safety Code §7050.5; and Public Resources Code §5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents. If you have any questions, please contact me at (916) 653-6251. Please refer to the State Clearinghouse number in all correspondence regarding this project.

Sincerely,

Carol Gaubatz
Program Analyst

Cc: State Clearinghouse

From: Britt Wilson [mailto:britt_wilson@morongo.org]
Sent: Friday, October 01, 2004 1:38 PM
To: Cathy Wahlstrom
Cc: Britt Wilson
Subject: Native Amer. Consult - Ontario/Wahlstrom; Civic Ctr Project

Thank you for contacting the Morongo Band of Mission Indians concerning cultural resource information relative to the above referenced project(s). Due to the high number of consultation requests the Tribe has been receiving, we are only able to respond via email.

The project(s) is outside of the Tribe's current reservation boundaries but within an area that may be considered a traditional use area or one is which the Tribe has cultural ties (e.g. Serrano/Cahuilla territory). The Tribe, however, has no specific information regarding cultural resources in the project/area. The County coroner should be contacted if any human remains are uncovered during construction. Also, the Tribe recommends that a qualified archaeologist be consulted if cultural resources are uncovered during construction and that the Tribe receive a copy of any cultural resources report subsequently issued on the project.

Thank you for the opportunity to comment on the project.

Sincerely,

Britt W. Wilson

Project Manager & Cultural Resources Coordinator

Planning & Economic Development Dept.

Morongo Band of Mission Indians

245 N. Murray Street, Suite C

Banning, CA 92220

(951) 755-5200

Direct Line 755-5206

Fax (951) 922-8146

Cell Phone (951) 323-0822

Britt_Wilson@morongo.org

Wayta' Yawa'

San Manuel Band of Mission Indians
Environmental Department

October 18, 2004

City of Ontario
Planning Department
303 East "B" St
Ontario, CA 91762

RE: Draft Environmental Impact Report
Ontario Downtown Civic Center Project

Dear Cathy Perring,

I would like to take this opportunity to thank you for complying with the requirements of Section 106 of the National Historic Preservation Act (NHPA) of 1966 and its implementing regulations, 36 CFR part 800. The San Manuel Band of Serrano Mission Indians shares your concern over the treatment of Native American artifacts, including funerary objects, ceremonial items, and items of cultural patrimony.

I am certain that you and I can agree that completing the project in a timely manner is of the utmost importance to all stakeholders. That is why I am requesting that you forward to me the following:

- The Archaeological Information Center "records check" for (San Bernardino, Riverside and/or Los Angeles Counties), including maps and bibliographies (please include color maps if provided by the respective records centers) for review by our office.
- A description of the undertaking (full description of the proposed project);
- Identify those individuals who will be involved in the field studies and report preparations; and
- A copy of the draft reports for review and final reports upon completion.

Should you have any questions regarding this request, please do not hesitate to call me at (909) 864-8933, extension 2203.

Sincerely,

Ann Brierty

Ann Brierty
GIS Coordinator

26569 Community Center Drive • Highland, CA 92346 • Office: (909) 864-8933 • FAX: (909) 862-51
P.O. Box 266 • Patton, CA 92369

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Jim Boel
Acting Director

September 21, 2004

Cathy Wahlstrom
City of Ontario
303 East B Street
Ontario, CA 91764

Subject: Ontario Downtown Civic Center
SCH#: 2004051155

Dear Cathy Wahlstrom:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 20, 2004, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

SOUTHERN CALIFORNIA EDISON
An EDISON INTERNATIONAL Company

Wm. Jerry Silva
Region Manager
Public Affairs

September 17, 2004

Ms. Cathy Wahlstrom, Acting Principal Planner
City of Ontario Planning Department
303 East "B" Street
Ontario, CA 91764

SUBJECT: Ontario Downtown Civic Center Project
State Clearinghouse No. 2004051155

Dear Ms. Wahlstrom:

Thank you for including Southern California Edison Company (SCE) in the review process for the above-referenced document. In the event a determination is made that SCE facilities and/or property is impacted or in conflict by development, please send five sets of plans depicting the impact and/or conflict with a letter explaining the project to:

Real Estate Operations
Southern California Edison Company
14799 Chestnut Street, Westminster, CA 92683

If you have any questions regarding this matter, please contact Dale Reed, Right-of-Way Manager, 909-930-8514.

Sincerely,

Jerry Silva

1351 East Francis Street
Ontario, CA 91761-5715
909-930-8472/PAX 16472
Fax 909-930-8407
Jerry.Silva@sce.com

3.0 COUNCIL ACTION, FINDINGS, NOTICE OF DETERMINATION

FINAL ENVIRONMENTAL IMPACT REPORT
FOR
Ontario Downtown Civic Center
City of Ontario, San Bernardino County, California

(State Clearinghouse Number 2004051155)

Lead Agency: City of Ontario
303 East B Street
Ontario, CA 91764

Contact Person: Cathy Wahlstrom, Acting Principal Planner
(909) 395-2282

Prepared for the
City by: Albert A. Webb Associates
3788 McCray Street
Riverside, CA 92506-2927
Phone: (909) 686-1070
Fax: (909) 788-1256

Contact Person: Cathy Perring, Principal Planner
(909) 686-1070

October 2004

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I. SUMMARY

1. Introduction

The basic purposes of the California Environmental Quality Act (CEQA) are to (1) inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities, (2) identify the ways that environmental damage can be avoided or significantly reduced, (3) prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible, and (4) disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved. (State CEQA Guidelines, Section 15002).

The goal of an Environmental Impact Report is to allow for informed public participation and decision-making by creating a written record that (1) discloses the potential significant effects of an action, (2) identifies possible ways to minimize the significant effects, and (3) describes reasonable alternatives to the project.

This Environmental Impact Report (EIR) document has been prepared to inform decision-makers and the public of the potential significant environmental effects associated with the **Ontario Downtown Civic Center Project**. Proposed development will include both rental and owner-occupied multi-family housing, academic and office uses, existing civic/public services, and retail uses to serve the newly redeveloped and existing downtown residential and business community. This study has been prepared pursuant to the California Environmental Quality Act, known as CEQA, (California Public Resources Code, Sections 21000 et seq.), the State CEQA Guidelines (California Code of Regulations, Sections 15000 et seq.), and City of Ontario's local guidelines for implementing CEQA.

The EIR process typically consists of three parts – the Notice of Preparation, Draft EIR, and Final EIR. The Notice of Preparation (NOP) for the proposed project was circulated in May and June of 2004. The NOP was distributed directly to approximately 90 public agencies, property owners and interested parties. A notice advising the availability of the NOP was posted with the San Bernardino County Clerk of the Board on May 27, 2004 and the State Clearinghouse on May 28, 2004. Copies of the NOP and NOP distribution list are presented in Appendix A. Copies of the comments received on the NOP are also presented in Appendix A.

A Scoping meeting was held as recommended by CEQA to which all NOP recipients were invited. Approximately 25 individuals attended the meeting held on June 7, 2004. A summary of issues raised at the meeting and copies of the sign-in sheets are also included in Appendix A. Issues raised included: increased crime, noise, traffic, air pollution, land use and aesthetic compatibility between existing and proposed uses, and positive comments about the project.

2. Project Description

a. Project Location

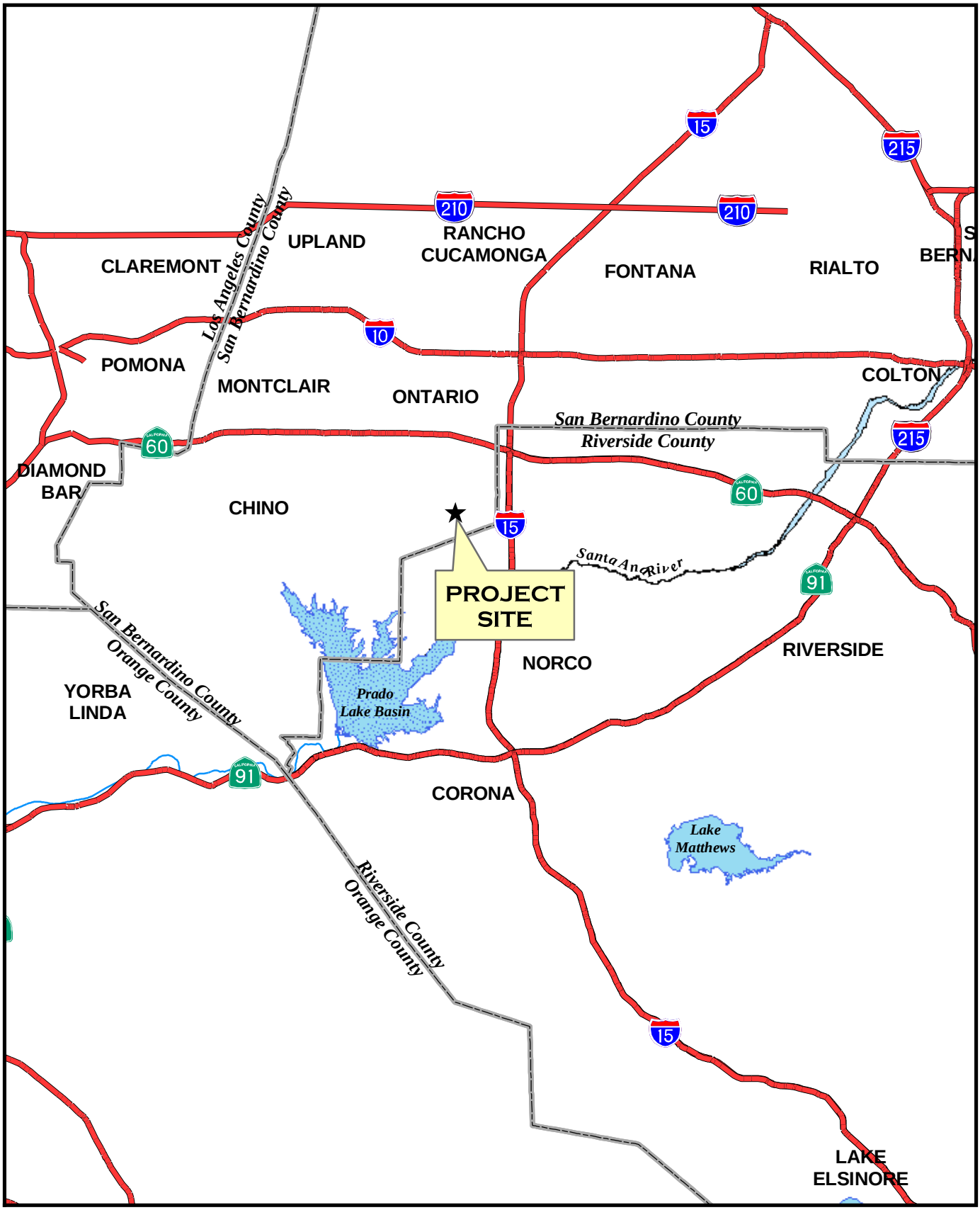
The Ontario Downtown Civic Center project (the project) is located in the City of Ontario, San Bernardino County, California. The site is located immediately adjacent to State Highway 83 (Euclid Avenue), approximately 1.5 miles south of the I-10 Freeway and approximately 2.25 miles north of State Highway (Figure I-1, Regional Location). The project consists of a mixed-use development on approximately 31 acres bounded by 'D' Street to the north, Sultana Avenue to the east, Euclid Avenue to the west, and Holt Boulevard to the south. (Figure I-2, Vicinity Map).

b. Project Background/Existing Site Conditions

Downtown Ontario was built over several decades from the 1880's through the 1950's. The first buildings were built near the railroad tracks at the historic intersection of Euclid Avenue and Holt Boulevard. The downtown area then grew north, away from the railroad. Over the decades some of the older homes and businesses that once filled the area east of Euclid Avenue have been replaced by civic and academic uses.

In 1983, the City adopted the Redevelopment Plan for the Center City Redevelopment Project which includes the proposed project area. The Redevelopment Plan allows for and encourages the development of "a high intensity, multi-use central business district and surrounding neighborhoods that maximize the economic productivity of the commercial areas and maximize the housing opportunities of the residential areas." The City has been in the process of acquiring properties within the project area to facilitate the redevelopment of the project area. Currently approximately 50 percent of the entire area is in public ownership, either as existing public facilities or as property for project development. In May of 2004, the City selected J.H. Snyder as the developer for the project. This developer will work with the City to prepare plans and gain entitlements to proceed with the project.

The existing land uses within the proposed project site include a few single family residences located south of 'B' Street, downtown businesses and shops primarily along Euclid Avenue, City Hall, Fire Station 1, Main Branch Library, La Verne College of Law, Ontario Senior Center, and a police vehicle refueling station. (Figure I-3, Existing Land Use). The site includes 12 city blocks of downtown Ontario where many gaps (vacant lots and parking areas) exist and the urban character of the area is all but lost except for the Euclid Avenue frontage.



Not to Scale

Figure 1

Regional Location Map

Hettinga Specific Plan

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

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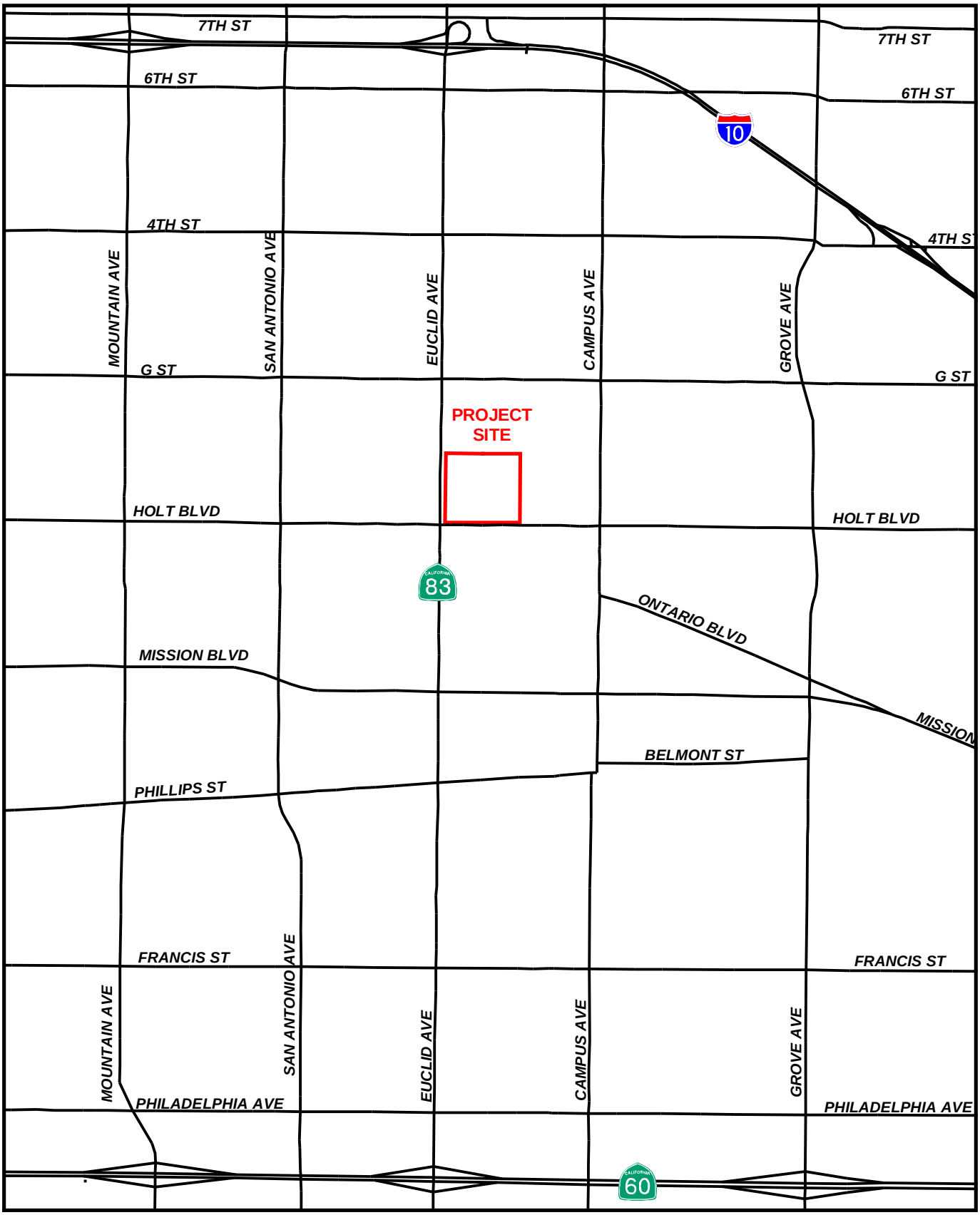

Source: SANBAG, 2002

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0 1,250 2,500 Feet

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

Figure I-2

Vicinity Map

Ontario Downtown Civic Center Project

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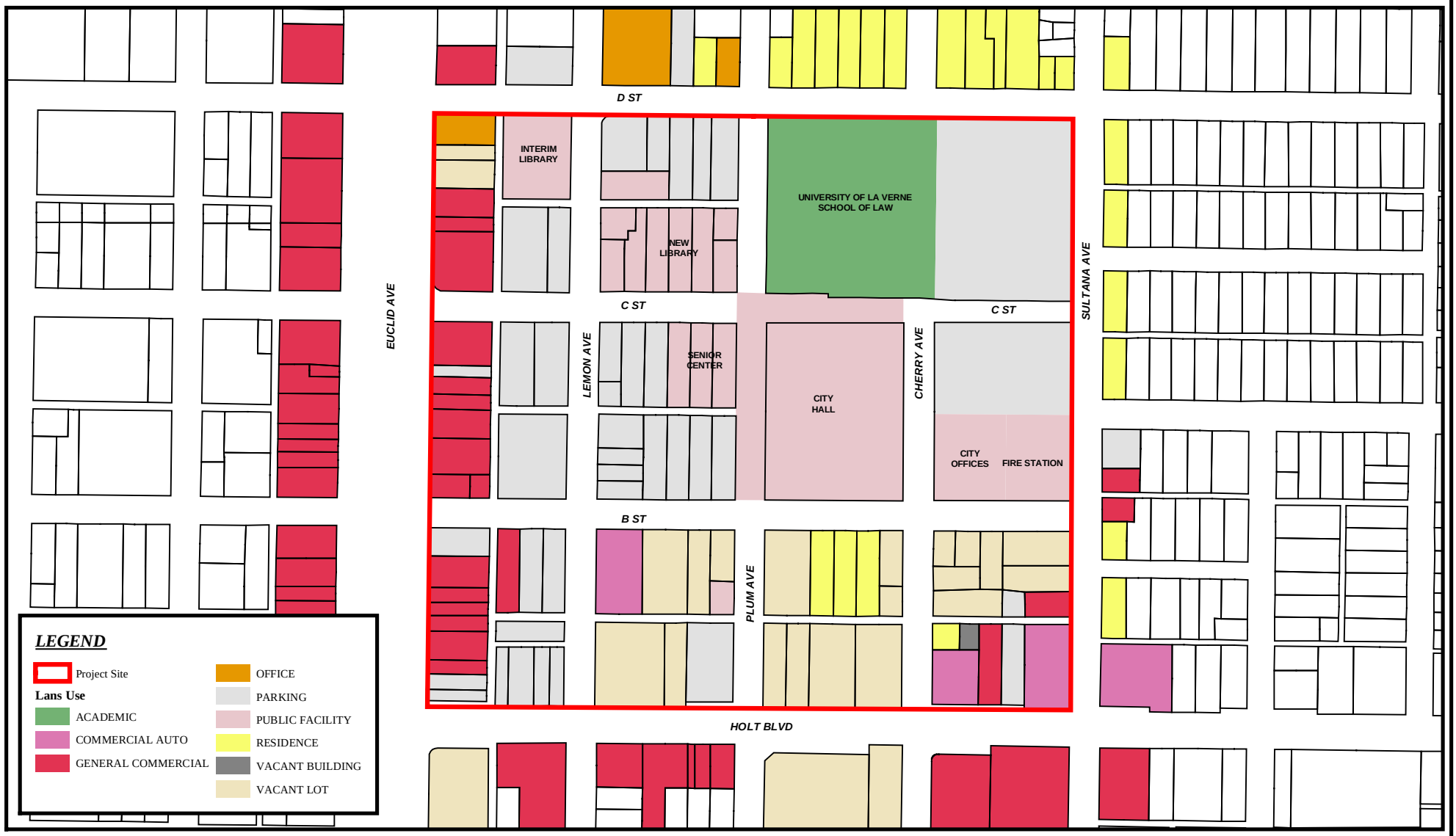

Source: City of Ontario

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ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

Figure I-3

Existing Land Use

Ontario Downtown Civic Center Project

c. Project Actions and Applications

General Plan Amendment may be required for any residential or commercial uses proposed within the Existing Public Facility land use category.

Zone Change may be required for some portions of the project site where current zoning does not allow for High Density Residential (R3) uses.

Ontario Downtown Civic Center project is a redevelopment project proposed by the Ontario Housing Authority. Future applications will include parcel maps, site plans, and architectural plans for a mix of residential, commercial, office/academic and civic uses as generally described herein.

Development Agreement is an agreement between the City-selected developer and the Ontario Housing Authority that will establish provisions for the development of the project with respect to phasing of land use, installation and financing of infrastructure, and timing of construction of public improvements.

d. Proposed Project Objectives

The project proposes to meet the following objectives and address the following issues:

1. To revitalize the downtown area and enhance its economic growth by creating a mixed-use neighborhood with a mixture of housing, retail, academic and office uses within a historic downtown setting.

2. To develop high quality, mixed use housing developments consisting of market rate and affordable multi-family, senior housing, offices, academic classrooms and retail.

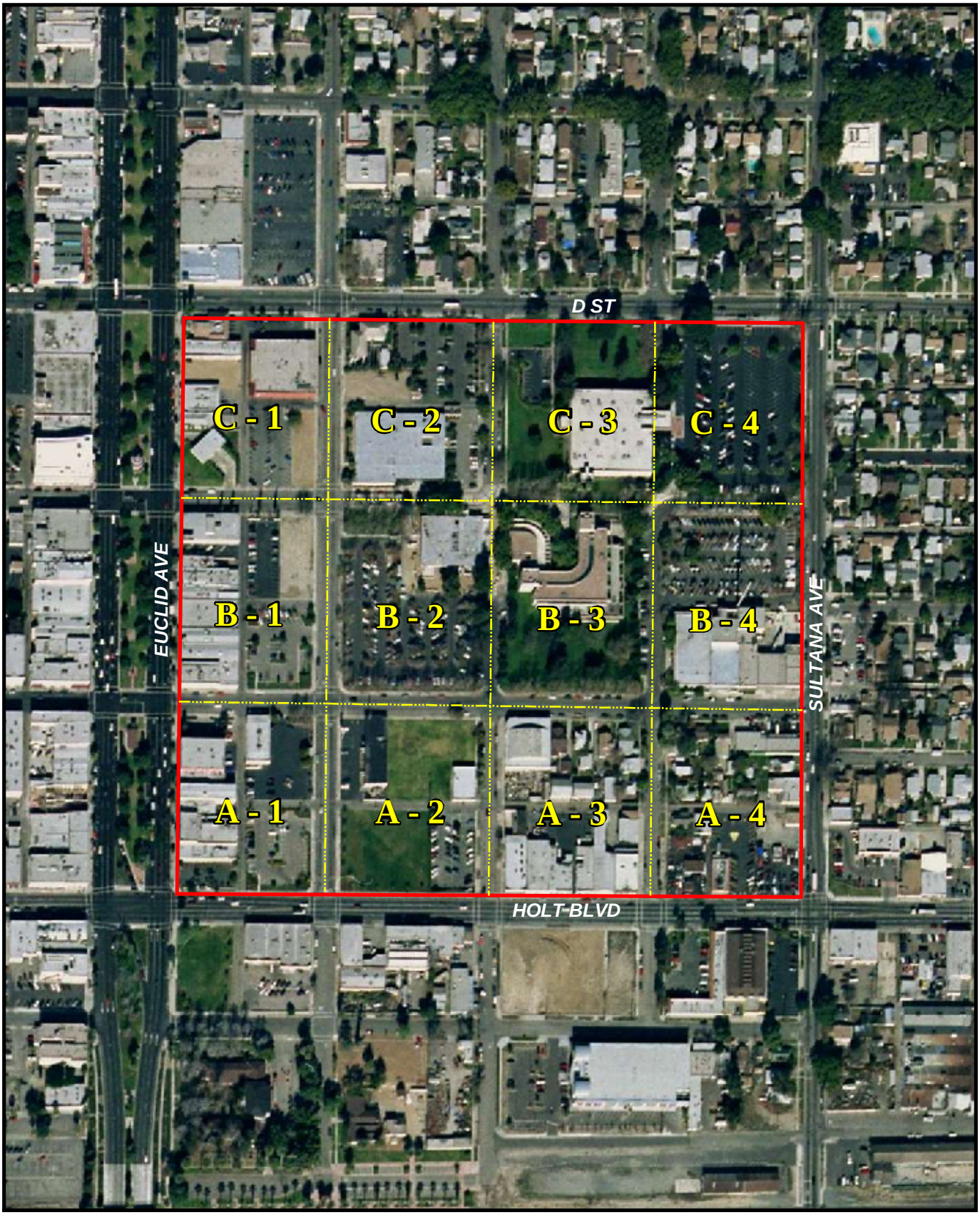
3. To establish appropriate relationships among new residential neighborhoods as well as with existing adjacent land use.

4. To provide for a circulation network which promotes pedestrian walkways and bicycle activity as alternative modes of travel while also providing for safe and efficient movement of automobile travel through the project site.

5. To ensure that the development of the project addresses the City of Ontario General Plan and Redevelopment Plan for the Center City Redevelopment Project policies and objectives.

e. Description of Proposed Development

The revitalization by the project of the Civic Center area will improve and upgrade the heart of Ontario's downtown. Proposed development will include both rental and owner-occupied multi-family housing, academic and office uses, existing civic/public services, and retail uses to serve the new and existing downtown residential and business community. For ease of discussion and describing certain blocks within the project, each block has been given a reference number, as shown on Figure I – 4, Project Block Reference Numbers.



Source: AirPhoto USA
February 2002

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Figure I-4

Project Block Reference Numbers

Ontario Downtown Civic Center Project

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

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The exact configuration of proposed land uses has not been determined at this time. To facilitate analysis within this EIR, three development scenarios have been identified and are referred to as the ***Low***, ***Preferred*** and ***High*** Scenarios. Table I-1-A shows the number of proposed and existing uses for each scenario by block. Certain blocks within the project area will have similar characteristics and land uses as described below.

Euclid Avenue – Blocks A-1, B-1 and C-1
These three blocks include existing historic commercial and civic buildings that will be retained and rehabilitated to the extent possible. Further discussion and analysis of the cultural/historic significance of these existing structures can be found in the Cultural Resources and Land Use Compatibility sections of this EIR. The Euclid Avenue blocks will support the bulk of the retail uses proposed within the project and help retain the historic urban character along Euclid Avenue. Residential, office and academic uses are planned to be integrated into the upper stories of the buildings facing Euclid and the portions of these blocks that front on Lemon Avenue. Parking will be provided through the retention of on-street parking and in parking structures that are integrated with the project development.

Holt Boulevard – Blocks A-2, A-3 and A-4
All existing structures within these three blocks have been approved for demolition. The proposed development in this portion of the project area is envisioned to be multi- story (3 to 5) residential with a mix of both owner-occupied and rental units. Parking will be provided in parking structures. Some small support commercial uses might be integrated within these residential blocks.

Civic Center Core – Blocks B-2, B-3 and B-4
Blocks B-2 through B-4 are located in the heart of the project. They include the existing Senior Center, City Hall, former police headquarters and a fire station. These existing buildings will be retained, with the former police headquarters building being converted into offices for other city departments that are currently housed in remote locations. In addition, an approximate 48,420 square feet of turf in front of City Hall along 'B' Street will be retained and improved to become a park or "civic square" as a centerpiece to the proposed development. New additions to this area may include senior housing located close to the existing Senior Center, other multi-family housing, and structured parking.

'D' Street – Blocks C-2, C-3 and C-4
These blocks that front on 'D' Street already constitute the "academic" or "learning" component of the project. Block C-2 is the location of the new/expanded public library while B-3 includes the University of La Verne School of Law. The remainder of these blocks includes open spaces and parking lots. The project proposes to retain and enhance these uses with the addition of some housing, additional office and academic spaces, and parking. Currently, primary bus service is provided to the project area by Omnitrans at the corner of 'D' Street and Sultana. It is likely that transit ridership will increase as a result of the proposed project. Additional bus service in this location, or other location(s) within the project area or downtown Ontario as a whole may be needed. The proposed project does not include major, off-street transit facilities.

TABLE I-1-A - Land Use Summary

		Housing Units			Retail Space (sq. ft.)			Office/Academic Space (sq. ft.)			
Block	**Acres**	**High**	**Med**	**Low**	**High**	**Med**	**Low**	**High**	**Med**	**Low**	**Remarks**
A-1	2.5	124	85	64	65,000	30,000	15,000	70,000	0	0	
						31,880	34,315				Existing buildings to remain
A-2	2.6	106	80	60	10,000	0	0	0	0	0	
A-3	2.6	106	80	60	10,000	0	0	0	0	0	
A-4	2.5	106	80	60	10,000	0	0	0	0	0	
B-1	2.5	120	72	13	50,000	30,000	0	50,000	0	0	
					24,266	24,266	60,694				Existing buildings to remain
B-2	2.6	100	100	100	0	0	0	0	0	0	
								14,000	14,000	14,000	Existing Senior Center
B-3	2.6	0	0	0	0	0	0	0	0	0	
								48,000	48,000	48,000	Existing City Hall
B-4	2.6	60	35	16	0	0	0	40,000			
								66,969	66,969	66,969	Police/Fire offices to remain
C-1	2.5	90	76	48	65,000	30,000	15,000	90,000	70,000	50,000	
							8,518			21,177	Interim Library in use
C-2	2.6	56	56	56	0	0	0	0	0	0	
								57,000	57,000	57,000	Existing (New) Library
C-3	2.6	25	0	0	0	0	0	100,000	80,000	0	
								55,486	55,486	55,486	Existing Univ. of La Verne
C-4	2.5	70	70	16	0	0	0	0	0	40,000	
Total Existing		0	0	0	24,266	56,146	103,527	241,455	241,455	262,632	w/o Int. Library= 241,455
Total New		963	734	493	210,000	90,000	30,000	350,000	150,000	90,000	
Project Total	30.7	963	734	493	234,266	146,146	133,527	591,455	391,455	352,632	

The Ontario Downtown Civic Center Project will be developed as a cohesive and attractive community. All streets will include enhanced parkway landscaping. Landscaped entry areas with project and civic signs are proposed as a part of the project.

Existing streets within and adjacent to the project area will be retained and improved to provide internal access and through-traffic flow. Holt Boulevard exists adjacent to the project, but currently is not constructed to General Plan standards. Euclid Avenue is a state highway thus all improvements within the right of way must be approved by Caltrans. Euclid Avenue is also eligible for listing on the National Register of Historic Places, so proposed improvements within the right of way must be sensitive to the historic nature of the avenue. 'D' Street and Sultana Avenues exist today as local collector streets that serve portions of the residential districts existing near the downtown. 'D' Street is a through east-west street within the City connecting from the western city boundary at Benson Avenue to the Ontario Airport area at Holt Boulevard and Guasti Road. Similarly, Sultana Avenue is a north-south through street connecting from 8th Street in Upland to Philadelphia Street in Ontario.

Infrastructure services such as water, sewer, and storm drain facilities currently exist within the City of Ontario to serve the project site. Table I-1-B indicates by what entity infrastructure and utilities are provided to the project site.

Table I-1-B - Infrastructure and Utility Providers

Service or Utility Type	Provider
Water Service	City of Ontario
Sewer Service	City of Ontario
Storm Drain Facilities	On-site storm drain system
Refuse	City of Ontario and Waste Management of North America
Electricity	SCE
Gas	The Gas Company
Communications	Verizon

f. Required Permits and Approvals

The following public officials and agencies will use this EIR when considering the following actions.

- **City of Ontario Design Review Board**
  - Recommendation to Planning Commission for approval of site plan and building designs
- **City of Ontario Historic Preservation Commission / Planning Commission**
  - Certificate of Appropriateness

- **City of Ontario Planning Commission**

  - Recommendation to the City Council regarding approval of the Ontario Downtown Civic Center project General Plan Amendment
  - Recommendation to the City Council regarding approval of the Ontario Downtown Civic Center project Zone Changes
  - Approval of tentative maps and site plans for the proposed project
  - Recommendation to the City Council to approve the Development Agreement.

- **City of Ontario City Council**

  - Certification of the Final Environmental Impact Report.
  - Approval of final maps.
  - Approval of General Plan Amendment.
  - Approval of Zone Changes.
  - Approval of the Development Agreement.

- **City of Ontario Redevelopment Agency**

  - Approval of the Development Agreement.

- **Ontario Housing Authority**

  - Approval of the Development Agreement.

- **Regional Water Quality Control Board**

  - Issuance of a National Pollutant Discharge Elimination System (NPDES) Construction Permit.

- **San Bernardino County Department of Environmental Health**

  - Action regarding clean-up of hazardous materials on-site.

- **City of Ontario**

  - Issuance of Building Permits, Grading Permits, Construction Permits, Demolition Permits, and Encroachment Permits.

- **County of San Bernardino Fire Department, Division of Environmental Health (CUPA)**

  - Action regarding clean-up of hazardous materials on-site.

- **Caltrans**

  - Issuance of Encroachment Permits for Euclid Avenue (State Highway 83).

g. Related Environmental Documents

The City of Ontario's General Plan Final Environmental Impact Report (October 1991) examines, analyzes, and presents the potential impacts of development within the City of Ontario. The FEIR for the Redevelopment Plan (Sept/Oct 1983) also covers this project area. Due to the age and general nature of these EIR's they do not provide adequate information about this project as required by CEQA. Various other Negative Declarations have been prepared for the demolition of individual buildings within the project area over the years. Some of these documents have been used as sources of general information for the preparation of this document, and are included in the References section of this document.

h. Areas of Controversy

No known areas of controversy have come to light as a result of the process of preparing this Draft EIR. As mentioned in the Public Involvement discussion in Section I-1, several issues were raised by the public and these concerns are addressed in the Draft EIR. In general the public expressed a desire for the project and positive comments on its ability to improve downtown Ontario, both during the general discussion and individually after the meeting ended.

Some individual property owners with parcels located within the project area have not indicated a willingness to sell to the City. In cases where an agreeable sale cannot be arranged, the City may omit those properties from the project or have to use its powers of eminent domain.

i. Unresolved Issues

Omnitrans has presented concept schemes for the location and configuration of a Downtown Ontario Transcenter (major bus transfer center). Due to lack of consensus and the absence of a downtown plan, City staff and Omnitrans could not identify a mutually agreeable site for the transcenter. The project had been put on hold indefinitely until the issue can be resolved. The development of the proposed project will require improved bus transfer facilities located in or near the project site. The present location of bus transfers is undesirable because it is located on D Street opposite existing single family homes. The location of a transcenter or other appropriate bus transfer facility within the downtown area must be finalized during the development of the project plans.

3. Table I-3-A - EIR/Issues Matrix

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Air Quality	Emissions from project construction equipment.	**MM Air 1**: Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturer's specifications.	Include in construction document specifications to be implemented during Construction	City of Ontario construction document plan checker. Contractor	Significant
Air Quality	Emissions from project construction equipment.	**MM Air 2**: Prohibit all vehicles from idling in excess of ten minutes, both on-site and off-site.	Include in construction document specifications to be implemented during Construction	City of Ontario construction document plan checker. Contractor	Significant
Air Quality	Dust emissions during construction activities.	**MM Air 3**: Water active grading sites at least twice daily. Water unpaved roads or surfaces at least twice daily. Water surfaces before grading.	Include in construction document specifications to be implemented during Construction	City of Ontario construction document plan checker. Contractor	Significant
Air Quality	Dust emissions during construction activities.	**MM Air 4**: Trucks hauling dirt, sand, gravel or soil are to be covered or should maintain at least two feet of freeboard, in accordance with Section 23114 of the California Vehicle Code.	Include in construction document specifications to be implemented during Construction	City of Ontario construction document plan checker. Contractor	Significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Air Quality	Dust emissions during construction activities.	**MM Air 5**: Reduce on-site vehicle speed to less than 15 mph.	Include in construction document specifications to be implemented during Construction	City of Ontario construction document plan checker. Contractor	Significant
Air Quality	Dust emissions during construction activities.	**MM Air 6**: Sweep nearby or adjacent streets at the end of the day if visible soil material is carried over from construction site.	Include in construction document specifications to be implemented during Construction	City of Ontario construction document plan checker. Contractor	Significant
Air Quality	Dust emissions during construction activities.	**MM Air 7**: Suspend all grading and excavating operations when wind speeds exceed 25 mph.	Include in construction document specifications to be implemented during Construction	City of Ontario construction document plan checker. Contractor	Significant
Air Quality	Dust emissions during construction activities.	**MM Air 8**: Hydroseed or apply soil stabilizers to inactive construction areas left inactive for ten days or more, or replant vegetation in disturbed areas as soon as possible.	Include in construction document specifications to be implemented during Construction	City of Ontario construction document plan checker. Contractor	Significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Air Quality	Impacts to air quality due to long-term emissions.	**MM Air 9**: The project will participate in the cost of off-site improvements through fair-share payment of the Development Impact fee as established by the City of Ontario. These fees should be collected and utilized as needed by the City to construct the improvements necessary to maintain the required level of service.	Prior to building permits _____ As required to maintain required LOS	Developer/ Housing Authority Pays _____ Engineering implements improvements	Significant
Air Quality	Impacts to air quality due to long-term emissions.	**MM Air 10**: Local transit agencies (Omnitrans and RTD) shall be contacted to determine bus routing in the project area that can accommodate bus stops at the project access points and the project shall provide bus passenger benches and shelters at these project access points. See MM 22.	Prior to site plan approvals for overall project concept for location _____ Prior to issuance of last Certificate of Occupancy for construction	Planning Department, Developer and Omnitrans	Significant
Cultural	Impact due to loss of, or significant alteration of an historic resource**.**	**MM Cultural 1:** Prior to issuance of building permits, determination of the status of historical designation of each structure within the project area shall be completed by City Planning Department staff and the Historic Preservation Commission, as required in City Development Code. Table III-2-C shall be consulted in order to determine the mitigation measures required based on the status of historical designation. On the vertical axis, Table III-2-C lists the possible "status of historical designation" to which a property could be subject. The horizontal axis shows all the potential actions that could occur to each building in the project area and lists the appropriate mitigation measures required for each.	Prior to the issuance of building permits, the Planning Department shall be consulted and historical designations verified. _____ Prior to demolition or building permits, Table III-2-C shall be consulted.	Planning Department Staff _____ Developer provides proof of completion of mitigation	N/A _____ See Table III-2-C

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Cultural	Undocumented cultural/archaeological resources.	**MM Cultural 2:** Should any cultural and/or archaeological resources be accidentally discovered during construction, construction activities shall be moved to other parts of the project site and a qualified archaeologist shall be contacted to determine the significance of these resources. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented.	If found during construction	Contractor and City Staff	Less than significant
Cultural	Undocumented cultural/archaeological resources.	**MM Cultural 3:** If paleontological resources are identified during any excavations, construction activities shall be moved to other parts of the project site and a qualified paleontologist shall be contacted to determine the significance of these resources. If the find is determined to be significant, avoidance or other appropriate measures shall be implemented. One appropriate measure would include that a qualified paleontologist shall be permitted to recover and evaluate the find(s) in accordance with current standards and guidelines.	If found during construction	Contractor and City staff	Less than significant
Cultural	Discovery of human remains	**MM Cultural 4**: In the event of the accidental discovery or recognition of any human remains during excavation/construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been contacted and any required investigation or required Native American consultation has been completed.	If found during construction	Contractor and City staff	Less than significant
Geology	Erosion due to wind	**MM Geo 1:** To reduce impacts associated with erosion due to high winds, prior to construction, all development/ redevelopment plans will apply for and adhere to the permit given by the City of Ontario and enforced by the Building Official found in Title 6, Chapter 12, sections 6-12.01 – 6-12.07. The permit lasts for one (1) year, therefore all construction lasting for a period of more than one calendar year from the date of issue will reapply for the permit and pay the annual fee of $250 plus $5 per acre for each acre over ten acres.	Prior to issuance of grading or demolition permits	Building official	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Geology	Construction on an unstable geologic unit	**MM Geo 2:** Prior to approval of all development plans in the Downtown Ontario Civic Center project area, site-specific geotechnical report(s) shall be submitted to the City of Ontario's Building and Engineering Departments for review and approval. The recommendations provided in the geotechnical report shall be incorporated into the design of the project, or portion of the project under construction.	Prior to approval of development plans.	Building and Engineering Department	Less than significant
Hazards	Release of asbestos through demolition of asbestos-containing materials	**MM Haz 1:** A comprehensive survey for asbestos-containing materials (ACM) that meets the requirements of the South Coast Air Quality Management District's Rule 1403 shall be performed by the City of Ontario on all buildings built prior to 1980 that are proposed to be altered or demolished. This mitigation measure shall apply to properties 2, 5, 8, 12, and 19 referenced in Table III-4-A and other properties listed in Table III-4-B that do not have a reference number. ACM shall be removed by a State-licensed asbestos abatement contractor prior to demolition or burning.	Prior to demolition	Housing Authority and Developer	Less than significant
Hazards	Lead-based paint exposure	**MM Haz 2:** In order to reduce potential impacts related to lead-based paint exposure and/or disposal, and because it is not certain which buildings will be demolished, if any building identified in an Environmental Site Assessment (ESA) or if constructed in 1978 or earlier, than a lead-based paint survey shall be conducted. Buildings 2, 5, 7, 12 (Table III-4-A) have been identified as having lead-based paint, either through a previous ESA, or through a subsequent lead-based paint survey. Lead abatement and/or proper disposal shall be conducted by a qualified specialist.	Prior to demolition and/or Construction	Housing Authority and Developer	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Hazards	Oil-stained concrete pads	**MM Haz 3:** For oil-stained areas in, and around Richard's Beauty College (200 N. Euclid Avenue) identified in the Phase I Environmental Site Assessment prepared by P & D Environmental Report No. 8 in Table III-4-A (June 18, 2003: Project No. 174717.0043), the City of Ontario shall be responsible for excavation and proper disposal of oil-stained concrete pads (since it was determined in the Phase II that soil underlying the concrete had not been significantly contaminated, though the stained pads remain).	Prior to building permits.	Housing Authority and Developer	Less than significant
Hazards	Undocumented hazardous materials	**MM Haz 4:** In the event that construction reveals material believed to be hazardous waste, as defined in Section 25117 of the California Health & Safety Code, the developer shall contact the City of Ontario Fire Department Hazardous Materials Division and the County of San Bernardino Environmental Health Department. Excavation shall be stopped until the material has been tested and the presence of hazardous waste has been confirmed. If no hazardous waste is present, excavation may continue. If hazardous waste is determined to be present, the California Department of Toxic Substances Control shall be contacted and the material shall be removed and disposed of pursuant to applicable provisions of California law.	If found during construction	Developer	Less than significant
Hazards	Undocumented hazardous materials	**MM Haz 5:** In the event that during alteration of an existing building hazardous materials are discovered, and that they are not removed as part of the building's rehabilitation, the building shall be placed on an appropriate hazardous materials database by the City of Ontario.	If found during construction	Building Department and Developer	Less than significant
Hazards	Underground storage tanks	**MM Haz 6:** . The underground tanks used at the old Police Facility have been removed and properly abated. If any underground tanks are discovered during construction, the developer, in coordination with the County Fire Department, shall remove them. If above ground tanks are removed as part of this project, a replacement plan for at least one 500-gallon tank/fueling station to support City operations near the Civic Center should be implemented.	If required.	Developer, County Fire Department for removal issues, City for replacement issue.	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Hazards	Potential impacts to evacuation routes and other streets.	**MM Haz 7:** During construction, access from adjacent homes and businesses and two-way traffic flow must be specifically maintained on Euclid Avenue and Holt Boulevard, which are designated "evacuation routes" with detours and/or flagmen. Access and two-way traffic flow on Sultana Avenue and "D" Street must also be maintained with detours and/or flagmen to the satisfaction of the Ontario City Fire Department.	During construction	Contractor	Less than significant
Hazards	Potential interference with air traffic, height restrictions.	**MM Haz 8**: Structures within the project area cannot exceed 122 feet from the site elevation of 980 feet above sea level including temporary structures such as cranes used during construction.	Include in construction document specifications to be implemented during Construction	Building Department, Contractor, Site Inspectors	Less than significant
Hazards	Potential unwanted noise impacts to future land owners or lessees.	**MM Haz 9**: To disclose to the buyer or lessee of subdivided lands within the Civic Center project of the proximity of this site to the Ontario International Airport as required by AB 2776, the City shall disclose, and ensure that the developer makes such disclosures, as required by law to all future buyers.	Prior to specified filings and sale agreements as stated in AB 2776	Housing Authority and Developer	Less than significant
Hydrology	Violation of water quality or waste discharge requirements.	**MM Hydro 1:** In order to ensure that construction activities associated with the Ontario Downtown Civic Center project will not cause a violation of any water quality standard or waste discharge requirements, and to assure no substantial degradation of water quality occurs, developments within the project area shall comply with all applicable provisions of the State's General Permit for Construction Activities (Order No. 99-08-DWQ, or most recent version) during all phases of construction.	Prior to grading and during construction.	Developer and Contractor	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Hydrology	Violation of water quality or waste discharge requirements.	**MM Hydro 2:** In order to ensure that the Ontario Downtown Civic Center project will not cause or contribute to violations of any water quality standard or waste discharge requirements, and to assure no substantial degradation of water quality occurs, the project will complete a Water Quality Management Plan (WQMP) pursuant to the MS4 permit (Order No. 2002-0012) adopted by the City of Ontario. The project shall incorporate Site Design BMPs and Source Control BMPs, and potentially Treatment Control BMPs. See Table III-5-E.	Prior to development plan approval	Developer, Planning and Engineering Department	Less than significant
Hydrology	Violation of water quality or waste discharge requirements.	**MM Hydro 3:** To assure that development of the Ontario Downtown Civic Center project will not cause a violation of any water quality standard or waste discharge requirements, including San Bernardino County's MS4 permit issued by the SARWQCB, and to assure that no substantial degradation to water quality occurs after construction, any loading docks present within the office, academic or retail areas specified in the project description will be designed with devices to trap oil and grease, such that these pollutants are not discharged from the site in storm water or non-storm water discharges.	Prior to development plan approval and building	Developer, Public Works, Engineering Department and Building Official	Less than significant
Hydrology	New storm drain facilities	**MM Hydro 4**: In the event that connections to the existing storm drain system are required, each development within the Ontario Downtown Civic Center Project will be required to pay a drainage impact fee.	Prior to grading permits	Developer and Building Department	Less than significant
Land Uses & Aesthetics	Safety hazards and noise	**MM LU 1**: To limit exposure to noise from traffic and traffic hazards for children playing along busy streets, no ground floor outdoor residential use areas shall be allowed to front along Holt Boulevard or Euclid Avenue.	Prior to site plan approval	Planning Department	Less than significant
Land Uses & Aesthetics	Land use compatibility and aesthetics related to residential historic neighborhood.	**MM LU 2:** To address both aesthetic and land use compatibility issues, design of new structures located along 'D' Street and Sultana Avenue shall be sensitive to the mass, scale, and architectural style of the existing residential areas located east and north of the project area.	Prior to site and architectural plan approvals	Planning and Building Departments	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Land Uses & Aesthetics	Land use compatibility and aesthetics related to historic commercial buildings	**MM LU 3:** New construction and adaptive reuse located along and adjacent to Euclid Avenue shall be sensitive to historic structures on- and off-site. (See also mitigation measures in the Cultural Resources section of this EIR.)	Prior to architectural plan approvals	Planning and Building Departments	Less than significant
Land Uses & Aesthetics	Safety in public parks	**MM LU 4**: Parks and open spaces shall be designed for ease of resident and police surveillance.	Prior to site plan approvals	Planning and Police Departments	Less than significant
Noise	Construction noise	**MM Noi 1:** The construction activities of the proposed project shall comply with the City of Ontario noise ordinance that prohibits construction activities on Sundays, Federal holidays, and other days between the hours of 7:00 p.m. and 7:00 a.m.	During construction	Contractor	Less than significant
Noise	Construction noise	**MM Noi 2:** To the extent possible, the number of graders on-site shall be limited to two, or temporary sound barriers shall be installed adjacent to sensitive receptors for the duration of the grading activities.	During construction	Contractor and City Inspectors	Less than significant
Noise	Construction noise	**MM Noi 3**: Construction staging areas shall not be located within 150 feet of existing sensitive receptors and construction equipment shall be fitted with properly operating and maintained mufflers.	Prior to grading plan approval	Engineering Department and Contractor	Less than significant
Noise	Indoor noise impacts	**MM Noi 4:** Architectural plans shall be submitted to the City of Ontario Building Department for an acoustical plan check prior to the issuance of building permits.	Prior to architectural plan approval	Developer and Building Official	Less than significant
Public Services	Impacts to public services	**MM Serv 1:** The project applicant shall pay police, library and fire service development impact fees in place at the time certificates of occupancy are issued.	Prior to building permits	Developer and Bldg. Official	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Public Services	Public Safety	**MM Serv 2:** The Ontario Police Department shall maintain a substation facility within proximity to service the proposed project area.	Determine appropriate location. Open by 350th Certificate of Occupancy	Planning and Police Departments	Less than significant
Public Services	Impacts to schools of additional students	**MM Serv 3:** The project applicant shall pay school fees or otherwise meet project obligations to schools, as required by Ontario-Montclair School District and Chaffey Joint Union High School District.	Prior to building permits	Developer and sBuilding Official	Less than significant
Public Services	Adequate park space	**MM Serv 4:** The project applicant shall pay park fees in place at the time building permits are issued, dedicate land and/or develop parks (or a combination of these) to the satisfaction of the Public Works Department to meet City parkland requirements..	Prior to site plan approval	Planning and Parks Departments	Less than significant
Traffic	With Preferred Project Scenario, to maintain LOS D or better, comply with CMP standards	**MM Trans 1:** Install traffic signal and modify the intersection of I-10 WB Off-ramp/ 7th Street to include the following geometrics: Northbound: One left-turn lane. One shared through and right-turn lane. Southbound: N/A. Eastbound: One left-turn lane and one through lane. Westbound: One through lane and one right-turn lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant
Traffic	With Preferred Project Scenario, to maintain LOS D or better, comply with CMP standards	**MM Trans 2:** Install traffic signal at Euclid Avenue/ E Street intersection.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 3:** Modify the intersection of Euclid Avenue/ SR-60 East-bound ramps to include the following geometrics: Northbound: Three through lanes. One right-turn lane. Southbound: Two left-turn lanes. Three through lanes. Eastbound: One left-turn lane. One shared left and through lane. One right-turn lane. Westbound: N/A.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 4:** Modify the intersection of Euclid Avenue/ SR-60 West-bound ramps to include the following geometrics: Northbound: Two left-turn lanes. Three through lanes. Southbound: Three through lanes. One right-turn lane. Eastbound: N/A. Westbound: One left-turn lane. One shared left and through lane. One right-turn lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 5:** Modify the intersection of Euclid Avenue/ Philadelphia Street to include the following geometrics: Northbound: Two left-turn lanes. Three through lanes. One right-turn lane. Southbound: Two left-turn lanes. Three through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Two through lanes. One right-turn lane. Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 6:** Modify the intersection of Euclid Avenue/Mission Boulevard to include the following geometrics: Northbound: One left-turn lane. Three through lanes. One right-turn lane. Southbound: Two left-turn lanes. Three through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Two through lanes. One shared through and right-turn lane. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 7:** Modify the intersection of Euclid Avenue/Holt Avenue to include the following geometrics: Northbound: Two left-turn lanes. Three through lanes. One right-turn lane. Southbound: One left-turn lane. Two through lanes. One shared through and right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane. Westbound: Two left-turn lanes. Two through lanes. One right-turn lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans	Less than significant
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 8:** Modify the intersection of Euclid Avenue/4th Street to include the following geometrics: Northbound: One left-turn lane. Three through lanes. One right-turn lane. Southbound: One left-turn lane. Two through lanes. One through and right-turn shared lane. Eastbound: One left-turn lane. Three through lanes. One right-turn lane. Westbound: Two left-turn lanes. Two through lanes. One through and right-turn shared lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 9:** Add 2nd southbound left-turn lane and 4th northbound through lane at the intersection of Euclid Avenue/I-10 EB Ramps.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 10:** Modify the intersection of Campus Avenue/Mission Boulevard to include the following geometrics: Northbound: One left-turn lane. One through lane. One through and right-turn shared lane. Southbound: One left-turn lane. One through lane. One through and right-turn shared lane. Eastbound: One left-turn lane. Three through lanes. One right-turn lane. Westbound: One left-turn lane. Two through lanes. One through and right-turn shared lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 11:** Modify the intersection of Campus Avenue/Holt Boulevard to include the following geometrics: Northbound: One left-turn lane. One through lane. One through and right-turn shared lane. Southbound: One left-turn lane. One through lane. One through and right-turn shared lane. Eastbound: One left-turn lane. Two through lanes. One through and right-turn shared lane. Westbound: One left-turn lane. Two through lanes. One through and right-turn shared lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 12:** Modify the intersection of Grove Avenue/Mission Boulevard to include the following geometrics: Northbound: Two left-turn lanes. Three through lanes. One through and right-turn shared lane. Southbound: Two left-turn lanes. Four through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Two through lanes. One through and right-turn shared lane. Westbound: Two left-turn lanes. Four through lanes. One right-turn lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 13:** Modify the intersection of Grove Avenue/Holt Boulevard to include the following geometrics: Northbound: Two left-turn lanes. Three through lanes. One right-turn lane. Southbound: One left-turn lane. Three through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 14:** Modify the intersection of Vineyard Avenue/Holt Boulevard to include the following geometrics: Northbound: One left-turn lane. Three through lanes. One right-turn lane. Southbound: One left-turn lane. Two through lanes. One through and right-turn shared lane. Eastbound: Two left-turn lanes. Two through lanes. One through and right-turn shared lane. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 15:** Modify the intersection of Mountain Avenue/Mission Boulevard to include the following geometrics: Northbound: One left-turn lane. Two through lanes. One right-turn lane. Southbound: Two left-turn lanes. Two through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 16:** Modify the intersection of Mountain Avenue/Holt Boulevard to include the following geometrics: Northbound: Two left-turn lanes. Three through lanes. One right-turn lane. Southbound: One left-turn lane. Three through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Two through lanes. One through and right-turn shared lane. Westbound: Two left-turn lanes. Two through lanes. One through and right-turn shared lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 17:** Add 3rd Eastbound through lane and 3rd Westbound through lane at the intersection of San Antonio Avenue/Holt Boulevard.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	City Engineering Department SANBAG and Caltrans Building Dept. collects all development impact fees.	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 18:** The project will participate in the cost of off-site improvements through the payment of the City of Ontario Development Impact "fair share" mitigation fees. These fees shall be collected by the City at the time of issuance of building permits and utilized as needed by the City to construct the above improvements necessary to maintain acceptable levels of services in the project area.	Prior to Building Permits	City Engineering Department Building Dept. collects all development impact fees.	Less than significant
Traffic	With Preferred Project Scenario, to comply with CMP standards and reduce all potential impacts to LOS E or better	**MM Trans 19:** In addition to the DIF, the developer will pay fair share costs for all off-site roadway improvements that are not included in the existing DIF. Table III-10-I in the Final EIR summarizes these fair share costs that the developer will have to pay in addition to the DIF.	Prior to Building Permits	Developer and Housing Authority	Less than significant
Traffic	Inadequate parking	**MM Trans 20:** All forms of development in the project area must meet City on-site parking code requirements and/or shared parking standards to the satisfaction of the Planning Department.	Prior to site plan approval	Planning Department	Less than significant
Traffic	Inadequate parking	**MM Trans 21**: As the project is built out in phases, some parking areas may be shared or off-street parking for one block may be provided on the adjacent block in an interim situation. The downtown Parking Model shall be used to analyze any interim or phased conditions to assure that off-street parking demand is met by the project as a whole throughout all phases of build-out.	Prior to site plan approval	Planning Department	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
To comply with City standards and reduce all potential impacts to alternative transportation, the following mitigation measures shall be implemented:					
Traffic	With Preferred Project Scenario, To comply with City standards and reduce all potential impacts to alternative transportation	**MM Trans 22:** The City shall consult with Omnitrans to determine the location and type of transit facilities warranted by the proposed project. The location and type(s) of facility(ies) shall be determined prior to approval of site plans for the first phase of the proposed project. The siting of the facility(ies) shall be within the proposed project boundaries or within 500 feet of the edges of the project. The facility(ies) shall be constructed and adequate transit service shall be operating from the facility(ies) at the time of the last certificate of occupancy for residential units within the project.	Location shall be chosen prior to site plan approvals _____ Construction shall commence prior to issuance of last Certificate of Occupancy.	Planning Department, Omnitrans	Less than significant
Traffic	With Preferred Project Scenario, To comply with City standards and reduce all potential impacts to alternative transportation	**MM Trans 23:** The City should encourage the use of public transportation by providing Omnitrans and Metrolink information at public facilities within the project.	Ongoing	City of Ontario, Omnitrans, Metrolink	Less than significant
Traffic	With Preferred Project Scenario, To comply with City standards and reduce all potential impacts to alternative transportation	**MM Trans 24:** Pedestrian activity and bicycles shall be encouraged within the project site through the provision of sidewalks along all streets, connecting pathways and trails, and bicycle racks near commercial and public buildings and parks.	Prior to site plan approvals	Planning Department	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
	In the Opening Year if the High-Density Project Scenario is chosen, MM Trans 1-24 would have to be implemented in addition to the following mitigation measures:				
Traffic	With High-Density Project Scenario, to maintain LOS D or better, comply with CMP	**MM Trans 25:** Add 2nd southbound left-turn lane at the intersection of Euclid Avenue/I-10 East-bound Ramps.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	Engineering Department, Caltrans and Developer Building Dept. collects all development impact fees.	Less than significant
Traffic	With High-Density Project Scenario, to maintain LOS D or better, comply with CMP standards	**MM Trans 26:** Install traffic signal at the intersection of I-10 WB Off-Ramp/7th Street and include the following geometrics: Northbound: One left-turn lane. One shared left, through, and right-turn lane. Southbound: N/A Eastbound: One left-turn lane. One through lane. Westbound: One through lane. One right-turn lane.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	Engineering Department, Caltrans and Developer Building Dept. collects all development impact fees.	Less than significant
Traffic	With High-Density Project Scenario, to maintain LOS D or better, comply with CMP standards	**MM Trans 27:** Install Traffic Signal at the intersection of Euclid Avenue/E Street.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	Engineering Department and Developer Building Dept. collects all development impact fees.	Less than significant
Traffic	With High-Density Project Scenario, to maintain LOS D or better, comply with CMP standards	**MM Trans 28:** Install Traffic Signal at the intersection of Euclid Avenue/F Street.	Development Impact Fees and Fair Share Fees to be paid at the time of development plan approval	Engineering Department and Developer Building Dept. collects all development impact fees.	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Traffic	With High-Density Project Scenario, to maintain LOS D or better, comply with CMP standards	**MM Trans 29:** Modify the intersection of Cherry Avenue/Holt Boulevard to allow Right-in/Right-out turning movements only as planned by the City of Ontario.	If High Density Scenario is chosen, prior to Certificates of Occupancy.	Engineering Department and Developer	Less than significant
Traffic	With High-Density Project Scenario, to maintain LOS D or better, comply with CMP standards	**MM Trans 30:** Install Traffic Signal at the intersection of Plum Avenue/Holt Boulevard and include the following geometrics: Northbound: One shared left, through, and right-turn lane. Southbound: One shared left, through, and right-turn lane. Eastbound: One left-turn lane. One shared through and right-turn lane. Westbound: One left-turn lane. One shared through and right-turn lane.	If High Density Scenario is chosen, prior to Certificates of Occupancy.	Engineering Department and Developer	Less than significant
Traffic	With High-Density Project Scenario, to maintain LOS D or better, comply with CMP standards	**MM Trans 31:** Modify the intersection of Lemon Avenue/Holt Boulevard to allow Right-in/Right-out turning movements only as planned by the City of Ontario.	If High Density Scenario is chosen, prior to Certificates of Occupancy.	Engineering Department and Developer	Less than significant
Utilities	Inadequate sewer and/or water pipelines	**MM Util 1:** All water and sewer pipelines within the project boundary that are identified by the City of Ontario Public Works Department at the time of project approval to require replacement and/or parallel lines shall be provided by the project proponent to the satisfaction of the City.	Prior to first Certificate of Occupancy in affected phase of project.	Public Works	Less than significant
Utilities	Inadequate sewer and/or water pipelines	**MM Util 2:** The segment of sewer pipeline in Francis Street that is currently surcharged, and/or other surcharged facilities required by the project, shall be constructed and operational by the time the project is constructed. Therefore, prior to obtaining occupancy permit(s) the project proponent shall be required to either replace/construct or pay their fair share for the surcharged segments as required by the City.	Prior to first Certificate of Occupancy in affected phase of project.	Public Works	Less than significant

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Level of Impact After Mitigation
Utilities	Impacts to existing utility lines from construction activities	**MM Util 3:** Prior to obtaining grading permit(s), the project proponent shall coordinate with the applicable natural gas, electrical, and telephone utility providers for the project site to ensure that all existing underground and overhead lines are not damaged during project construction.	Prior to grading permits	Public Works	Less than significant
Utilities	To reduce the quantity of energy used and to conserve water resources.	**MM Util 4**: To reduce the quantity of energy used and to conserve water resources, the project developer and City of Ontario should work to include sustainable systems for use of water and energy within the project design.	Prior to development plan approvals	Planning, Engineering, Public Works and Developer	Less than significant

II. ENVIRONMENTAL EFFECTS FOUND NOT SIGNIFICANT

The California Environmental Quality Act (CEQA) provides that an EIR shall focus on the potentially significant effects on the environment, discussing the effects with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an initial study as clearly insignificant and unlikely to occur need not be discussed further in the EIR. Since the NOP for this project did not include an initial study, the EIR must provide a brief explanation of possible significant effects that have been determined not to be significant (CEQA Guidelines Section 15128). The following acronyms represent the references used during preparation of this section: OGP, OGP FEIR, ODDG, FMMP, IMSA, Site Visit, NRHP-2, OHRS, ODC-Article 26, AP Zone, USDA, ACOE, FIRM, Thomas Guide, Project Description, PC-2. These acronyms are defined in Section V of this document.

1. Effects Found Not Significant During Preparation of the EIR

Aesthetics

Threshold: Have a substantial adverse effect on a scenic vista.

Scenic vistas of the San Gabriel Mountains exist from northbound lanes and sidewalks along streets within and near the project area. However, the proposed project would not block, nor hinder a scenic vista because the existing street pattern will be maintained.

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

City of Ontario standards require hooded exterior lights and that street lights will be maintained or replaced with comparable fixtures. Although the proposed project would increase the sources of light due to new residential and commercial buildings in the project area, it would not adversely affect daytime or nighttime views in the area.

Agricultural Resources

Threshold: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

The entire project site is designated as "Urban and Built-up Land" on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. Therefore, the project site does not contain any land designated as Prime, Unique or Important Farmland.

Threshold: Conflict with existing zoning for agricultural use, or a Williamson Act contract.

The site is not zoned for agricultural use, neither are any of the properties under a Williamson Act contract. As a result, no adverse environmental impacts are anticipated.

Threshold: Involve other changes in the existing environment which, due to their location or nature could result in conversion of Farmland, to non-agricultural use.

There are no Farmlands or agricultural uses in the project site and its vicinity. As a result, no adverse environmental impacts are anticipated.

Air Quality

Impacts to air quality are addressed in Section III-1 of this document.

Biological Resources

Threshold: Have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game, or the U.S. Fish and Wildlife Service.

Threshold: Have a substantial effect, either directly or through habitat modifications, on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Dept. of Fish and Game or the U.S. Fish and Wildlife Service.

Threshold: Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means.

Threshold: Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Threshold: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Threshold: 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 candidate, sensitive, or special status species are located on the project site as the project is located within the developed downtown core of the City of Ontario. No riparian habitat or other sensitive natural communities are present on the project site. There are no federally protected wetlands as defined by Section 404 of the Clean Water Act that are present on the project site. The project will not interfere 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. The City of Ontario does not have any ordinances protecting

biological resources. Further, the majority of mature trees onsite are located adjacent to City Hall and will be retained. The project site is located within the developed downtown core of the City of Ontario and will not conflict with any habitat conservation plan. As a result, there are no adverse environmental impacts anticipated.

Cultural Resources

Threshold: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.

Threshold: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Threshold: Disturb any human remains, including those interred outside of formal cemeteries.

The area in which the proposed project will be located has been developed since the beginning of the City of Ontario in the 1880's; with buildings demolished and rebuilt repeatedly over time. Therefore, the discovery of archaeological resources, paleontological resources or undocumented human remains is not expected; however, mitigation is included in the Cultural Resources Section of this document in the unlikely event that cultural resources or human remains are uncovered.

Geology and Soils

Threshold: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving 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.

No known earthquake fault crosses the Ontario city limits. The nearest fault delineated on the Alquist-Priolo Earthquake Fault Zoning Map is located approximately 5.6 miles north. It is known as the Cucamonga Fault Zone, and the Elsinore Fault Zone is located approximately 6.7 miles southwest of the project site.

Threshold: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction.

Historically, the area north of the Santa Ana River that overlies the Chino Groundwater Basin is subject to liquefaction due to the combination of loose, medium-grained soil types, shallow groundwater and the numerous earthquake faults that surround the region. However over time, the region has increased pumping of the Basin and subsequently lowered the groundwater level beyond 50 feet, which is the maximum depth that the groundwater table needs to be to contribute to liquefaction. In the project area, the depth to groundwater is estimated to be 600 feet and the site has been developed with various structures since the 1880's that have suffered no known effects from liquefaction.

Threshold: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving landslides.

The alluvial plain that originated from the San Gabriel Mountains north of the project site is characteristically flat, with a mild slope towards the Santa Ana River to the south. Therefore, the risk of landslides is nonexistent since the elements necessary to create a landslide are not present near the project site.

Threshold: 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.

According to the Southwest San Bernardino County Soil Survey, the soil type underlying the project site does not have the characteristics of expansive soil. See discussion within Section III-3.

Threshold: 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.

A sanitary sewer system is currently serving the facilities that are on the project site; therefore evaluation of soil suitability for septic tanks and alternative disposal systems is not necessary.

Hazards and Hazardous Materials

Threshold: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Construction and operation of the proposed facilities are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Threshold: 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.

The project site is not in the vicinity of a private airstrip.

Threshold: 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 project site is located in Downtown Ontario, which is surrounded by urban land uses for many miles. Therefore the risk of wildland fire is considered insignificant. In addition, the Ontario General Plan states that the most serious fire threats to the City are structural fires due to aged or faulty electrical wiring, lack of built-in fire protection, and use of highly combustible

construction materials or finishes.

Hydrology and Water Quality

Threshold: Substantially alter the existing drainage pattern of the site or 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.

There are no streams or rivers that would be altered on the project site. The storm water runoff from the site will discharge ultimately into the most southerly portion of Cucamonga Creek Channel, which is named Mill Creek, which is not concrete-lined. Cumulative increases in flows within Cucamonga Creek channel due to upstream urban development may cause erosion of the bed and bank of the unimproved Mill Creek. Implementation of the proposed project, however, would have negligible individual impacts, since the project site is already developed and the change in impervious features is not expected to be substantial. It is anticipated that the Mill Creek reach will be within the inundation zone (560 ft elevation) created by raising the level of Prado Dam (ACOE Water Control Manual: Prado Dam & Reservoir, Santa Ana River, California, Sept. 1994). Storm flows discharging from Cucamonga Creek Channel at full inundation would have negligible erosion and siltation impacts to Mill Creek or the Prado Basin. Cumulative increases in storm flows discharging from Cucamonga Creek channel when the water level within the Basin is nearer to operational levels (490 ft. elevation) may cause adverse impacts to Mill Creek due to erosion of the stream bed and bank. Given the projected changes in water levels of the Prado Basin, these potential impacts are deemed to be less than significant.

Threshold: 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.

The drainage pattern of the project area and the percentage of impervious areas will not be substantially different than what is currently on the project site after construction is complete. Therefore, the volume and rate of runoff will not substantially increase, nor contribute to a cumulative increase in the flows migrating to the receiving waters. Flooding on- or off-site is not expected.

Threshold: Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems.

The project will replace current structures with new structures, and renovate existing historical buildings. Therefore, the increase in runoff is considered slight and the existing system will be able to capture, convey and discharge storm water runoff from the proposed project without exceeding capacity.

Threshold: Otherwise substantially degrade water quality.

Construction and operation of the proposed project is not expected to generate unusual or unique pollutants that are not already permitted by the City's municipal separate storm water sewer system permit (MS4) or the General Storm water permit for construction activities.

Threshold: 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.

Threshold: Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

According to FIRM maps, the project is within a Zone C, which indicates areas of minimal flooding; however, it is not within a 100-year flood hazard area.

Threshold: 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.

No levees or dams pose a threat to the project site.

Threshold: Expose people or structures to inundation by seiche, tsunami, or mudflow.

The project site is not in proximity to a large body of water, so the threat of an earthquake-induced seiche or tsunami is not expected. The project site is also far enough away from the San Gabriel Mountains that a mudflow is not expected to reach the project site.

Land Use and Planning & Zoning.

Threshold: Physically divide an established community.

The proposed project will not physically divide an established community, rather it will rehabilitate a community of aged buildings.

Threshold: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

The proposed project is not in conflict with any applicable land use plan, policy or regulation of any agency with jurisdiction over the project.

Threshold: Conflict with any applicable habitat conservation plan or natural community conservation plan.

The proposed project will not conflict with any applicable habitat conservation plan or natural community conservation plan since none apply to the project area.

Mineral Resources

Threshold: 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.

Threshold: 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.

There is no known mineral resource in the project site that would be of value to the region or the residents of the State. There is no known locally-important mineral resource that is delineated on a local general plan. As a result, no adverse environmental impacts are anticipated.

Noise

Threshold: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Building demolition would generate temporary vibrations to people in immediate proximity to the demolition area. Overall construction and post-construction activities would not generate excessive groundborne vibrations or noise levels.

Threshold: For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

The proposed project is not in vicinity of a private airstrip.

Population and Housing

See Section III-8 for a discussion of impacts associated with Population and Housing.

Public Services and Recreation

See Section III-9 for a discussion of impacts to Public Services and Recreation.

Transportation and Traffic

Threshold: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

According to the project design, the existing street pattern will be maintained. New driveways, curbs, etc. will meet current code. The proposed project will not result in hazardous design features.

Threshold: Result in inadequate emergency access.

Emergency access will be maintained throughout construction of the proposed project and after construction is complete.

Threshold: 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.

The proposed project will not cause a change in air traffic patterns since it will not increase air traffic levels or place structures within an established incoming and outgoing flight path.

Utilities and Service Systems

Threshold: Exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board.

The Santa Ana Regional Water Quality Control Board (SARWQCB) is the responsible entity for ensuring the discharge from wastewater treatment plants meets specific water quality objectives. Though the wastewater treatment provider for the City of Ontario occasionally exceeds its discharge thresholds, the proposed project is not expected to, in and of itself, cause the plant to exceed thresholds. In addition, the proposed project is included in the growth forecast of the City, and therefore adequately accommodated by the capacity of the wastewater treatment plant (PC-2).

Threshold: 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.

As discussed in Section III.6 – Hydrology and Water Quality, the project is not expected to require an expansion or improvement of the existing storm drain system.

Threshold: 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.

Personal communications with the project's wastewater treatment provider, IEUA, have confirmed that the plant has enough capacity at Regional Plant 1 for treating wastewater generated by the project. The current flow rate is 40 million gallons per day (mgd), with existing capacity for 44 mgd, and ultimate capacity for 60 mgd. The proposed project would generate 0.33 mgd if the highest development scenario were built (PC-2).

2. Mandatory Findings of Significance

Pursuant to CEQA Guidelines Section 15065, an EIR must be prepared if a project may have a significant effect on the environment where any of the following conditions occur. Because an Initial Study was not prepared for this project, these issues are discussed below.

"a) The project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, . . . or eliminate important examples of major periods of California history or prehistory."

Impacts to biological resources were found to be not potentially significant as discussed above in Section II-1. Impacts to archaeological and paleontological resources were also found to be not potentially significant, as discussed above. Impacts to historic resources were found to be potentially significant and are analyzed in Section III-2.

"b) The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals."

Potential short-term and long-term impacts that result from the proposed project are discussed in detail in Section III and are summarized in Sections I-3 and IV of this document. Providing affordable housing is a short- and long-term environmental goal that will have long-term environmental effects. However, infill development in existing urbanized areas causes less long-term change to the environment than development proposed on previously undeveloped property.

"c) The project has possible environmental effects which are individually limited but cumulatively considerable. . . ."

The cumulative effects of the proposed project are discussed within each issue area included in Section III of this Draft EIR and within Section IV-4, Cumulative Environmental Effects.

"d) The environmental effects of the project will cause substantial adverse effects on human beings, either directly or indirectly."

Potential direct and indirect impacts that result from the proposed project are discussed in detail in Section III and are summarized in Sections I-3 and IV of this document.

III. POTENIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS

1. Air Quality

The following discussion summarizes the "Air Quality Impact Analysis for the Downtown Civic Center Project" (Analysis), July 2004 prepared by Webb Associates. This report is contained in its entirety as Appendix B of this document. The focus of the following discussion is related to the potential impacts related to sensitive receptors, air quality plans, air quality standards, cumulative increases of pollutants, and production of odors. The following acronyms represent the referenced documents or persons consulted in the references section of this document in preparation of the following section: CALINE, SCAQMD, OGP.

Setting

Physical Setting

Downtown Civic Center Project is located in the City of Ontario in San Bernardino County, within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB consists of Orange County, the coastal and mountain portions of Los Angeles County, as well as Riverside and San Bernardino counties. Regional and local air quality within the SCAB is affected by topography, atmospheric inversions, and dominant onshore flows. Topographic features such as the San Gabriel, San Bernardino, and San Jacinto Mountains form natural horizontal barriers to the dispersion of air contaminants. The presence of atmospheric inversions limits the vertical dispersion of air pollutants. With an inversion, the temperature initially follows a normal pattern of decreasing temperature with increasing altitude, however, at some elevation, the trend reverses and temperature begins to increase as altitude increases. This transition to increasing temperature establishes the effective mixing height of the atmosphere and acts as a barrier to vertical dispersion of pollutants.

Dominant onshore flow provides the driving mechanism for both air pollution transport and pollutant dispersion. Air pollution generated in coastal areas is transported east to inland receptors by the onshore flow during the daytime until a natural barrier (the mountains) is confronted, limiting the horizontal dispersion of pollutants. The result is a gradual degradation of air quality from coastal areas to inland areas, which is most evident with the photochemical pollutants (e. g., ozone) formed under reactions with sunlight.

Climate

Terrain and geographical location influence climate in the SCAB. The project site lies within the terrain south of the San Gabriel and San Bernardino Mountains and north of the Santa Ana Mountains. The climate in the SCAB is typical of southern California's Mediterranean climate, which is characterized by dry, warm summers and mild winters. Winters typically have infrequent rainfall, light winds, and frequent early morning fog and clouds that turn to hazy afternoon sunshine.

The following includes factors that govern micro-climate differences among inland locations within the SCAB: 1) the distance of the mean air trajectory from the site to the ocean; 2) the site elevation; 3) the existence of any intervening terrain that may affect airflow or moisture content; and 4) the proximity to canyons or mountain passes. As a general rule, locations farthest inland from the ocean have the hottest summer afternoons, the lowest rainfall, and the least amount of

fog and clouds. Foothill communities in the SCAB have greater levels of precipitation, cooler summer afternoons and may be exposed to wind funneling through nearby canyons during Santa Ana winds. Terrain will generally steer local wind patterns. The project site is located in the City of Ontario in San Bernardino County, within the eastern portion of the SCAB.

Precipitation and Temperature
Annual average temperatures in the SCAB are typically in the low to mid-60s (degrees Fahrenheit). Temperatures above 100 degrees are recorded for all portions of the SCAB during the summer months. In winter months, temperatures in the lower 30s can be experienced in parts of the SCAB, including the City of Ontario area.

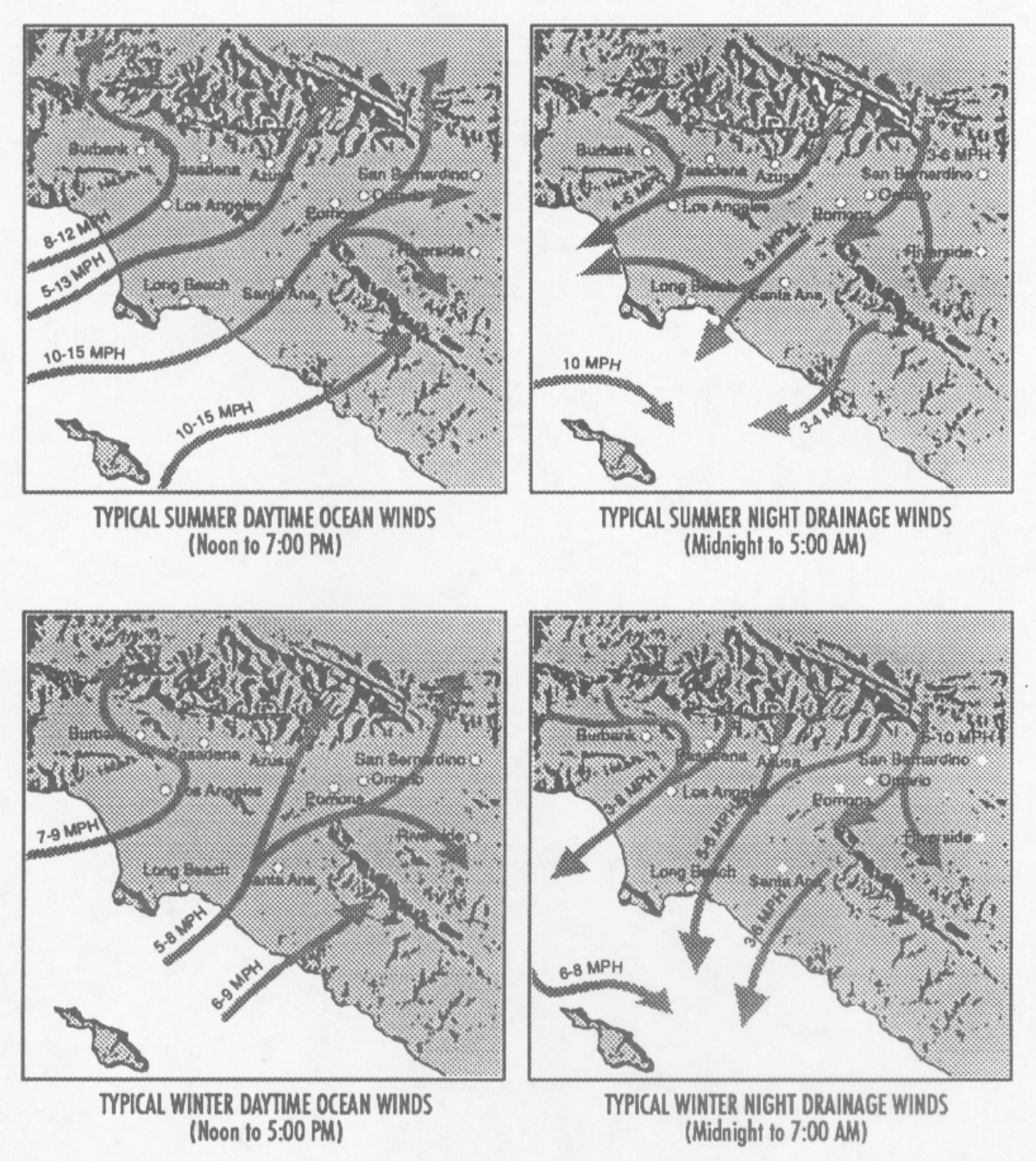
The rainy season in the SCAB is November to April. Summer rainfall can occur as widely scattered thunderstorms near the coast and in the mountainous regions in the eastern SCAB. Rainfall averages vary over the SCAB. The City of Riverside averages 9 inches of rainfall, while the City of Los Angeles averages 14 inches. Rainy days vary from 5 to 10 percent of all days in the SCAB, with the most frequent occurrences of rainfall near the coast. City of Ontario average annual rainfall is 16.1 inches per year, and average temperature is between 45 and 90 degrees F.

Winds
Regionally, the interaction of land (offshore) and sea (onshore) breezes control local wind patterns in the area. Daytime winds typically flow from the coast to the inland areas (on-shore), while the pattern typically reverses in the evening, flowing from the inland areas to the ocean (off-shore). Figure III-1 shows dominant wind patterns of the South Coast Air Basin. Air stagnation may occur during the early evening and early morning during periods of transition between day and nighttime flows. Locally, the daytime prevailing wind in the project area is generally from west to east. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds that produce strong off-shore flow towards the ocean. During these Santa Ana conditions, very high pollutant concentrations can occur due to the very strong temperature inversions that form over the basin.

Categories of Emission Sources
Air pollutant emissions sources are typically grouped into two categories: stationary and mobile sources. These emission categories are defined and discussed in the following subsections.

Stationary Sources
Stationary sources are divided into two major subcategories: point and area sources. Point sources consist of a single emission source with an identified location at a facility. A single facility could have multiple point sources located onsite. Stationary point sources are usually associated with manufacturing and industrial processes.

Examples of point sources include boilers or other types of combustion equipment at oil refineries, electric power plants, etc. Area sources are small emission sources that are widely distributed, but are cumulatively substantial because there may be a large number of sources. Examples include residential water heaters; painting operations; lawn mowers; agricultural fields; landfills; and consumer products, such as barbecue lighter fluid and hair spray.



South Coast Air Quality Management District
CEQA Air Quality Handbook

Figure III-1
Dominant Wind Patterns of the South Coast Air Basin
Ontario Downtown Civic Center Project
San Bernardino County, California

Mobile Sources

Mobile sources are motorized vehicles, which are classified as either on-road or off-road. On-road mobile sources typically include automobiles and trucks that operate on public roadways. Off-road mobile sources include aircraft, ships, trains, and self-propelled construction equipment that operate off public roadways. Mobile source emissions are accounted for as both direct source emissions (those directly emitted by the individual source) and indirect source emissions, which are sources that by themselves do not emit air contaminants but indirectly cause the generation of air pollutants by attracting vehicles. Examples of indirect sources include office complexes, commercial and government centers, sports and recreational complexes, and residential developments.

Air Pollution Constituents

Air pollutants are classified as either primary, or secondary, depending on how they are formed. Primary pollutants are generated daily and are emitted directly from a source into the atmosphere. Examples of primary pollutants include carbon monoxide (CO), nitrogen dioxide (NO_2) and nitric oxide (NO) — collectively known as oxides of nitrogen (NO_X), sulfur dioxide (SO_2), particulate matter (PM-10 and PM-2.5) and various hydrocarbons (HC) or volatile organic compounds (VOC), which are also referred to as reactive organic gasses (ROG). The predominant source of air emissions generated by the project development is expected to be vehicle emissions. Motor vehicles primarily emit CO, NO_X and VOC/ROG/HC (Volatile Organic Compounds/Reactive Organic Gases/Hydrocarbons).

Secondary pollutants are created over time and occur within the atmosphere as chemical and photochemical reactions take place. An example of a secondary pollutant is ozone (O_3), which is one of the products formed when NO_X reacts with HC, in the presence of sunlight. Other secondary pollutants include photochemical aerosols. Secondary pollutants such as ozone represent major air quality problems in the SCAB.

The Federal Clean Air Act of 1970 established the National Ambient Air Quality Standards (NAAQS). Six "criteria" air pollutants were identified using specific medical evidence available at that time, and NAAQS were established for those chemicals. The State of California has adopted the same six chemicals as criteria pollutants, but has established different allowable levels. The six criteria pollutants are: carbon monoxide, nitrogen dioxide, ozone, lead, particulate matter, and sulfur dioxide. The following is a further discussion of the *criteria pollutants*, as well as reactive organic gases.

Carbon Monoxide (CO) – A colorless, odorless toxic gas produced by incomplete combustion of carbon-containing fuels. Concentrations of CO are generally higher during the winter months when meteorological conditions favor the build-up of primary pollutants. Motor vehicles are the major source of CO in the SCAB, although various industrial processes also emit CO through incomplete combustion of fuels.

Oxides of Nitrogen (NO_X) – Important forms of nitrogen oxide in air pollution are nitric oxide (NO) and nitrogen dioxide (NO_2). The principal form of nitrogen oxide produced as a by product of fuel combustion is nitric oxide (NO), but NO reacts quickly with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. Combustion in

motor vehicle engines, power plants, refineries and other industrial operations, as well as ships, railroads and aircraft, are the primary sources of NO_X. Although NO_2 concentrations have not exceeded national standards since 1991 and the state hourly standard since 1993, NO_X emissions remain of concern because of their contribution to the formation of O_3 and particulate matter.

Ozone (O_3) – A colorless toxic gas that irritates the lungs and damages materials and vegetation. O_3 is one of a number of substances called photochemical oxidants that is formed when ROGs and NO_X react in the presence of ultraviolet sunlight. O_3 concentrations are higher in the SCAB than anywhere else in the nation and the damaging effects of photochemical smog are generally related to the concentration of O_3. Conditions that lead to high levels of O_3 are adequate sunshine, early morning stagnation in source areas, high surface temperatures, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer.

Lead (Pb) – Lead concentrations once exceeded the state and federal air quality standards by a wide margin, but have not exceeded state or federal air quality standards at any regular monitoring station since 1982. Though special monitoring sites immediately downwind of lead sources recorded very localized violations of the state standard in 1994, no violations have been recorded at these stations since 1996.

Particulate Matter (PM) – A large portion of total suspended particulate (TSP) is fine particulate matter. PM-10 consists of extremely small suspended particles or droplets 10 microns or smaller in diameter that can lodge in the lungs, contributing to respiratory problems. PM-2.5 is defined as particulate matter with diameter less than 2.5 microns. PM-10 arises from such sources as road dust, agriculture, diesel soot, combustion products, tire and brake abrasion, construction operations, and fires. It is also formed from NO and SO_2 reactions with ammonia. PM-10 scatters light and significantly reduces visibility. PM-2.5 consists mostly of products from the reaction of NO_X and SO_2 with ammonia, secondary organics and finer dust particles. The United States Environmental Protection Agency (USEPA) established its PM-2.5 standard in July 1997.

Sulfur Dioxide (SO_2) – A colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Although SO_2 concentrations have been reduced to levels well below state and federal standards, further reductions in SO_2 emissions are needed because SO_2 is a precursor to sulfate and PM-10.

Volatile Organic Compounds (VOCs) – It should be noted that there are no state or federal ambient air quality standards for VOCs because they are not classified as criteria pollutants. VOCs are regulated, however, because a reduction in VOC emissions reduces certain chemical reactions, which contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM-10 and lower visibility levels. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC because of interference with oxygen uptake. In general, ambient VOC concentrations in the atmosphere are suspected to cause coughing, sneezing, headaches, weakness, laryngitis,

and bronchitis, even at low concentrations. Some hydrocarbon components classified as VOC emissions are thought or known to be hazardous. Benzene, for example, is a hydrocarbon component of VOC emissions that is known to be a human carcinogen.

Recent Changes in the California Ambient Air Quality Standards

The 1997 Federal annual average standard for PM-2.5 (15 μg/m^3) was upheld by the U.S. Supreme Court in February 2001. The State standard annual average standard for PM-2.5 (12 μg/m^3) was finalized in 2003 and became effective on July 5, 2003.

Monitored Air Quality

The Southern California Air Quality Management District (SCAQMD) performs extensive air quality monitoring throughout the SCAB. There is an SCAQMD air quality monitoring site in the City of Ontario. Table III-1-A presents a summary of the ten-year history of maximum yearly peak pollutant concentrations measured for the period 1993-2002. As not all pollutants are measured at the Ontario monitoring site, the maximum values presented in Table III-1-A reflect monitoring results from the Fontana or San Bernardino monitoring station for each pollutant. Table III-1-A also presents the number of daily exceedances of the applicable National Ambient Air Quality Standard (NAAQS) and California Ambient Air Quality Standard (CAAQS) for the criteria pollutants.

Over the ten-year period, there were no exceedances of either the NAAQS or CAAQS for carbon oxide (CO), nitrogen dioxide (NO_2), or sulfur dioxide (SO_2). The project area is non-attainment for both particulate mater PM-10 and ozone (O_3). While O_3 is still a non-attainment pollutant, there have been dramatic reductions over the ten-year period in the magnitude of yearly peak hourly O_3 concentrations and the number of days on which NAAQS and CAAQS were exceeded. Prior to 1995, approximately one-third or more of the days each year experienced a violation of the CAAQS 1-hour ozone standard, with around ten days annually reaching first stage alert levels of 0.20 parts per million (ppm) for one hour. It is encouraging to note that ozone levels have dropped significantly in the last few years with less than one-fifth of the days each year experiencing a violation of the state hourly ozone standard since 1998. Locally, no second stage alert (0.35 ppm/hour) has been called by SCAQMD in the last ten years.

Although the overall air quality in SRA 33 is improving, one exception is the ambient concentrations of particulate matter smaller than or equal to 10 microns (μm) in diameter (PM-10 and PM-2.5). The sources that contribute to exceedance of the PM-10 air quality standards include road dust, windblown dust, agriculture, construction, fireplaces and wood burning stoves, vehicle exhaust, and secondary ammonium nitrate. PM-2.5 particles are mostly manmade particles resulting from combustion sources and organic carbon particles generated from paints, degreasers and vehicles.

Table III-1-A - Source Receptor Area (SRA) 33, Air Quality Monitoring Summary - 1993-2002

	Pollutant/Standard Source: SCAQMD	Monitoring Year									
		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
No. Days Exceeded	**Ozone [a]:**										
	California Standard:										
	1-Hour - 0.09 ppm	-	132	111	113	102	85	45	48	55	43
	Federal Primary Standards:										
	1-Hour - 0.12 ppm	-	96	61	63	32	39	14	7	18	6
	8-Hour - 0.08 ppm [b]					65	50	31	27	39	30
	Max 1-Hour Conc. (ppm)	-	0.25	0.22	0.24	0.20	0.21	0.16	0.15	0.184	0.147
	Max 8-Hour Conc. (ppm) [b]					0.14	0.18	0.13	0.125	0.144	0.113
No. Days Exceeded	**Carbon Monoxide [a]:**										
	California Standard:										
	1-Hour - 20 ppm	0	0	0	0	0	0	0	0	0	0
	8-Hour - 9.0 ppm	0	0	0	0	0	0	0	0	0	0
	Federal Primary Standards:										
	1-Hour - 35 ppm	0	0	0	0	0	0	0	0	0	0
	8-Hour - 9.5 ppm	0	0	0	0	0	0	0	0	0	0
	Max 1-Hour Conc. (ppm)	7	9	8	6	8	6	5	5	4	5
	Max 8-Hour Conc. (ppm)	6.0	6.5	6.3	4.6	6.0	4.8	4.0	4.3	3.25	3.3
No. Days Exceede	**Nitrogen Dioxide [a]:**										
	California Standard:										
	1-Hour - 0.25 ppm	0	0	0	0	0	0	0	0	0	0
	Federal Standard:										
	Annual Standard - 0.053ppm	0	0	0	0	0	0	0	0	0	0
	Max. 1-Hour Conc. (ppm)	0.15	0.18	0.17	0.15	0.14	0.11	0.14	0.10	0.066	0.11
No. Days Exceeded	**Sulfur Dioxide [d]:**										
	California Standards:										
	1-Hour – 0.25 ppm	-	0	0	0	0	0	0	0	0	0
	24-Hour – 0.04 ppm	-	0	0	0	0	0	0	0	0	0
	Federal Primary Standards:										
	24-Hour – 0.14 ppm	-	0	0	0	0	0	0	0	0	0
	Annual Standard – 0.03 ppm	-	0	0	0	0	0	0	0	0	0
	Max. 1-Hour Conc. (ppm)	-	0.03	0.02	0.01	0.01	0.02	0.01	0.02	0.01	0.03
	Max. 24-Hour Conc. (ppm)	-	0.009	0.10	0.007	0.001	0.010	0.010	0.010	0.010	0.010
No. Days Exceeded	**Inhalable Particulates (PM-10):**										
	California Standards:										
	24-Hour - 50 µg/m^3	37 [a]	38 [a]	35 [a]	35 [a]	21	20	37	26	27	25
	Annual Geometric Mean (µg/m^3)	47.6 [a]	52.7 [a]	50.6 [a]	45.9 [a]	44.8	40.2	58.6	46.3	46.2	41.0
No Days	Federal Primary Standards:										
	24-Hour – 150 µg/m^3	0 [a]	0 [a]	2 [a]	0 [a]	1	0	1	0	1	0
	Annual Arithmetic Mean (µg/m^3)	56.2 [a]	60.0 [a]	61.0 [a]	52.4 [a]	51.3	46.5	65.9	50.4	52.4	44.9
	Max. 24-Hour Conc. (µg/m^3)	139 [a]	147 [a]	178 [a]	136 [a]	208	92	183	124	166	91
No Days Exceeded	**Inhalable Particulates (PM-2.5):**										
	Federal Primary Standards:										
	Annual Standard – 15µg/m^3 [c]							-	-	-	-
	24-Hour – 65 µg/m^3 [c]							4 [a]	2	2	0
	Annual Arithmetic Mean (µg/m^3)[c]							25.7 [a]	24.2	26.2	25.2
	Max. 24-Hour Conc. (µg/m^3)							121.5 [a]	73.4	71.2	64.8

Note: - Pollutant not monitored/data not available.

[a] Central San Bernardino Valley 2 air monitoring station (SRA34) data summaries used.

[b] 1997 is first year of SCAQMD records for federal 8-hour Ozone standard.

[c] 1999 is first year of SCAQMD records for federal 24-hour PM-2.5 standard.

[d] Central San Bernardino Valley 1 air monitoring station (SRA34) data summaries used.

[e] Exceedance of the Annual Standards are expressed as either Yes or No indicating whether or not the standard has been exceeded for that year.

Regulatory Setting

The Federal and State ambient air quality standards (AAQS) establish the context for the local air quality management plans (AQMP) and for determination of the significance of a project's contribution to local or regional pollutant concentrations. The AAQS represent the level of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other diseases or illness and persons engaged in strenuous work or exercise, all referred to as “sensitive receptors”. SCAQMD defines a "sensitive receptor" as a land use or facility such as schools, child care centers, athletic facilities, playgrounds, retirement homes and convalescent homes.

Both Federal and State Clean Air Acts require that each non-attainment area prepare a plan to reduce air pollution to healthful levels. The 1988 California Clean Air Act and the 1990 amendments to the federal Clean Air Act (CAA) established new planning requirements and deadlines for attainment of the air quality standards within specified time frames. A revised Air Quality Management Plan (AQMP) that reflected these new requirements from the federal and state government was adopted by the SCAQMD in July 1991. The 1994 revision to this plan was adopted by the SCAQMD’s Governing Board in September 1994 and incorporated by Air Resources Board (ARB) in the California State Implementation Plan (SIP), in November 1994. The California SIP was fully approved by the EPA in September 1996.

In November 1996, the SCAQMD Governing Board adopted a revised AQMP that modified the ozone attainment strategy for the SCAB and presented an attainment strategy for the national PM-10 standard. This revision was submitted by the ARB to the United States Environmental Protection Agency (USEPA) in February 1997 for approval. The 1997 Air Quality Management Plan is the most current adopted AQMP by the SCAQMD Governing Board.

The California Air Resources Board maintains records as to the attainment status of basins throughout the state, under both state and federal criteria. In 1999, the portion of the SCAB, within which the proposed project is located, was designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for O_3, CO, and PM-10 under federal standards. The AQMP for the South Coast Air Basin establishes a program of rules and regulations directed at attainment of the state and national air quality standards.

SCAQMD rules and regulations that apply to this project include SCAQMD Rule 403, which governs emissions of fugitive dust. Compliance with this rule is achieved through:

- Application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils,
- Covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph,
- Sweeping loose dirt from paved site access roadways,
- Cessation of construction activity when winds exceed 25 mph, and
- Establishment of a permanent, stabilizing ground cover on finished sites.

Rule 403 also requires projects that disturb 100 acres or more of soil or moves 10,000 cubic yards (yds^3) of materials per day to submit to SCAQMD a Fugitive Dust Control Plan. The project will not be required to submit a formal Fugitive Dust Control Plan as it is anticipated the maximum disturbed daily acres will be less than 100 acres and less than 10,000 yds^3/day of soil will be moved.

Criteria for Determining Significance

Air quality impacts may be considered potentially significant if the project would:

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

Project Compliance with Existing Regulations

The Air Quality Management Plan (AQMP) for the SCAB establishes a program of rules and regulations directed at attainment of the state and national air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments.

As discussed in the Regulatory Setting above, SCAQMD rules and regulations that apply to this project include SCAQMD Rule 403, which governs emissions of fugitive dust. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites.

Environmental Impacts Before Mitigation

Threshold: The proposed project will conflict with or obstruct implementation of the applicable air quality plan.

The SCAQMD's Air Quality Management Plan (AQMP) for the Southern California Air Basin (SCAB) sets forth a comprehensive program that will lead the SCAB into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with

local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

The land use for the project area in the General Plan is public facilities and town center. The public facilities include City hall, a fire and police station. The purpose of the town center, as defined in the City's Redevelopment Plan allows for and encourages the development of "a high intensity, multi-use central business district and surrounding neighborhoods that maximize the economic productivity of the commercial areas and maximize the housing opportunities of the residential areas." The proposed project involves the redevelopment of the downtown area to include low-rise apartments, retail space, and office space. Since the proposed project will implement land uses that have been approved in the General Plan, it is in compliance with the AQMP.

Threshold: The proposed project will violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Air quality impacts can be divided into short-term and long-term impacts. Short-term impacts are usually related to demolition, grading, and construction activities. Long-term impacts are usually associated with build-out conditions and long-term operations of a project.

Project impacts are considered significant if short-term emissions exceed the following: ROG of 75 pounds per day (lbs/day), CO emissions of 550 lbs/day, PM10 emissions of 150 lbs/day, NO_X emissions of 100 lbs/day, or SO_X emissions of 150 lbs/day.

The short-term construction emissions from this project were modeled using URBEMIS2002 for Windows computer program (Appendix B of the Air Quality Impact Analysis). The model was run using the default values in URBEMIS, which represent the worse case construction scenario. The following conservative assumptions were used in the analysis:

- The project will take a total of 2 years to construct. Project construction can be broken down into 3 phases of construction.
- Phase 1 involves the redevelopment of blocks A-1 to A-4 (See Figure I-4). Construction will begin in October 2005 and end in May 2006 (taking a total of 8 months to complete). It is anticipated that approximately 80 percent of Phase 1 will be vacant land (existing buildings will be demolished prior to the start of this project).
- Phase 2 involves the redevelopment of blocks B-1 and C-1 (See Figure I-4). Construction will begin in June 2006 and end in January 2007 (taking a total of 8 months to complete).
- Phase 3 involves the redevelopment of the rest of the project area. Construction will begin in February 2007 and end in September 2007 (taking a total of 8 months to complete).
- All phases of construction will include the demolition of some existing structures, grading and construction of new buildings.

Table III-1-B – Non-Mitigated Short-Term Emissions Site Grading and Demolition

Activity/Year	Peak Daily Emissions (lb/day)						
	ROG	NO_X	CO	SO_2	Total PM-10	Exhaust PM-10	Dust PM-10
SCAQMD Daily Construction Thresholds	**75**	**100**	**550**	**150**	**150**		
Phase 1							
Demolition	18.76	174.01	131.65	0.58	17.50	6.84	10.66
Site Grading	65.08	541.98	454.40	0.01	99.26	25.22	74.04
Building Construction	1,695.5	588.02	576.05	0.19	26.85	26.38	0.47
Maximum[1]	1,695.5	588.02	576.05	0.58	99.26		
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**		
Phase 2							
Demolition	25.14	202.27	187.97	0.58	18.76	8.09	10.67
Site Grading	47.73	379.55	347.63	0.01	74.58	17.55	57.03
Building Construction	1,275.7	128.98	187.82	0.02	4.99	4.58	0.41
Maximum[1]	1,275.7	379.55	347.63	0.58	74.58		
Exceeds Threshold?	**Yes**	**Yes**	**No**	**No**	**No**		
Phase 3							
Demolition	21.00	173.13	158.27	0.06	16.98	6.32	10.66
Site Grading	78.01	592.78	586.07	0.01	117.44	26.39	91.05
Building Construction	1,959.4	185.72	274.55	0.03	7.38	6.72	0.66
Maximum[1]	1,959.4	592.78	586.07	0.06	117.44		
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**		

Notes: See Appendix B for model output report.

[1] Since demolition, site grading, and building construction occur independently and have to be completed in order for the next phase of construction to proceed, the maximum emissions will be the highest emission amount for each criteria pollutant during each phase of construction.

As shown in Table III-1-B, maximum daily short-term emissions, without mitigation incorporated, are 1,959.4 lbs for ROG, 592.78 lbs for NO_X, 586.07 lbs for CO, 117.44 lbs for PM-10 (occurring during Phase 3 of construction), and 0.58 lbs for SO_2 (occurring during Phase 1 and 2 of construction), which will exceed the thresholds set by SCAQMD, except for SO_2 and PM-10. Therefore, since short-term emissions exceed ambient air quality standards for ROG and NOx, impacts are considered potentially significant without mitigation.

Project impacts are considered significant if long-term project emissions exceed the following: NOx or ROG emissions of 55 pounds per day (lbs/day), CO emissions of 550 lbs/day, PM10 emissions of 150 lbs/day, or SOx emissions of 150 lbs/day.

Long-term emission sources assessed at build-out included: on-road mobile emissions, stationary emissions from the combustion of natural gas for spacing heating and water heating, residential fireplace combustion, landscape maintenance equipment, and consumer use of solvents and personal care products. All emissions were estimated using URBEMIS2002.

Table III-1-C – Non-Mitigated Long-Term Emissions (Winter)

Activity/Year	Peak Daily Emissions (lb/day)				
	ROG	**NO_X**	**CO**	**SO_2**	**Total PM-10**
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**
Natural Gas	1.04	13.82	5.71	-	0.03
Consumer Products	47.11	-	-	-	-
Vehicles (residential)	52.83	88.60	632.22	0.35	64.44
Vehicles (college)	10.61	18.72	130.19	0.07	13.40
Vehicles (library)	19.29	34.06	236.93	0.13	24.39
Vehicles (retail)	94.36	166.11	1,156.95	0.62	118.64
Vehicles (office)	45.84	83.42	572.63	0.32	61.28
Total	271.08	404.73	2,734.63	1.49	282.18
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**

Table III-1-D – Non-Mitigated Long-Term Emissions (Summer)

Activity/Year	Peak Daily Emissions (lb/day)				
	ROG	NO_X	CO	SO_2	Total PM-10
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**
Natural Gas	1.04	13.82	5.71	-	0.03
Landscaping	0.24	0.03	1.89	0.00	0.00
Consumer Products	47.11	-	-	-	-
Vehicles (residential)	61.65	61.24	668.77	0.43	64.44
Vehicles (college)	10.16	12.97	134.28	0.09	13.40
Vehicles (library)	17.78	23.61	244.37	0.16	24.39
Vehicles (retail)	86.15	115.18	1,187.83	0.77	118.64
Vehicles (office)	48.28	57.52	619.56	0.40	61.28
Total	272.41	284.37	2,862.41	1.42	282.18
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**

In the winter months, daily operations of the project will exceed the daily thresholds set by SCAQMD for all the criteria pollutants except for SO_2. Vehicular emissions are the main source of ROG, CO, NO_X and PM-10. Summer emissions (Table III-1-D) are more representative of a Southern California home since air quality problems are more pronounced in the Southern California summertime due to the photochemical reactions, which occur in the atmosphere leading to high levels of ozone formation. Although the summertime analysis shows that NO_X emissions from project operation would be less than emissions in the wintertime, the project would still exceed standards for ROG, NO_X, CO, and PM-10 in the long-term. Therefore, project impacts would be considered significant for long-term air quality impacts without mitigation.

CO Hot Spot Analysis

In addition to total project emissions quantification, the project needs to be analyzed for the potential to create any localized concentration of pollutants that are in violation of the federal or state ambient air quality standards. These localized concentrations of pollutants are also referred to as "Hot Spots." The SCAQMD recommends that projects with sensitive receptors or projects that could negatively impact levels of service (LOS) of existing roads, use the screening procedures outlined in the SCAQMD CEQA Air Quality Handbook (SCAQMD, 1993) to determine the potential to create a CO hot spot. The proposed project is a sensitive receptor and has the potential to negatively impact the LOS on adjacent roadways and therefore, requires a CO hotspot analysis.

The traffic study for this project concludes that five traffic signals are warranted in the project area due to existing and projected year 2008 traffic. Where LOS is negatively impacted, CO can become a localized problem ("hot spot"). Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles.

The SCAQMD CEQA Air Quality Handbook recommends using CALINE4 (Caltrans, 1999) to estimate 1-hour CO concentrations from roadway traffic. Input data for this model includes meteorology, street network ("link") information, vehicle counts on each link, fleet-average CO emission factors, and receptor locations.

The predicted peak 1-hour CO concentrations at each of the fifteen receptors used in this analysis were determined by adding the ambient background 1-hour CO concentrations to the modeled 1-hour CO concentration. The background CO concentrations were assumed to be the peak 1-hour and 8-hour values observed in the area in the latest three years (2000-2002) (See Table III-2-A). The 8-hour CO concentration was estimated by multiplying the 1-hour model estimate by the persistence factor for the project area (0.6) and adding the ambient background 8-hour CO concentration. The results from this screening procedure are presented in Table III-1-E.

Table III-1-E CALINE4 CO Hot Spot Modeling Results

Parameter	2004		2008	
	1-Hour	8-Hour	1-Hour	8-Hour
CALINE4 Peak CO Concentration (ppm)	0.82	0.49	0.75	0.45
Background CO Concentration (ppm)	5.0	3.0	5.0	3.0
Total CO Hot Spot Concentration (ppm)	5.82	3.49	5.75	3.45
CAAQS (ppm)	20	9	20	9
NAAQS (ppm)	35	9.5	35	9.5

The peak CO hot spot concentrations at the worst-case receptor for both 2004 and 2008 are below the CAAQS and NAAQS. Therefore, the project will not contribute to an exceedance of either the CAAQS or NAAQS for CO or create a CO hotspot.

Threshold: The proposed project will 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).

The portion of the South Coast Air Basin within which the project is located is designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, and PM-10 under federal standards. The preceding analysis demonstrates that the project's projected emissions are above the applicable SCAQMD thresholds for ROG, NO_X, and CO during project construction, and ROG, NO_X, CO, and PM-10 during project operation.

Therefore, the fact that the area is non-attainment, and area source emissions for ROG, NO_X, CO, and PM-10 exceed the SCAQMD daily thresholds during project operation means that the cumulative impacts to air quality from the project are significant.

Threshold: The proposed project will expose sensitive receptors to substantial pollutants concentrations.

Sensitive receptors include residential land uses, schools, and hospitals, which could expose young children, elderly people, and sick people to substantial pollutant concentrations. The project site is adjacent to residences along D Street to the north and Sultana Avenue to the east. There are also two elementary schools to the west along E Street and north along G Street, and a long-term care facility to the northeast of the project site on Monterey Avenue. Emissions generated from project construction will be higher than the SCAQMD thresholds in the project area during construction and operation of the project. Therefore, the project will expose sensitive receptors to substantial concentrations of ROG, NO_X, and CO during project construction, and ROG, NO_X, CO, and PM-10 during project operation.

Threshold: The proposed project will create objectionable odors affecting a substantial number of people.

The project presents the potential for generation of objectionable odors in the form of diesel exhaust during construction in the immediate vicinity of the project site. Impacts of construction-related odors can not be quantified because it is subjective to each person's sensitivity to smell. Recognizing the short-term duration and quantity of emissions in the project area, the project will not expose substantial numbers of people to objectionable odors. Impacts from short term construction odors are considered less than significant.

Proposed Mitigation Measures

In order to reduce the emissions from project construction equipment, the following mitigation measures shall be implemented:

MM Air 1: Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturer's specifications.

MM Air 2: Prohibit all vehicles from idling in excess of ten minutes, both on-site and off-site.

In order to control dust emissions during construction activities, the following control measures shall be implemented:

MM Air 3: Water active grading sites at least twice daily. Water unpaved roads or surfaces at least twice daily. Water surfaces before grading.

MM Air 4: Trucks hauling dirt, sand, gravel or soil are to be covered or should maintain at least two feet of freeboard, in accordance with Section 23114 of the California Vehicle Code.

MM Air 5: Reduce on-site vehicle speed to less than 15 mph.

MM Air 6: Sweep nearby or adjacent streets at the end of the day if visible soil material is carried over from construction site.

MM Air 7: Suspend all grading and excavating operations when wind speeds exceed 25 mph.

MM Air 8: Hydroseed or apply soil stabilizers to inactive construction areas left inactive for ten days or more, or replant vegetation in disturbed areas as soon as possible.

The following measures shall be implemented to eliminate or reduce potentially significant impacts to air quality due to long-term emissions.

MM Air 9: The project will participate in the cost of off-site improvements through fair-share payment of the Development Impact fee as established by the City of Ontario. These fees should be collected and utilized as needed by the City to construct the improvements necessary to maintain the required level of service.

MM Air 10: Local transit agencies (Omnitrans and RTD) shall be contacted to determine bus routing in the project area that can accommodate bus stops at the project access points and the project shall provide bus passenger benches and shelters at these project access points.

Summary of Environmental Effects After Mitigation Measures are Implemented

In an effort to reduce estimated emissions, the mitigation measures listed above were considered and entered into the URBEMIS2002 computer program. The effects of these mitigation measures implemented for the short-term and long-term aspects of the project are listed in the tables below.

Table III-1-F Mitigated Short Term Emissions

Activity/Year	Peak Daily Emissions (lb/day)						
	ROG	NO_X	CO	SO_2	Total PM-10	Exhaust PM-10	Dust PM-10
SCAQMD Daily Construction Thresholds	**75**	**100**	**550**	**150**	**150**		
Phase 1							
Demolition	18.76	174.04	131.65	0.58	17.50	6.84	10.66
Site Grading	65.08	541.98	454.40	0.01	54.32	25.22	29.10
Building Construction	1,695.5	588.02	576.05	0.19	26.85	26.38	0.47
Maximum[1]	1,695.5	588.02	576.05	0.58	54.32		
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**		
Phase 2							
Demolition	25.14	202.57	187.97	0.58	18.76	8.09	10.67
Site Grading	47.73	379.55	347.63	0.01	39.96	17.55	22.41
Building Construction	1,275.7	128.98	187.82	0.02	4.99	4.58	0.41
Maximum[1]	1,275.7	379.55	347.63	0.58	39.96		
Exceeds Threshold?	**Yes**	**Yes**	**No**	**No**	**No**		
Phase 3							
Demolition	21.00	173.13	158.27	0.06	16.98	6.32	10.66
Site Grading	78.01	592.78	586.07	0.01	62.18	26.39	91.05
Building Construction	1,959.4	185.72	274.55	0.03	7.38	6.72	0.66
Maximum[1]	1,959.4	592.78	586.07	0.06	62.18		
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**		

Notes: See Appendix B for model output report.
[1] Since demolition, site grading, and building construction occur independently and have to be completed in order for the next phase of construction to proceed, the maximum emissions will be the highest emission amount for each criteria pollutant during each phase of construction.

With the mitigation measures described above incorporated into the project, the short-term emissions of PM-10 are the only criteria pollutant that are decreased. However, the short-term emissions of ROG, NO_X, and CO still exceed SCAQMD thresholds. Therefore, significant short-term impacts still remain.

Table III-1-G – Mitigated Long-Term Emissions (Winter)

Activity/Year	Peak Daily Emissions (lb/day)				
	ROG	NO_X	CO	SO_2	Total PM-10
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**
Natural Gas	1.04	13.82	5.71	-	0.03
Landscaping	-	-	-	-	-
Consumer Products	47.11	-	-	-	-
Vehicles (residential)	47.96	80.34	573.44	0.32	58.38
Vehicles (college)	9.11	16.06	111.73	0.06	11.50
Vehicles (library)	16.56	29.23	203.33	0.11	20.93
Vehicles (retail)	80.68	142.02	989.14	0.53	101.45
Vehicles (office)	40.95	74.48	511.33	0.29	54.72
Total	243.41	355.95	2,394.68	1.31	247.01
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**

Table III-1-H – Mitigated Long-Term Emissions (Summer)

Activity/Year	Peak Daily Emissions (lb/day)				
	ROG	NO_X	CO	SO_2	Total PM-10
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**
Natural Gas	1.04	13.82	5.71	-	0.03
Landscaping	0.24	0.03	1.89	0.00	0.00
Consumer Products	47.11	-	-	-	-
Vehicles (residential)	57.34	55.54	606.05	0.39	58.38
Vehicles (college)	8.85	11.13	115.28	0.08	11.50
Vehicles (library)	15.39	20.26	209.80	0.14	20.93
Vehicles (retail)	74.19	98.48	1,015.70	0.66	101.45
Vehicles (office)	43.93	51.36	553.41	0.36	54.72
Total	248.09	250.62	2,507.84	1.63	247.01
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**

With the mitigation measures described above incorporated into the project, the vehicular emissions (long-term) of all criteria pollutants generated by project related traffic are decreased. Emissions from vehicles are the main source of all criteria pollutants during project operation.

However, even with this reduction, the long-term emissions of ROG, NO_X, CO, and PM-10 still exceed SCAQMD thresholds. Therefore, significant long-term impacts still remain.

Therefore, with project mitigation measures incorporated, project related impacts associated with short-term and long-term operations are considered to be significant and a statement of overriding considerations will have to be adopted prior to project approval.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

Analysis of the short- and long-term emissions from this project estimate that emissions of ROG, NO_X, and CO during project construction, and ROG, NO_X, CO, and PM-10 during project operation will exceed SCAQMD daily thresholds. When considering the cumulative effects on air quality in the region, it is the long-term operational emissions that are of the most concern. Vehicular emissions from project-generated traffic are the main contributor to criteria pollutant emissions. Since the portion of the South Coast Air Basin within which the project is located is designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, and PM-10 under federal standards, and the operational emissions from this project will exceed the SCAQMD daily thresholds, the project's cumulative effects on air quality are considered significant.

2. Cultural Resources

Potential impacts to archaeological resources, paleontological resources and the discovery of un-documented human remains are considered less than significant and are discussed in the "Effect Found Not Significant Section" of this EIR. The focus of the following discussion is related to the potential impacts to onsite historic resources, as defined in § 15064.5, and the project's potential to alter those resources through construction and/or demolition. However, a response to the NOP regarding archaeological resources has prompted discussion in this section of the EIR also. The following acronyms represent the referenced documents or persons consulted in the references section of this document in preparation of the following section: OGP, OGP FEIR, NRHP-1, NRHP-2, ODC-Article 13, ODC-Article 26, ODDG, OHRS, ORDA FEIR, ORDP, ND-1, ND-2, ND-3, ND-4, and ND-5.

Setting

Founded by the Chaffey Brothers in the 1880's, Ontario was a planned "model" community - a social experiment - that set a new standard for rural communities in Southern California. Downtown Ontario was built over several decades from the 1880's through the 1950's. The first buildings were built near the railroad tracks at the historic intersection of Euclid Avenue and Holt Boulevard. The downtown area then grew north, away from the railroad. Each building is a record of not only the architectural history of the building itself but its construction date is also a record of the City's urban growth over the past century.

There are a number of locally designated historic structures that exist along the westerly edge of the project site, on the east side of Euclid Avenue. Most of these may be categorized as Commercial Brick Vernacular Architecture. (See Figure III-2 - Site Photos) The significance of these structures is that they contribute to the integrity of the historic downtown central business district and the context of Euclid Avenue as an historic resource. Euclid Avenue is historically significant because it illustrates an innovative land development pattern utilizing a 200-foot wide street with center linear greenbelt. The retention of historic structures built along this street is strongly encouraged by the City of Ontario's local preservation ordinances. More photographs are included in Photo Sheets 1 and 2 of the Historical Assessment (Appendix C). The photographs in the Historical Assessment include structures that have been determined not to meet the City's criteria for local designation. Some of the structures that were photographed have been demolished. For a complete listing of all locally designated structures within the project area, see Table III-2-A

In the Downtown Ontario Design Guidelines (adopted by Ontario City Council on August 18, 1998), the entire downtown area has been separated into 6 districts according to their general land uses (retail, civic center, museum/transit, residential, educational and neighborhood commercial). See Figure III-3. The proposed project site encompasses the whole of the Civic Center District and portions of the three retail sub-districts which correlate to the three major periods of architectural development in the City: 1) Turn-of-the-Century (1880's to 1910); 2) the 1920's through 1940's; and 3) the 1950's style. As shown on Figure III-3, Block A-1 represents the Turn-of-the-Century era, Block B-1 was generally built between the 1920's and the 1940's, and Block C-1 is part of the 1950's Style era with the exception of the structure located at 316 N. Euclid. Table III-2-A identifies designated historic resources within the project area.

Picture of the Yangtze Restaurant

View of east side of Euclid Avenue

Figure III-2
Site Photos
Ontario Downtown Civic Center Project
San Bernardino County, California

Figure III-3 – Periods of Architectural Development

Table III-2-A – Project Area Structures Included on the City's List of Historic Resources

Street Address	Construction Date and Designation	Best Known As	Original Use	Façade Remodeling	Current Use	Style	Source of Historic Information
112 N. Euclid	1939 City Designated Historic Landmark (Tier II) also appears eligible for National. Register	Mission Furniture	Citizen's National Bank	none	Vacant	Art Deco	TSA, DODG , and Historic Resources Survey Form (HRS), City Planning Dept.
122 N. Euclid	1913 City Designated Historic Landmark (Tier II)	Pawn Shop	Lerch Bldg., Euclid Theater, Park Theater	1951 and 1990 earthquake repair	Pawn Shop	Commercial Brick Vernacular	TSA, DODG, HRS, City Planning Dept.
128-136 N. Euclid	1920 City Designated Historic Landmark (Tier II)	Yangtze Restaurant	Commercial Hotel	none	Restaurant /Vacant	Commercial Brick Vernacular	TSA, DODG, HRS, City Planning Dept.
200 N. Euclid	1923 Eligible for local designation (Tier I) also appears eligible for National Register	Richard's Beauty College	Bank of Italy	None	Richard's Beauty College	Beaux-Arts	TSA, DODG, HRS, City Planning Dept.
208-214 N. Euclid	1920 May be Eligible for local designation (Tier II)	n/a	Drew Carriage Co.	n/a	Insurance office,	Commercial Brick Vernacular	TSA, DODG, HRS, City Planning Dept.
224 N. Euclid	1911 May be Eligible for local designation (Tier III)	n/a	n/a	n/a	Dentist office and retail store	n/a	TSA, DODG, HRS, City Planning Dept.

Table III-2-A – Project Area Structures Included on the City's List of Historic Resources (cont'd.)

Street Address	Construction Date and Designation	Best Known As	Original Use	Façade Remodeling	Current Use	Style	Source of Historic Information
226 N. Euclid	1940 May be Eligible for local designation (Tier III)	n/a	n/a	n/a	Smoke shop and gift store	n/a	TSA, DODG, HRS, City Planning Dept.
230 N. Euclid	1925 May be Eligible for local designation (Tier III)	n/a	n/a	Yes	Molly's Cafe	Commercial Brick Vernacular	TSA, DODG, HRS, City Planning Dept.
310 N. Euclid	Unknown Pre-1939 1910 est. (Tier II)	Fire Hall	City's first Fire Station	n/a	Chiropractic Clinic	Mission Revival	TSA, DODG, City Planning Dept.
318-322 N. Euclid	Post 1955 May be Eligible for local designation (Tier III)	n/a	n/a	n/a	Vita Foods	Googie	HRS, City Planning Dept
206 E. "B" Street	Post 1955 (Tier III)	Firestone Building	Auto-related	No	Firestone Tires	Googie	HRS, City Planning Dept
325 E. Holt Blvd.	(Tier III)	Hoyt Lumber	Auto-related	No	No longer in existence	Commercial Brick Vernacular	HRS, City Planning Dept
310 East "B" Street	Tier III	n/a	Residence	No	Residence	Craftsman Bungalow	HRS, City Planning Dept
330 East "B" Street	Tier III	n/a	Residence	No	No longer in existence	Craftsman Bungalow	HRS, City Planning Dept
127 N. Sultana Ave.	Tier III	n/a	Residence	No	No longer in existence	Victorian Bungalow	HRS, City Planning Dept

n/a – not available

In September and October of 2002 pursuant to Title 26 of the Ontario Municipal Code, the City Historic Preservation Subcommittee identified all locally eligible historic resources located within the portion of the project site bounded by Holt Boulevard, Euclid Avenue, "B" Street and Sultana Avenue (Table III-2-A). The remaining portions of the project area had Tier determinations (local designation) approved July 27, 2004 by Planning Commission, also shown in Table III-2-A. All eligible historic resources located within the project which do not front on Euclid Avenue will be demolished as a part of the project and have been analyzed for demolition under previous CEQA documents and per the City's Historic Preservation ordinance. Tier I and II historic properties located along Euclid Avenue are proposed to be retained and rehabilitated/reused as a part of the project. Tier III properties and other non-historic structures located along Euclid Avenue may or may not be retained. A National Register application for Euclid Avenue has been approved at the state level and is being processed at the federal level. The City of Ontario Planning Department has also identified 112 and 200 N. Euclid Avenue as potentially eligible properties for National Register listing. The blocks within the project area located adjacent to Euclid Avenue are part of a proposed Downtown Historic District. The buildings located within the proposed district and included in Table III-2-A are considered by the City as the contributing structures to the proposed district.

Criteria for Determining Significance

Impacts related to cultural resources may be considered potentially significant if the proposed project would:

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- Disturb any human remains, including those interred outside of formal cemeteries.
- Cause a substantial adverse change in the significance of an historical resource, as defined in CEQA Guidelines § 15064.5.

Project Compliance with Existing Regulations

California Environmental Quality Act (CEQA)

CEQA Statutes Section 21084.1 and CEQA Guidelines Section 15064.5 define the term "historical resource" as a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources, a resource included in a local register of historical resources, or identified as potentially significant in an historical resources survey. Historic resources also include those resources that are listed or are eligible for listing on the National Register of Historic Places. Public agencies must evaluate all resources 50 years of age or older and treat any such resource as a potentially significant historic resource unless the preponderance of evidence demonstrates that it is not historically or culturally significant. The definition also includes any object, building, structure, site, area, place, record, or manuscript which a lead

agency determines to be historically significant or significant (regardless of age) in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record. As described in the Setting section above, many of the buildings within the project area and Euclid Avenue itself will be subject to these provisions within the law.

Secretary of Interior's Standards
The Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings are guidelines developed by the federal government to assist owners/developers in the preservation, rehabilitation, protection and maintenance of their historic buildings. Any work proposed on historic resources within the City of Ontario should follow these guidelines as set forth in Article 26, Section 9-1.2685 of the Historic Preservation Ordinance in the City of Ontario Development Code.

NRHP Criteria for Listing
The National Register's standards for evaluating the significance of properties were developed to recognize the accomplishments of all peoples who have made a significant contribution to the country's history and heritage. The criteria are designed to guide State and Local government, Federal agencies, and others in evaluating potential entries in the National Register. Euclid Avenue (within the right of way) has been nominated for National Register Listing. The City of Ontario Planning Department has also identified 112 and 200 N. Euclid Avenue as potentially eligible properties for National Register listing.

California Register of Historic Resources
The California Register of Historical Resources is an authoritative guide to identifying the State's historical resources. It establishes a list of those properties which are to be protected from substantial adverse change. An individual resource, district, or local landmark may be nominated for inclusion in the Register by a resident, a landowner, or a local government. The State Historic Resources Commission and the Office of Historic Preservation (SHPO) within the Department of Parks and Recreation administer California's historic preservation programs. The Commission will review each request, after providing the opportunity for affected property owners, local agencies, and interested persons to comment on the proposed listing, before determining whether to include the resource on the Register.

Historic Preservation Ordinance of the City of Ontario
The Historic Preservation Ordinance (Title 26 of the City of Ontario Development Code) contains criteria and procedures for the designation of historic resources, such as Historic Landmarks, Historic Districts, Architectural Conservation Areas and Automatic Designations. It identifies a set of criteria for determining if a potentially historic structure that is threatened by major modifications or demolition is a Tier I, Tier II or Tier III structure, with Tier I and II structures being of the highest historic value for preservation. The Ordinance establishes required mitigation measures and mitigation fees if major modifications or demolitions are approved. It

also contains guidelines for converting existing space within historic structures to other uses, and for new development of new buildings within historic districts or areas.

Downtown Ontario Design Guidelines
The Downtown Ontario Design Guidelines were adopted August 18, 1998 by the Ontario City Council. The proposed project is subject to these guidelines which provide a set of architectural, graphic, and lighting design principles to guide business owners, homeowners, city staff and the design community regarding the rehabilitation of properties within the downtown area.

Mills Act
The Mills Act allows reduced property taxes in return for the rehabilitation, restoration, and preservation of qualified historic property pursuant to California Government Code Section 50280 et. seq. The City's Historic Preservation Ordinance allows the City to enter into contracts with property owners of designated Historic Landmarks or contributing structures within a designated historic district for such purposes. Several individual structures within the Downtown project and all contributing structures within the proposed Downtown Historic District (once designated) would be eligible for Mills Act contracts.

Marks Historic Rehabilitation Financing Program
The Marks Historic Rehabilitation Act of 1979 has been enacted within Ontario to establish low interest, long-term loans to finance the preservation, restoration, and rehabilitation of historic resources. The proposed project site falls within the Downtown – Euclid Avenue Rehabilitation Area established for eligibility for such loans pursuant to Section 9-1.2647 of the City's Historic Preservation Ordinance.

Historic Preservation Trust Fund
The Historic Preservation Trust Fund was established by the City's Historic Preservation Ordinance. Loans and grants can be appropriated by the City Council from this fund to public agencies, nonprofit organizations and private entities to further conservation, preservation, restoration, and rehabilitation of historic resources within the City.

The City of Ontario General Plan (1992) contains many Goals and Policies that apply to the proposed project. The following are separated into their appurtenant General Plan Elements and are considered the most relevant to the project:

Hazards Element Goals and Policies
Policy 1.4: Consider the cultural and historic significance of buildings to be upgraded for seismic safety; avoid demolition or alteration of a building's historic character in retrofitting buildings for seismic purposes.

Community Development Element Goals and Policies
Goal DT-4: Improve, preserve, and maintain the cohesiveness and image of the downtown through careful design and coordination of new development and through the rehabilitation and redevelopment of older areas.

Goal DT-5: Achieve utilization of the land supply that maintains a solid tax base while respecting the area's cultural and historic resources.

Policy DT-11: Preserve, where feasible, buildings of historic or architectural value to the community.

Housing Element Goals and Policies
Policy 1.7: Through the Development Code, promote high quality site and architectural standards for all new residential, commercial, and industrial development within the City.

Design Considerations

The proposed project will be developed in keeping with the Downtown Ontario Design Guidelines and shall comply with the Historic Preservation Ordinance of the City of Ontario. The proposed project will also be designed to integrate historic and new structures and uses to the extent possible.

Environmental Impacts Before Mitigation
Threshold: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.

The area in which the proposed project will be located has been developed since the beginning of the City of Ontario in the 1880's; with buildings demolished and rebuilt repeatedly over time. However, in the unlikely event that construction activity reveals archaeological artifacts, mitigation measure 2 (MM Cultural 2) will reduce impacts to less than significant.

Threshold: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The area in which the proposed project will be located has been developed since the beginning of the City of Ontario in the 1880's; with buildings demolished and rebuilt repeatedly over time. However, in the unlikely event that construction activity reveals paleontological artifacts, mitigation measure 3 (MM Cultural 3) will reduce impacts to less than significant.

Threshold: Disturb any human remains, including those interred outside of formal cemeteries.

The area in which the proposed project will be located has been developed since the beginning of the City of Ontario in the 1880's; with buildings demolished and rebuilt repeatedly over time. However, in the unlikely event that construction activity reveals undocumented human remains, mitigation measure 4 (MM Cultural 4) will reduce impacts to less than significant.

Threshold: Impacts related to cultural resources may be considered significant if the proposed project would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5.

According to CEQA Guidelines Section 15064.5, a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a potentially significant effect on the environment. Direct substantial adverse change is defined as physical demolition, destruction, relocation, or alteration of the resource such that the historical significance of the resource and its eligibility for listing would be demolished or materially altered. Indirect substantial adverse change can occur if the immediate surroundings (e.g. infill development) occurs in such a way that the historic structure or district would lose its eligibility for listing. Section 15064.5 also states that a project that follows the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstruction of Historic Buildings or the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995) "shall be considered as mitigated to a level of less than a significant impact on the historical resource."

Portions of the 30.7-acre project area will be demolished and other portions will be altered in order to rehabilitate and revitalize the Ontario Downtown Civic Center. The objective of this project is not to destroy historically significant buildings and replace them, but rather to improve downtown's economic viability, provide housing and retain existing structures of historical significance through rehabilitation to the extent feasible, especially along Euclid Avenue. This can include removing layers of facades that currently cover the original and culturally significant façade. It can also include demolishing culturally insignificant buildings that provide no historical benefit to the community and replacing them with buildings designed in the fashion that is consistent with and respectful of the architectural character of adjacent historically significant buildings.

Since the exact disposition of each potentially historic structure located along Euclid Avenue has not been decided at this time, Thirtieth Street Architects, Inc. prepared an analysis of the following three redevelopment approaches for any existing structures (per City direction) along Euclid Avenue for consideration, information and pursuant to CEQA: Some recommended mitigation measures from this analysis have also been incorporated into the Proposed Mitigation Measures section below.

Action A - Reuse/Adaptive Reuse/Rehabilitation

This is the preferred redevelopment/reuse scenario per the City's Historic Preservation Ordinance and CEQA. This approach could include additions and modifications to update buildings to make them competitive in the marketplace (such as the installation of elevators to facilitate the use of upper floors) or alterations to accommodate possible use changes. All building modifications should be designed to comply with the Secretary of the Interior's Standards for Treatment of Historic Properties, the Historic Preservation Ordinance, and the Downtown Ontario Design Guidelines. In particular, modifications to street facing facades should be minimized unless alterations are based on sufficient evidence (photographic or physical) of original façade to ensure an authentic restoration. If modifications to historic resources comply with the above referenced standards, ordinances and guidelines, then impacts to the historic resources are considered less than significant. If modifications to historic resources do not comply with the above

referenced standards, ordinances and guidelines, impacts to the resources would be considered potentially significant and adverse.

Since most of these structures were constructed prior to the advent of modern building codes, most existing structures will not conform to current code requirements. Once a building has been locally designated, it is possible to utilize the State Historic Building Code (Chapter 32 of the California Building Code) to find relief from some current code requirements where strict compliance would result in the loss of the integrity of the historic resource. Table III – 2-B lists Unreinforced Masonry Building located within the project area.

Table III-2-B
Unreinforced Masonry Buildings Within the Project Area

Street Number	Direction	Street Name
109	East	B. Street
116	East	B. Street
108	North	Euclid Avenue
112-116	North	Euclid Avenue
130-132	North	Euclid Avenue
208	North	Euclid Avenue
214	North	Euclid Avenue
222-224	North	Euclid Avenue

Many of these structures are Unreinforced Masonry Structures (URM's) that do not meet current codes to resist earthquake forces. If the use of these structures is changed or intensified, the seismic retrofit of these structures will be required prior to obtaining an Certificate of Occupancy. The seismic retrofit of typical commercial brick vernacular structures generally includes the following elements:

- Install new plywood diaphragm at floors and roofs.
- Anchor floor and wall framing to masonry walls.
- Provide shear resistive element at front façade (required because of the usually large window openings). This normally involves the installation of a steel moment frame and concrete grade beam foundation behind the front façade.
- Add interior shear walls as required (usually plywood sheathed frame walls).
- Wall strengthening is normally not required dependent upon the ratio of the (unbraced) height of the unreinforced masonry walls to their thickness.

Costs of seismic retrofit vary due to the condition of the existing building, the height of the structures and the strength of the existing mortar, but a complete seismic retrofit usually costs about $12-$20 per square foot of building area. Normally, complete building rehabilitation including façade restoration and systems replacements costs about $55-$70 per square foot of building area, or a little more than half the cost of constructing

an equivalent new structure. If the appropriate rehabilitation standards are followed, impacts from rehabilitation would be less than significant.

Action B – Infill with New Development

Infill construction should be designed to meet the Downtown Ontario Design Guidelines, the City's Historic Preservation Ordinance and the Secretary of the Interior's Standards for the Treatment of Historic Properties, if demolition occurs or if there are existing missing buildings or vacant lots within the Euclid Avenue blocks. In particular, the design of an infill structure should respect the setback, scale, mass, pattern of fenestration, texture and detail of the adjacent structures and compliment the overall district. Costs for this type of new construction will be about $85 to $140 per square foot, as described in the previous section, or about 1.5 to 2 times the cost of rehabilitation. If the appropriate standards for new development within historic areas are followed, impacts from infill development would be less than significant.

Action C - Façade Retention with Demolition of the Balance of a Building or Demolition of an Entire Building

This option is not recommended by the City of Ontario's Preservation Ordinances nor does it comply with the Secretary of the Interior's Standards for Treatment of Historic Properties. The reason that this approach is not recommended is that it results in the loss of the entire resource except for the front façade. In many cases, the significance of a building is related to internal elements or spaces such as a unique interior stairway or ceiling (architectural significance) or a meeting hall that played a role during the development of the City such as a Masonic Temple (significance based on association with broad development patterns or local City founders). Since this approach does not meet local standards and the resource would be lost, this approach would result in potentially significant adverse impacts.

Some façade retention projects have been completed in southern California including Old Pasadena. If this type of approach is considered, the existing building façade should be accurately restored according to the Secretary of the Interiors Standards. Seismic strengthening of the front URM façade can be accomplished by anchoring the façade to a new steel moment frame that can be located directly behind the existing front wall. This new structural element can do double duty and also help support the new structure constructed behind the historic façade. This does not eliminate the resulting potentially significant impacts for loss of the structure, however.

Costs for façade restoration vary from about $150- $250 per square foot of surface area of façade for a typical 2 story brick commercial vernacular structure and would be about the same for a façade retention only project or a rehabilitation project. The cost of infill of a new structure behind a historic façade will generally cost about $110 to $130 per square foot or about 1.5 to 2 times the cost of rehabilitation.

Demolition of the entire structure is also not recommended by the City of Ontario's Historic Preservation Ordinance or the Secretary of the Interior's Standard for Treatment of Historic Properties. This approach results in the complete loss of the historic resource and can be particularly detrimental when dealing with an eligible or designated historic district such as Euclid Avenue. Loss of individual contributing structures have a subtractive affect on the significance and integrity of the potential district. The result may be a dilution of the potential district to the point that overall "sense of time and place" that helps define the place is no longer adequate to hold it together. That is why the retention of the entire structure when dealing with possible historic districts is so important. Since Euclid Avenue is a National Register Eligible Landmark maintaining the historic integrity of the structures along it is critical. Demolition of historic and contributing historic structures along Euclid Avenue would be significant and adverse.

Proposed Mitigation Measures (MM)

In order to reduce impacts to historic resources, the following mitigation measure shall be implemented:

MM Cultural 1: Prior to issuance of building permits, determination of the status of historical designation of each structure (e.g. eligible local landmark, National Register eligible, etc.) and proposed historic district within the project area shall be completed by City Planning Department staff and the Historic Preservation Commission and will require a Certificate of Appropriateness, as required in City Development Code. This following table shall be consulted in order to determine the mitigation measures required based on the status of historical designation. On the vertical axis, Table III-2-C lists the possible "status of historical designation" to which a property could be subject. The horizontal axis shows all the potential actions that could occur to each building in the project area and lists the appropriate mitigation measures required for each.

In order to reduce impacts to archaeological or paleontological resources, the following mitigation measures shall be implemented:

MM Cultural 2: Should any cultural and/or archaeological resources be accidentally discovered during construction, construction activities shall be moved to other parts of the project site and a qualified archaeologist shall be contacted to determine the significance of these resources. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented.

MM Cultural 3: If paleontological resources are identified during any excavations, construction activities shall be moved to other parts of the project site and a qualified paleontologist shall be contacted to determine the significance of these resources. If the find is determined to be significant, avoidance or other appropriate measures shall be implemented. One appropriate measure would include that a qualified paleontologist shall be permitted to recover and evaluate the find(s) in accordance with current standards and guidelines.

In order to reduce impacts associated with the discovery of human remains, the following mitigation measure shall be implemented:

MM Cultural 4: In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: (1) the County Coroner has been contacted and has determined that no investigation of the cause of death is required; and (2) if remains are of Native American origin, (a) the descendants from the deceased Native Americans have made a recommendation to the land owner of the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or (b) the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

Table III-2-C – Historical Assessment Mitigation Measures

STATUS OF HISTORICAL DESIGNATION:	***ACTION***			
	ACTION A: Restoration, Rehabilitation, Adaptive Reuse, Additions, Relocation	**ACTION B: Infill New Development**	**ACTION C: Demolition/Façade Retention Only**	**Level of Significance Following Mitigation**
Listed, or eligible for listing, on the National Register of Historic Places, California Register, City's List of Eligible Historic Resources as Tier I property, or a contributing structure in a Tier I City Eligible Historic District.	Comply with the "Secretary of the Interior's Standards for Treatment of Historic Properties" and the guidelines set forth in Section 9-1.2625(h) of the Ontario Development Code, Article 26: Historic Preservation. Comply with Ontario Downtown Design Guidelines. Obtain Certificate of Appropriateness from City of Ontario, if required.	Respect and compliment nearby historic structures in terms of setback, mass, scale and height. Comply with Ontario Downtown Design Guidelines. Comply with the "Secretary of the Interior's Standards for Treatment of Historic Properties" and the guidelines set forth in Section 9-1.2625(h) of the Ontario Development Code, Article 26: Historic Preservation.	*Tier I Properties*: should not be demolished or significantly altered under any circumstances pursuant to City of Ontario Development Code Article 26, Section 9-1.2633F.1. Prepare EIR or Focused EIR. Through EIR process, pay Historic Preservation Mitigation Fee determined by City Council. HABS/HAER Documentation Level I • Record drawings and site plan [1] • Archival quality large format photography • Written narrative, description and statement of significance. Obtain Certificate of Appropriateness from City of Ontario. Salvage of features and artifacts.	ACTION A or B: Less than significant following implementation of required mitigation measures. ACTION C: May remain significant following implementation of required mitigation measures.

[1] Floor Plan, Elevations, significant interior/exterior features.

STATUS OF HISTORICAL DESIGNATION:	**ACTION**			
	ACTION A: Restoration, Rehabilitation, Adaptive Reuse, Additions, Relocation	**ACTION B: Infill New Development**	**ACTION C: Demolition/Façade Retention Only**	**Level of Significance Following Mitigation**
Listed, or eligible for listing, on City's List of Eligible Historic Resources as Tier II property, or contributing structures in a Tier II City Eligible Historic District.	Comply with the "Secretary of the Interior's Standards for Treatment of Historic Properties" and the guidelines set forth in Section 9-1.2625(h) of the Ontario Development Code, Article 26: Historic Preservation. Comply with Ontario Downtown Design Guidelines. Obtain Certificate of Appropriateness from City of Ontario, if required.	Respect and compliment nearby historic structures in terms of setback, mass, scale and height. Comply with Ontario Downtown Design Guidelines. Comply with the "Secretary of the Interior's Standards for Treatment of Historic Properties" and the guidelines set forth in Section 9-1.2625(h) of the Ontario Development Code, Article 26: Historic Preservation.	*Tier II Properties*: demolition should be avoided pursuant to City of Ontario Development Code Article 26, Section 9-1.2633F.2. Prepare EIR or Focused EIR. Through EIR process pay Historic Preservation Mitigation Fee determined by City Council. HABS/HAER Documentation Level I (if National Register or California Register eligible) • See above for requirements. Level II (If locally eligible only) • Site plan.[2] • Archival quality large format photography. • Written narrative, description and statement of significance. Obtain Certificate of Appropriateness from City of Ontario. Salvage of features and artifacts	ACTION A or B: Less than significant following implementation of required mitigation measures. ACTION C: May remain significant following implementation of required mitigation measures.

[2] Floor Plan, Elevations, significant interior/exterior features.

STATUS OF HISTORICAL DESIGNATION:	***ACTION***			
	ACTION A: Restoration, Rehabilitation, Adaptive Reuse, Additions, Relocation	**ACTION B: Infill New Development**	**ACTION C: Demolition/Façade Retention Only**	**Level of Significance Following Mitigation**
Listed, or eligible for listing, on City's List of Eligible Historic Resources as Tier III property, or contributing structures in a City Eligible Historic District.	Comply with the "Secretary of the Interior's Standards for Treatment of Historic Properties" and the guidelines set forth in Section 9-1.2625(h) of the Ontario Development Code, Article 26: Historic Preservation. Comply with Ontario Downtown Design Guidelines. Obtain Certificate of Appropriateness from City of Ontario, if required.	Respect and compliment nearby historic structures in terms of setback, mass, scale and height. Comply with Ontario Downtown Design Guidelines. Comply with the "Secretary of the Interior's Standards for Treatment of Historic Properties" and the guidelines set forth in Section 9-1.2625(h) of the Ontario Development Code, Article 26: Historic Preservation.	Pay Historic Preservation Mitigation Fee per Resolution #2003-073 of $6.50/sq. ft., maximum $17,500. HABS/HAER Documentation Level III • Site plan.[3] • 35 mm photography. • Brief narrative. Obtain Certificate of Appropriateness from City of Ontario. Salvage of features and artifacts	ACTION A, B or C: Less than significant following implementation of required mitigation measures.

[3] Floor Plan, Elevations, significant interior/exterior features.

Summary of Environmental Project-Specific Effects After Mitigation Measures are Implemented

If listed and eligible for listing historic resources are retained, rehabilitated and adaptively reused, as is currently envisioned for the project and pursuant to the mitigation measures outlined above, potential significant adverse environmental effects to historic resources will be reduced to below the level of significance.

If Tier I, Tier II or historic resources deemed eligible for such designations are demolished or only façade retention is proposed, a significant adverse effect to historic resources would result with the need for a Statement of Overriding Consideration.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

With respect to historic structures such as those located along Euclid Avenue within the project area, adverse cumulative environmental impacts result from loss of multiple buildings within a potential or designated historic district to the extent that the integrity of the district and its historic significance is lost. The proposed project has the potential to cumulatively impact historic resources if contributing structures along Euclid Avenue are demolished. As stated above, if the proposed project rehabilitates existing contributing historic structures and designs appropriate infill structures on vacant lots or where non-contributing structures area demolished, all potential significant cumulatively adverse environmental effects to historic resources will be reduced to below the level of significance.

If historic resources are demolished or only façade retention is proposed to the extent that the integrity of the Euclid Avenue historic district is jeopardized, adverse cumulative impacts to historic resources would be considered significant with the need for Statements of Overriding Consideration.

3. Geology and Soils

Potential impacts from, (1) rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, (2) seismic-related ground failure, (3) landslides, (4) constructing on an expansive soil, or (5) having soils to support alternative waste disposal systems were all found to be less than significant, and therefore are discussed in Section II – Effects Found Not Significant, of this document.

The focus of the following discussion pertains to the potential impacts from strong seismic ground shaking, constructing on an unstable geologic unit or soil and windblown sand. The following acronyms represent the referenced documents or persons consulted in the references section of this document in preparation of the following section: AP Zone, USDA, OGP, OGP FEIR, OMC-2.

Setting

It is reasonable to assume that any portion of southern California is subject to earthquake damage. As shown on Figure HA-1, *Regional Faults* of the Ontario General Plan (1992), the City of Ontario is almost completely surrounded by known active, or potentially active earthquake faults. These faults are the San Jacinto, Chino, Cucamonga, San Andreas, Red Hill and Central Avenue faults. The closest known active faults are located less than ten miles from the City, but no known active faults are known to cross the City boundary (Figure III-5-1, *Generalized Geologic Map).* The Cucamonga Fault Zone is located approximately 5.6 miles north of the project site and the Elsinore Fault Zone is located approximately 6.7 miles south of the project site.

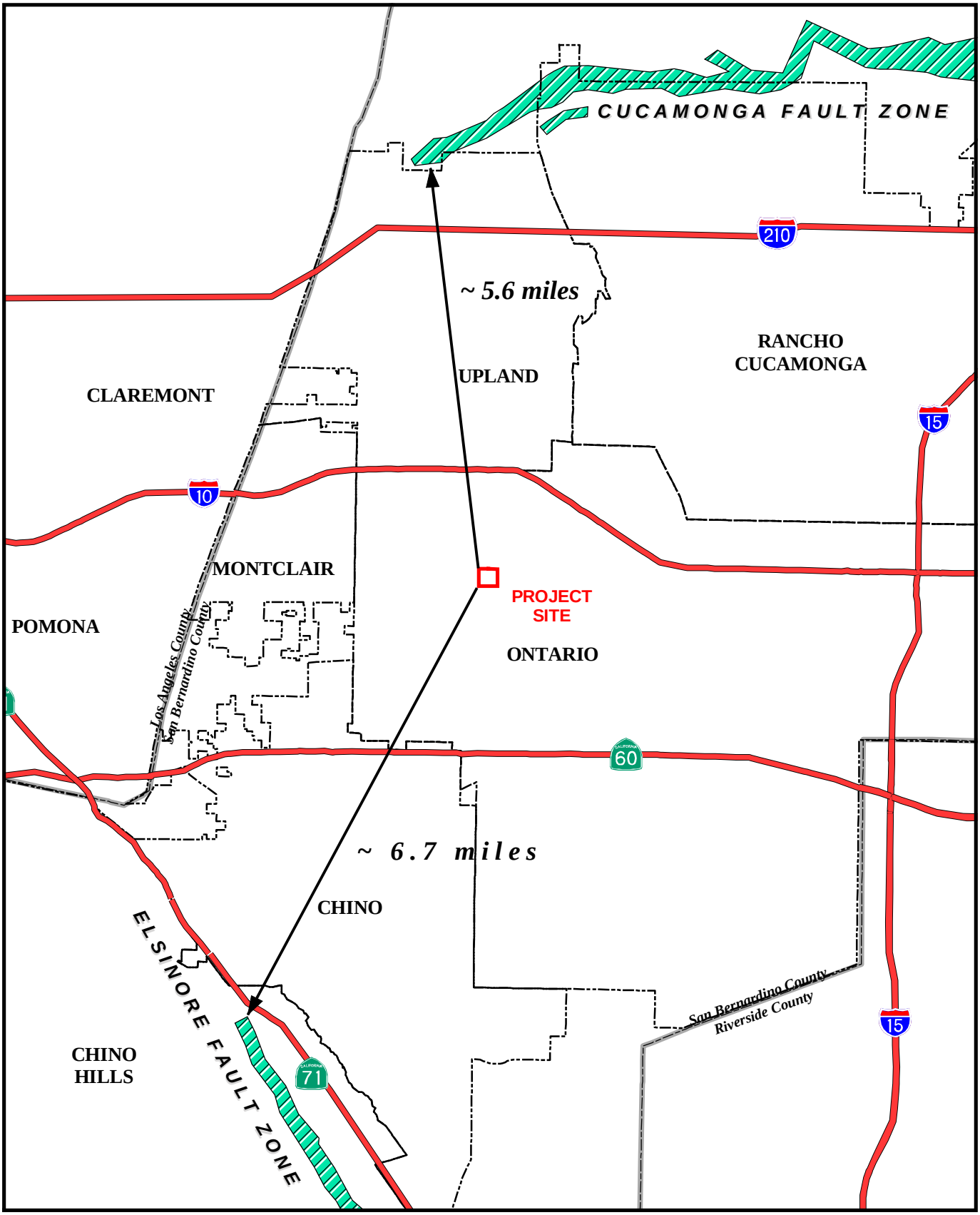
As stated in the City's General Plan, the City of Ontario is situated on an alluvial fan composed of unconsolidated coarse to medium-grained soil. This loosely compacted, silty, sandy, alluvial soil has properties that would magnify the effects of ground shaking. Therefore, an earthquake could potentially cause considerable damage to structures, pipelines and roadways in Ontario.
The Soil Survey of San Bernardino County, Southwestern portion (1980) identifies the mapped soil type within the project boundary as Tujunga loamy sand (TuB), 0 to 5 percent slopes (Figure III-5-2, *Soil Types)*. This soil type features excessively drained soils on alluvial plains and flood plains. Characteristically, runoff is slow and the potential for erosion is slight. Soil textures range from loamy sand at the top of the soil profile to gravelly coarse sand at 24 to 40 inches below ground surface (bgs) to sand from 40 to 60 inches bgs. Generally, loamy sand, gravelly coarse sand and sand soil textures do not exhibit expansive characteristics. In addition, the project site is not expected to experience liquefaction since it usually occurs where the groundwater table is within 50 feet of the surface; and the groundwater level in the area is estimated at 600 feet bgs. However, the unnaturally low level of groundwater may induce another condition called subsidence, local settling or sinking of the earth's surface. The risk of subsidence is reduced by aquifer recharge efforts by all water purveyors who take their water from the Chino Basin. There is no known recorded evidence of seismically-induced geologic instability within the project site.

The anticipated groundshaking generated by an earthquake presents a hazard to the structural

integrity of buildings. Some of the structures in the project area consist of unreinforced concrete masonry, which is less likely to withstand earthquake damage than newer buildings, which have been constructed per current building codes. If the use of these unreinforced structures is continued, seismic retrofit of these structures will be required prior to obtaining a Certificate of Occupancy.

According to Thirtieth Street Architects, historic structures architects who have analyzed the buildings within the project site, costs of seismic retrofit vary due to the condition of the existing building, the height of the structures and the strength of the existing mortar, but a complete seismic retrofit usually costs about $12-$20 per square foot of building area. Normally, complete building rehabilitation including façade restoration and systems replacements costs about $55-$70 per square foot of building area, or a little more than half the cost of constructing an equivalent new structure. See Section III-2, *Cultural Resources* of this document for related information.

A hazard that is unique to the alluvial plain on which the City of Ontario is located is blowsand, or loose topsoil blown fast and far by the Santa Ana winds that come from the high desert beyond the San Gabriel Mountains. The City of Ontario is subject to high winds between September and April. Airborne loose topsoil, especially sandy material, impairs visibility and becomes a general nuisance to residents. Although the project site is not within a designated "Soil Erosion Control Area," the project may be conditioned to incorporate measures to reduce the amount of exposed soil.



Source: San Bernardino County GIMS Dept., 1987

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Figure III-4

Generalized Geologic Map

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

Ontario Downtown Civic Center Project

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Figure III-5 Soil Map

Criteria for Determining Significance

Impacts to geology and soils may be considered potentially significant if the proposed project would:

- Expose people or structures to substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking;
- Be located on a geologic unit or soil that is unstable or could become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- Result in substantial soil erosion or the loss of topsoil, including disruptive windblown sand.

Project Compliance with Existing Regulations

The Uniform Building Code (UBC) establishes regulations for the design of structures for things such as excessive damage related to seismic conditions. Building construction plans that are developed within the Ontario Downtown Civic Center project area will be required to comply with all applicable standards of the UBC.

Historic Preservation Code of the City of Ontario

The Historic Preservation Code (Title 26 of the City of Ontario Development Code) contains criteria and procedures for the designation of historic resources, such as Historic Landmarks, Historic Districts, Architectural Conservation Areas and Automatic Designations. It identifies a set of criteria for determining if a potentially historic structure that is threatened by major modifications or demolition is a Tier I, Tier II or Tier III structure, with Tier I and II structures being of the highest historic value for preservation. The Code establishes required mitigation measures and mitigation fees if major modifications or demolitions are approved. It also contains guidelines for converting existing space within historic structures to other uses, and for new development of new buildings within historic districts or areas.

Secretary of Interior's Standards

The Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings are guidelines developed by the federal government to assist owners/developers in the preservation, rehabilitation, protection and maintenance of their historic buildings. Any work proposed on historic resources within the City of Ontario should follow these guidelines as set forth in Article 26, Section 9-1.2685 of the Historic Preservation Ordinance in the City of Ontario Development Code.

Title 6, Chapter 12, *Control of Blowing Sand and Prevention of Soil Erosion by Wind* in the City's Municipal Code, requires a valid permit from the Building Department for any disturbance of land greater than one acre. The permit shall contain requirements of the permit

holder to prevent soil on said land from being eroded by wind and blown onto public roads or other public or private property by any reasonable means necessary.

The City of Ontario General Plan (1992) contains many Goals and Policies that apply to the proposed project. The following are separated into their appurtenant General Plan Elements and are considered the most applicable to the project:

Hazards Element Goals and Policies
Policy 1.2: Continue to inventory existing structures and identify those which are seismically unsound.

Policy 1.3: Correct seismic problems or as a last resort remove dangerous buildings.

Policy 4.3: Require that developers clear only "necessary" acreage during construction. Acreage cleared should reflect the prospect of development in the immediate future as well as the contractor's ability to control windblown dust during a high wind episode.

Policy 4.4: Incorporate mandatory dust control measures similar to those required by the County into the City Development Code, including: (1) pre-watering and 24 hour sprinkler irrigation on jobsites; (2) vegetative cover with temporary irrigation on idle lands after grading is complete; (3) watering with reclaimed water is encouraged.

Community Development Element Goals and Policies
Policy DT-2: Ensure a safe environment for downtown shoppers, workers, and residents.

As part of the project's standard compliance with the General Storm water Permit Associated with Construction Activities (Order No. 99-08-DWQ, or more recent version at time of construction), wind erosion best management practices shall be incorporated. "The SWPPP shall include a description of the BMP's to reduce wind erosion at all times, with particular attention paid to stock-piled materials (Section A.6.c.)."

Design Considerations
Other than compliance with the City of Ontario Development Code, and the most recent version of the UBC, the Historic Building Code and the Secretary of Interior Standards, the proposed project will not be designed to respond to geologic or soil conditions.

Environmental Impacts Before Mitigation

Threshold: The project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking.

The project proposes a maximum addition of approximately 1,000 new multi-family dwelling units into southern California, which is subject to frequent and sometimes devastating earthquakes. Compliance with UBC standards and mitigation measure MM Geo 2, below will

minimize potential detrimental impacts from earthquakes on new and renovated buildings to less than significant levels.

Threshold: The project would result in substantial soil erosion or loss of topsoil.

Existing regulation and mitigation measures to minimize the loss of soil via water-induced erosion is discussed in Section III-5, *Hydrology and Water Quality* of this document. The loss of soil from wind-induced erosion is discussed herein. Due to the proximity of existing residences and work places to the project site, the impact of windblown sand originating from any construction area within the project site could be a potentially significant nuisance and/or hazard to surrounding land uses. Therefore, with incorporation of the windblown sand regulations listed above, and mitigation measure MM Geo 1 listed below, impacts from substantial wind-induced soil erosion is reduced to a level below significant.

Threshold: The project would be located on a geologic unit or soil that is unstable or would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

The project would be located on a geologic unit that is potentially unstable. The potential instability arises from overdraft of the underlying groundwater aquifer, which could cause subsidence. Liquefaction is historically and currently sporadically present in the City of Ontario, however the extremely low groundwater table underlying this area of the City does not provide the necessary element of shallow groundwater to create liquefaction hazards during an earthquake event.

The geologic unit is not expected to become unstable or subside (sink) as a result of the project, since downtown Ontario has been developed for over 100 years and no subsidence sites have become known within the area proposed for redevelopment. Impacts are considered less than significant through design of the proposed structures, and redevelopment of existing structures, using the most recent version of the UBC and mitigation measure MM Geo 2, below.

Proposed Mitigation Measures

In order to reduce impacts from erosion, geology and soils, the following mitigation measures shall be implemented:

1) **MM Geo 1:** To reduce impacts associated with erosion due to high winds, prior to construction, all development/redevelopment plans will apply for and adhere to the permit given by the City of Ontario and enforced by the Building Official found in Title 6, Chapter 12, sections 6-12.01 – 6-12.07. The permit lasts for one (1) year, therefore all construction lasting for a period of more than one calendar year from the date of issue will reapply for the permit and pay the annual fee of $250 plus $5 per acre for each acre over ten acres. The ordinance states that "reasonable measures and means" shall be used to prevent dust blowing off-site. Examples of reasonable means and measures that will be required of the project can be found in Section III-1, MM's Air 3, 5, 7 and 8. Additional measures may be required of the developer as a condition of the permit.

MM Geo 2: Prior to approval of all development plans in the Downtown Ontario Civic Center project area, site-specific geotechnical report(s) shall be submitted to the City of Ontario's Engineering Department for review and approval. The recommendations provided in the geotechnical report shall be incorporated into the design of the project, or portion of the project under construction to mitigate issues of geotechnical safety and potential hazards.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented.

All potential significant adverse environmental effects related to geology and soils are reduced to below the level of significance through implementation of the latest version of the UBC into project design and the proposed mitigation measures outlined above.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

As defined in Section 15355 of the CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. The only known proposed development within the vicinity of the proposed project is an office building to be located at the southeast corner of Holt Boulevard and Euclid Avenue. It is not known what, if any, other construction sites in proximity to the project site will be active at the time of construction of this project. Due to the fact that all construction in the City will be subject to the UBC, City inspections, and other standards that will reduce possible impacts from each development to less than significant levels; and due to the lack of other available construction sites immediately adjacent to the project site, cumulative impacts resulting from seismic activity, constructing on unstable soils, and blowsand are expected to be less than significant.

4. Hazards and Hazardous Materials

Potential impacts from the accidental release of hazardous materials into the environment, constructing near a private airstrip, and exposing people to the risk of wildfire at an urban/rural interface are all considered less than significant and are discussed in the Effects Found Not Significant section of this document.

The following discussion is related to: 1) constructing on a site that is listed pursuant to Government Code 65926.5, 2) the routine transport, use or disposal of hazardous materials, 3) impacts from handling hazardous materials within one-quarter mile of an existing school, 4) potential impairment of an emergency response plan and 5) constructing within two miles of Ontario International Airport. The following acronyms represent the referenced documents or persons consulted in the references section of this document in preparation of the following section: OGP, OGP FEIR, DTSC-1, DTSC-2, EPA.

Setting

The project area is located between the streets of Euclid Avenue, Holt Boulevard, Sultana Avenue, "D" Street and includes 12 city blocks; each square block consisting of approximately 2.6 acres. Downtown Ontario was built over several decades from the 1880's through the 1950's. The first buildings were built near the railroad tracks at the historic intersection of Euclid Avenue and Holt Boulevard. The downtown area then grew north, away from the railroad. The buildings in the project area vary in age from recently constructed to historically significant representations of Turn-of-the Century design and therefore, have the potential to contain materials that have since been deemed harmful.

The former police station located near the intersection of "B" Street and Plum Avenue contains a police car fueling station. The fueling station may or may not be removed as part of the proposed project, depending on whether the police station site will be retained as a "satellite" station.

As shown in Figure HA-5 of the City of Ontario General Plan, Euclid Avenue and Holt Boulevard, which abut the project area on the western and southern boundaries, are designated "evacuation routes."

Ontario International Airport occupies 1,700 acres approximately 1.5 miles southeast of the project area. As of March 2004, the airport supported a total of 588,126 passengers on scheduled and chartered domestic and international flights. The airport has a maximum capacity of 10 million annual passengers; approximately 60% more than the current average of 6.5 million annual passengers. The airport also has 26 gates that support 13 commercial airlines and 11 cargo carriers that transported approximately 571,892 tons of cargo during 2003. Also during 2003, the airport supported a total of 146,413 landings and take-offs (all aircraft), which is approximately 400 landings and take-offs per day. According to the City of Ontario General Plan, the project site is not within a designated "air safety zone" or "Airport Environs Action Area", although a fatal crash in 1997 involving a twin-engine Piper Navajo carrying cargo occurred near John Galvin Park, which is completely beyond the "safety zones."

The California Department of Transportation Airport Land Use Planning Handbook, January 2002, (the Handbook) is an adopted handbook that provides consistency guidance for development of airports and surrounding areas. Safety Compatibility Zone 6, within which the proposed project site is located, includes areas that generally have a low likelihood of accident occurrence at most airports. The Handbook identifies residential uses as allowable in this zone as are most nonresidential uses except, for example, stadiums or other uses which have very high concentrations of people. Uses that the Handbook recommends to avoid in this zone include children's schools, large day care centers, hospitals, and nursing homes. These uses are not proposed as a part of this project nor are they anticipated in future projects within the zone.

City of Ontario, through the Development Director's office, is involved in and updated regularly about the Ontario Airport Master Plan Study. Los Angeles World Airport (LAWA) is working closely with the City of Ontario to ensure that City concerns and projects, such as the Downtown Civic Center Project, are considered during the development of the Ontario International Airport master plan. Public review and comment will occur on the plan prior to and during the environmental analysis for the Airport Master Plan Study so that community concerns and projects can be included in that effort. For more information about the airport master planning process, see LAWA's website: www.ontmasterplan.org.

Another consideration is the recently enacted Assembly Bill 2776, which amended Section 11010 of the Business and Professions Code and Section 1102.6, 1103.4 and 1353 of the Civil Code, relating to aviation. This bill changed buyer notification requirements for residential projects around airport. According to the new law, any person who intends to offer residential property for sale and lease within an *airport influence area* is required to disclose that fact to the person buying the property. Assembly Bill 2776 (AB 2776) took effect January 1, 2004. As the proposed Ontario Downtown Civic Center Project is located within two (2) miles of Ontario International Airport and within Safety Compatibility Zone 6, these notification requirements will apply to the project.

The site is located outside of the current 65 dBA CNEL contour for Ontario International Airport. Impacts from airport-generated noise to the project site are discussed in Section III.7-Noise, of this document.

In order to determine if the project area is located on a known hazardous waste site, a search of Federal, State and local environmental databases has been performed for all properties within the project boundary. The databases searched include:

- Hazardous Waste Information System (HAZNET) is a database of information extracted from the copies of hazardous waste manifests received each year by the California Dept. of Toxic Substance Control.
- Hazardous Substance Storage Container Database (HIST UST) is a historical listing of UST sites.
- Facility Inventory Database (CA FID UST) contains a historical listing of active and inactive underground storage tank locations from the State Water Resources Control Board.

- California Hazardous Material Incident Report System (CHMIRS) is a database maintained by the State of California's Office of Emergency Services (OES) and contains information on reported hazardous material incidents (accidental releases or spills).
- Leaking Underground Storage Tank Information System (LUST) is a database maintained by the State Water Resources Control Board (SWRCB) and contains an inventory of leaking underground storage tank incidents.
- Spills, Leaks, Investigations and Cleanup (SLIC) with the Regional Water Quality Control Board oversees activities at non-UST sites where soil or groundwater contamination have occurred. Many of these sites are former industrial facilities and dry cleaners, where chlorinated solvents were spilled, or have leaked into the soil or groundwater.
- Underground Storage Tank Information System (UST) is a database maintained by the SWRCB and contains information on active UST facilities gathered from local regulatory agencies.
- Resource Conservation and Recovery Information System (RCRIS) is a database maintained by the Environmental Protection Agency and contains selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

The above referenced regulatory lists meet the requirements of Government Code Section 65962.5 as required to be addressed by CEQA.

More than twenty-five Phase I and/or Phase II Environmental Site Assessments were prepared for the project area; each analyzing a specific building or cluster of buildings and parking areas. A listing of these reports is found below in Table III-4-A. The information contained in these 25 reports is the basis for the information used in the analysis of this Section. Table III-4-B shows all Listed hazardous sites within the proposed project boundary.

Table III-4-A
Evaluation of Phase I Environmental Site Assessments*

Reference Number*	Address	APN	Type of Report	Further Analysis Needed?	Database List	Environmental Hazard / Structure Status
1	330 East "B" Street, Ontario CA 91621	1048-543-05	Phase I	No	--	Building demolished
2	412 East B Street	1048-544-17	Phase I	Yes	--	Asbestos / Lead based paint
3	123 North Sultana Ave.	1048-544-13	Phase I	No	--	Building demolished
4	127 North Sultana Ave.	1048-544-04	Phase I	No	--	Building demolished
5	121 North Sultana Ave.	1048-544-06	Phase I	Yes	--	Asbestos / Lead based paint
6	311, 313, 315, 317, 319 East Holt Blvd.	1048-534-08	Phase I	No	--	Building demolished
7	303 East Holt Blvd.	104-854-310	Phase I	No	HAZNET	Buildings demolished with lead-based paint and asbestos-containing materials abated.
8	200 North Euclid Ave.	1048-552-11 and -12	Phase I	Yes	--	Asbestos / Heating Oil fill pipe staining
8a			Phase II	Yes, for asbestos	--	No further environmental hazard from area around fill pipe. Asbestos materials still present.
9	122 North Cherry Ave.	1048-544-15	Phase I	No	--	No environmental hazard.
10	118 North Cherry Ave.	1048-544-16	Phase I	No	--	Building demolished
11	325 East Holt Blvd.	1048-543-07	Phase I	No	--	Building demolished
12	324 East B Street	1048-543-04	Phase I	Yes	--	Asbestos / Lead based paint
13	402 East B Street	1048-544-01	Phase I	No	--	Building demolished
14	138 North Euclid Ave.	1048-553-01	Phase I	No	--	No environmental hazard.
15	408 East B Street	1048-544-17	Phase I	No	--	Building demolished
16	117 North Cherry Street	1048-543-06	Phase I	No	--	Building demolished
17	302 East B Street	1048-543-01	Phase I	No	--	No environmental hazard.

Reference Number*	Address	APN	Type of Report	Further Analysis Needed?	Database List	Environmental Hazard / Structure Status
17a**			Underground Storage Tank Closure	No	--	No further environmental hazard.
18	316 East E Street	1048-551-83	Phase I	No	--	No environmental hazard.
19	316 East E Street	104-855-103	Phase I	Yes	--	Asbestos
20	418, 420, 422, 428 East B Street	1048-544-04	Phase I & II, Confirmation Soil Sampling Report	No	RCRIS-SQG, FINDS, HAZNET, San Bernardino County Permit	Building at 428 East B Street was demolished. Buildings at 418, 420, 422 E. B Street pose no environmental hazard.
21	121 North Sultana Avenue	1048-544-06	Phase II	No	--	No environmental hazard.
22	200 North Euclid Avenue	1048-552-11 and -12	Phase II	No	--	No environmental hazard.
23	330 East B Street and 117 and 123 North Cherry Avenue	1048-543-05, -06 and 1048-544-16, -15	Phase II	No	--	No environmental hazard.
24	405 and 425 East Holt Boulevard	1048-544-10, -07	Phase II	No	405 E. Holt Blvd: CA FID UST, San Bernardino County Permit, RCRIS-SQG, HAZNET	No environmental hazard.
25	305 and 307 East Holt Boulevard	1048-543-09	Phase I/ Phase II	No	--	Building demolished

* A detailed list of the Phase I studies referenced appears in the References section of this EIR.
** When the building was demolished in 2003, undocumented underground petroleum storage tanks were discovered and removed.

Table III-4-B
Listed Sites Within the Project Boundary

Reference Number to Table III-4-A (if applicable)	Name & Address	List	Reason for Listing	Significance
7	Bildtex Specialties, 303 East Holt Blvd.	HAZNET	Tank bottom wastes (liquids removed in the process of removing two USTs in 1995).	A 280-gallon waste oil UST and a 500-gallon UST were removed from the property in 1995 with no further action warranted. Buildings have been demolished. No further environmental hazard.
20	Rapps Automotive, 428 East B Street	RCRIS-SQG, FINDS, HAZNET, San Bernardino County Permit	Small quantity generator, unspecified aqueous solution, special handler.	Building was demolished with clearance for redevelopment. No further environmental hazard is expected.
24	B&G Plaza, 405 East Holt Blvd.	HAZNET	Waste oil and mixed oil.	Low-level concentrations of petroleum hydrocarbons and gasoline do not warrant cleanup. No volatile organic compounds were detected in any of the soil samples during the Phase II ESA. In addition, the low-level concentrations of petroleum hydrocarbons on the property next door at 425 E. Holt Blvd. do not warrant cleanup. Therefore, no further assessments of either of the former gas station sites appear to be warranted.
24	A1 Auto Truck Muffler and Repair, 405 East Holt Blvd.	RCRIS-SQG, FINDS	Small quantity generator.	
24	A-1 Auto Repair, 405 East Holt Blvd.	San Bernardino County Permit	Special generator, State mandated facility service fee.	
24	California Medical Clinic, 405 East Holt Blvd., Suite E	HAZNET	Photochemicals, photoprocessing wastes (alkaline solution with metals).	
24	EBE Auto, 405 East Holt Blvd.	CA FID UST	Active underground storage tank location.	
City of Ontario City Hall, 303 East B Street		HAZNET	Off-specification, aged, or surplus inorganics.	No violations are known for this site. This site does not appear to be of immediate environmental concern to the project.
City of Ontario Redevelopment Agency, 117/121 East Holt Blvd.		HAZNET	Tank bottom waste (from removal of tanks from previous gas station that occupied the site.)	The tanks have been removed and the wastes disposed. No further environmental hazard is present.

Reference Number to Table III-4-A (if applicable)	Name & Address	List	Reason for Listing	Significance
City of Ontario Police Refueling Station, 200 North Cherry Avenue		CHMIRS, LUST, HAZNET, CA FID UST, HIST UST	Muriatic acid, gasoline from tank closure, photochemicals/ photoprocessing waste, unleaded gasoline from a tank.	The leaking tank is listed as soil-only and leak being confirmed, indicating that the extent of contamination has not yet been fully delineated but that groundwater is not involved. Neither this listing, nor the others appear to indicate an immediate threat to the project.
City of Ontario Fire Dept. Station No. 1, 425 East B Street		HAZNET, CA SLIC, HIST UST, CA FID UST, San Bernardino County Permit	Waste oil and mixed oil, soil SLIC, waste oil and diesel fuel, aqueous solution with less than 10% total organic residues, active underground storage tank, special handler.	There is no indication of a release from the USTs. The site is on the SLIC database as having had a release of TCE at an unspecified time in the past. The current status of the release is Closed, and it is listed as soil-only. This site does not appear to pose a threat to the project.
Firestone Plus/ Arcadian Firestone, 206 East B Street		San Bernardino County Permit, HAZNET	Special handler, waste oil and mixed oil.	Waste oil from standard services provided by the occupants does not present a significant threat to the project.

Criteria for Determining Significance

Impacts from hazards and hazardous materials may be considered potentially significant if the proposed project would:

- Be listed as a site on a list compiled pursuant to Government Code Section 65962.5
- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Emit hazardous emissions or handle hazards or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school site.
- Be located within an airport land use plan or where such a plan has not been adopted, within two (2) miles of a public airport, and would result in a safety hazard for people working or residing in the project area.

- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

Project Compliance with Existing Regulations

The County of San Bernardino Department of Environmental Health oversees closure, removal and cleanup of underground storage tanks (i.e. the police fueling station). The City of Ontario Police Department, in cooperation with the City of Ontario Fire Department Hazardous Materials Division, would act as the responsible governmental agency for removal and cleanup of the police fleet refueling station, if it were removed.

The California Department of Toxic Substances Control (DTSC) is responsible for the monitoring and control of hazardous materials throughout the State. Identification, removal and/or remediation of all potentially hazardous materials found on site shall be handled pursuant to applicable provisions of California law as required by DTSC. Locally, the San Bernardino County Fire Department Hazardous Materials Division, and the City of Ontario Fire Department Hazardous Materials Division are responsible for working with the state to identify, permit, and monitor the clean up of all hazardous materials within their jurisdictions.

The City of Ontario maintains a Household Hazardous Waste and Oil Recycling Program that allows residents to take their household hazardous waste to a collection center free of charge. The household hazardous waste center accepts the following household hazardous wastes from residents: motor oil and oil filters, chemical drain cleaners, auto and household batteries, auto and furniture polish, household cleaners, pool and hobby supplies, weed killers, pesticides and fertilizers, paints and paint thinner. The Household Hazardous Waste Collection Center is located at Fire Station #3, 1408 East Francis Street. Future tenants of the Downtown Civic Center will be notified, as all residents of the City are notified, of the availability of this service.

Design Considerations

The proposed project does not include specific design considerations to avoid or reduce potential impacts related to hazards or hazardous materials. The proposed development, and all structures and roads within it, will be designed to meet Fire Department emergency access requirements and will not interfere in any way with emergency evacuation or response plans.

Environmental Impacts Before Mitigation

Threshold: The project site is listed as a site on a list compiled pursuant to Government Code Section 65962.5

As indicated in Tables III-4-A and III-4-B, there are 7 sites with Environmental Site Assessments (ESAs) that are listed on a hazardous material database and 6 sites without ESA's for a total of 13 sites listed on some type of environmental regulatory database within the project boundary.

Based on the information in Tables III-4-A and III-4-B, above, although some of the properties within the project site are listed on a regulatory database, the significance of those sites is considered less than significant with mitigation measures MM Haz 1, 2, 3, 4, 5, 6 and 7 implemented.

Threshold: Create significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The most apparent hazard existing within the project site is harmful asbestos that was used prior to 1976 in building insulation, roofing materials, and construction adhesives. If this type of asbestos is crumbled and broken into airborne particles, it can lodge in the deepest parts of the lungs and cause permanent breathing difficulties.

The second prominent hazard in the project area is lead-based paint, which was banned in 1978. Lead exposure through ingestion and inhalation may cause a range of health effects, from behavioral problems and learning disabilities, to seizures and death. Children 6 years old and under are most at risk, because their bodies are growing quickly. Research suggests that the primary sources of lead exposure for most children are: (1) deteriorating lead-based paint; (2) lead-contaminated dust; and (3) lead-contaminated residential soil. The hazard that threatens adults from lead-based paint exposure is breathing lead dust while renovating painted surfaces.

Since the proposed project includes demolition of and/or work on buildings that contain asbestos and/or lead-based paint (Table III-4-A), and the clean-up and removal of known and undocumented oil tanks and petroleum hydrocarbons, the project will handle/dispose of hazardous materials. The total volume of asbestos-containing materials and lead-based paint is unknown at this time. Many workers and residents will be living and working in and around the project site while demolition of, or work on, pre-1978 buildings is underway. If hazardous materials are not handled properly pursuant to State and local laws and ordinances, or if mitigation measures below are not implemented, potential significant impacts to workers and residents could result.

Threshold – The proposed project will emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school.

As shown on Figure III-10 from Public Services section, a private elementary school located in the 300 block on West D Street is within one-quarter mile of the project boundary. In addition, Central Elementary School is located just over one-quarter mile away at 415 East 'G' Street. Since the proposed project includes demolition of and/or work on buildings that contain asbestos and/or lead-based paint, and the potential clean-up and removal of the underground tank at the police refueling station and any undocumented tanks, the project will handle/dispose of hazardous materials within one quarter mile of a school. The total volume of asbestos-containing materials and lead-based paint is unknown at this time. If hazardous materials are not handled pursuant to State and local laws and ordinances, or if mitigation measures below are not implemented, potential significant impacts could result related to school proximity.

Threshold – The proposed project would be located within an airport land use plan, or where such a plan has not been adopted, within two miles of an airport, and will therefore create a hazard to persons working or living in the project area.

The proposed project is within two miles of Ontario International Airport, however it is not within the City's General Plan-designated "Airport Environs Area," and therefore beyond the boundary of the authority of the Land Use Plan. The project site is approximately 1 mile northwest of the "Approach Safety Zone" and "Runway Protection Zone," therefore the risk of a plane crash is always present, but it is not expected to pose a potentially significant threat to the persons living and working in the proposed developments.

The Public Utilities Code, Section 21659 prohibits structural hazards near airports. Structures, including cranes during construction, should not be at a height that will penetrate any airport imaginary surfaces. To ensure compliance with the Federal Aviation Regulation, Part 77, *Objects Affecting Navigable Airspace,* a Notice of Proposed Construction or Alteration (Form 7460-1) filed with the FAA may be required. As stated on the Federal Aviation Administration (FAA) website, "in administering Title 14 of the Code of Federal Regulations CFR Part 77, the prime objectives of the FAA are to promote air safety and the efficient use of the navigable airspace." http://www.faa.gov/ats/ata/ATA400.oeaaa.html Airspace protection deals with limiting obstructions to flight. As part of the FAA Part 77 regulations, height restrictions are imposed around the airport. The standards apply to existing and new buildings, construction equipment, natural objects such as trees, and natural terrain. The impenetrable imaginary conical surface at the site location is 1102 feet and the elevation of the project site is 980 feet. This means no building or structure can exceed 122 feet above the elevation of the Downtown Civic Center project area. The tallest proposed buildings are 3 to 5 stories, or less than 60 feet. Project construction equipment, if it exceed 122 feet in height, would require Form 7460-1 to be filed. Although no new environmental impacts have been raised by this comment that are not already addressed through the Part 77 process, to alleviate future questions or issues on this matter, Mitigation Measure Haz 8 is included below.

Assembly Bill 2776 (AB 2776) took effect January 1, 2004. As the proposed Ontario Downtown Civic Center Project is located within two (2) miles of Ontario International Airport and within Safety Compatibility Zone 6, these notification requirements will apply to the project. Although required under AB 2776, to clarify that this requirement is mandatory for the project, Mitigation Measure Haz 9 has been included below.

Threshold – The proposed project would impair implementation of, or physically interfere with an adopted emergency response plan or evacuation plan.

The project site will be served by the City of Ontario Police Department, the City of Ontario Fire Department and Emergency Medical Services provided by the Fire Department. Although the proposed development, and all structures and roads within it, will be designed to meet Fire Department emergency access requirements and will not interfere in any way with emergency evacuation or response plans upon completion, during construction, access and traffic flow must

be specifically maintained on Euclid Avenue and Holt Boulevard, which are designated "evacuation routes." Access and traffic flow on Sultana Avenue and "D" Street must also be maintained or potential significant hazard to emergency response or evacuation plans could occur. Mitigation measure number 7, below, will reduce impacts to less than significant.

Proposed Mitigation Measures

In order to reduce impacts from hazardous materials, the following mitigation measures shall be implemented:

MM Haz 1: A comprehensive survey for asbestos-containing materials (ACM) that meets the requirements of the South Coast Air Quality Management District's Rule 1403 shall be performed by the City of Ontario on all buildings built prior to 1980 that are proposed to be altered or demolished. This mitigation measure shall apply to properties 2, 5, 8, 12, and 19 referenced in Table III-4-A and other properties listed in Table III-4-B that do not have a reference number. ACM shall be removed by a State-licensed asbestos abatement contractor prior to demolition or burning.

MM Haz 2: In order to reduce potential impacts related to lead-based paint exposure and/or disposal, and because it is not certain which buildings will be demolished, if any building identified in an Environmental Site Assessment (ESA) or if constructed in 1978 or earlier, than a lead-based paint survey shall be conducted. Buildings 2, 5, and 12 (Table III-4-A) have been identified as having lead-based paint, either through a previous ESA, or through a subsequent lead-based paint survey. Lead abatement and/or proper disposal shall be conducted by a qualified specialist.

MM Haz 3: For oil-stained areas in, and around Richard's Beauty College (200 N. Euclid Avenue) identified in the Phase I Environmental Site Assessment prepared by P & D Environmental Report No. 8 in Table III-4-A (June 18, 2003: Project No. 174717.0043), the City of Ontario shall be responsible for excavation and proper disposal of oil-stained concrete pads (since it was determined in the Phase II that soil underlying the concrete had not been significantly contaminated, though the stained pads remain).

MM Haz 4: In the event that construction reveals material believed to be hazardous waste, as defined in Section 25117 of the California Health & Safety Code, the developer shall contact the City of Ontario Fire Department Hazardous Materials Division and the County of San Bernardino Environmental Health Department. Excavation shall be stopped until the material has been tested and the presence of hazardous waste has been confirmed. If no hazardous waste is present, excavation may continue. If hazardous waste is determined to be present, the California Department of Toxic Substances Control shall be contacted and the material shall be removed and disposed of pursuant to applicable provisions of California law.

MM Haz 5: In the event that during alteration of an existing building hazardous materials are discovered, and that they are not removed as part of the building's rehabilitation, the building shall be placed on an appropriate hazardous materials database by the City of Ontario.

MM Haz 6: The underground tanks used at the old Police Facility have been removed and properly abated. If any underground tanks are discovered during construction, the developer, in coordination with the County Fire Department shall remove them. If above ground tanks are removed as part of this project, a replacement plan for at least one 500-gallon tank/fueling station to support City operations near the Civic Center should be implemented.

MM Haz 7: During construction, access from adjacent homes and businesses and two-way traffic flow must be specifically maintained on Euclid Avenue and Holt Boulevard, which are designated "evacuation routes" with detours and/or flagmen. Access and two-way traffic flow on Sultana Avenue and "D" Street must also be maintained with detours and/or flagmen to the satisfaction of the Ontario City Fire Department to mitigate hazards associated with emergency evacuation and access for emergency vehicles.

MM Haz 8: Structures within the project area cannot exceed 122 feet from the site elevation of 980 feet above sea level including temporary structures such as cranes used during construction.

MM Haz 9: To disclose to the buyer or lessee of subdivided lands within the Civic Center project of the proximity of this site to the Ontario International Airport as required by AB 2776, the City shall disclose, and ensure that the developer makes such disclosures, as required by law to all future buyers.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented.

All potential significant adverse environmental effects associated with hazardous materials and emergency evacuations will be reduced to below the level of significance identified for the project following implementation of the proposed mitigation measures outlined above.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented.

Adverse cumulative effects could result from the removal of asbestos, lead-based paints, contaminated soil, and underground tanks if all such activities within the project area were conducted simultaneously without proper mitigation.

Impairment of emergency plans could become cumulatively significant if non-project construction along Euclid Avenue, Holt Blvd., Sultana and 'D' Street was underway outside the project area during the construction phase of the proposed project. Exact construction dates of this and other projects along these streets are not known at this time, however maintaining traffic flow on these streets can eliminate such concerns.

All potential significant cumulatively adverse environmental effects will be reduced to below the level of significance following implementation of the proposed mitigation measures outlined above.

5. Hydrology & Water Quality

Potential impacts from, (1) significantly increasing erosion on- or off-site, (2) significantly increasing flooding on- or off-site through altering the existing drainage pattern, (3) exceeding the capacity of the existing or planned storm water drainage system, (4) otherwise substantially degrading water quality, (5) placing housing or structures within a 100-year flood zone, and (6) exposing people to a risk from levee or dam failure and risk of inundation by seiche, tsunami or mudflow were all found to be less than significant and they are discussed in Section II – Effects Found Not to be Significant of this document.

The following discussion will focus on potential impacts to surface and ground water quality, ground water supply and hydrology resulting from implementation of the proposed Ontario Downtown Civic Center redevelopment project. This evaluation includes proximity of the project to nearby surface water bodies, water quality standards, beneficial uses and regulations related to surface and ground water in the project area, and drainage patterns, in order to thoroughly assess the project's impacts to these parameters. The following acronyms represent the referenced documents or persons consulted in the references section of this document in preparation of the following section: CBOBMP, CRWQCB, OMC-1, SARB, SBCWQMP, SWRCB, WQR, PC-11 and PC-13.

Setting

The 30.7-acre site has been developed for residential and mixed land uses since Ontario's founding in the 1880s. Properties in proximity to the project have historically been used for irrigated agriculture. The buildings and landscaping currently on the project site receive their water from, and discharge their storm water runoff into an existing underground system of pipelines maintained by the City of Ontario Public Works Department. Storm water filtration structures are not currently present on the project site. As stated in the 2002 City of Ontario Water Quality Report, approximately 85% of the City's potable water supply comes from local ground water pumping of the Chino Basin aquifer. The remaining 15% comes from imported surface water supplied through the Metropolitan Water District of Southern California.

Storm water runoff from the project area migrates into a central pipeline located one block south of Holt Boulevard in East Transit Street, where it migrates east to Sultana Avenue. The storm drain system then goes south on Sultana Avenue, east on Emporia Street, south on Campus Avenue and southeast on Ontario Boulevard to the West Cucamonga Creek Flood Control Channel. Storm water entering this Channel flows south to the three Ely Recharge Basins on Philadelphia Street, which provide flood control and recharge functions. Discharge from this triple-basin system enters (year-round flows) into the main Cucamonga Creek Flood Control Channel that migrates south to the Santa Ana River/Prado Dam, where it helps to recharge ground water for Orange County (personal communication, Steve Wilson, 6/9/04).

Cucamonga Creek Channel ultimately becomes Mill Creek at Prado Dam, which is located within Reach 3 of the Santa Ana River. In addition, the project overlies the Chino II sub-basin of

the larger Chino Ground water Basin. As stated in the Water Quality Management Plan of the Santa Ana River Basin (Basin Plan), each of these Reaches and the Chino II sub-basin, except West Cucamonga Creek Channel and the Ely Basins, have numeric and/or narrative water quality objectives that are required to be met by the Santa Ana Regional Water Quality Control Board (SARWQCB). In addition, each Reach identified in the Basin Plan and the Chino II sub-basin have beneficial uses assigned to them (Table III-5-A). Beneficial uses are threatened or lost when the water quality objectives are violated. Figure III-6 shows the site location and its proximity to various surface water bodies.

Table III-5-A
Beneficial Uses for Nearby Surface Waters and Ground Water

Water Body	**Beneficial Uses**
SAR Reach 3	AGR, GWR, REC1, REC2, WARM, WILD, RARE
Cucamonga Creek Reach 1	GWR, REC1, REC2, LWRM, WILD
Mill Creek (Prado Area)	REC1, REC2, WARM, WILD, RARE
Prado Basin Wetlands	REC1, REC2, WARM, WILD, RARE
Chino II Ground water Sub-basin	MUN, AGR, IND, PROC

Definitions	
AGR	Waters are used for farming, horticulture or ranching. Uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.
GWR	Ground water recharge waters, used for natural or artificial recharge of ground water for purposes that may include future extraction, maintaining water quality, or halting saltwater intrusion in freshwater aquifers.
MUN	Waters used for community, military, municipal or individual water supply systems. Uses may also include drinking water supply.
IND	Waters for industrial service supply. These uses do not depend primarily upon water quality, and may include mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, and oil well repressurization.
PROC	Waters for industrial process supply. Uses are for industrial activities that are dependent upon water quality. Uses may include process water supply and all uses of water related to product manufacture or food preparation.
REC1	Water contact recreation waters, used for recreational activities involving body contact with water where ingestion of water is reasonably possible. Uses may include swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, and use of natural hot springs.
REC2	Non-contact water recreation waters, used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. These uses may include picnicking, sunbathing, hiking, beachcombing, and camping, boating, sightseeing and aesthetic enjoyment in conjunction of the above activities.
WARM	Warm freshwater habitat waters support warm water ecosystems that may include preservation and enhancement of aquatic habitats, vegetation, fish and wildlife, including invertebrates.

LWRM	Limited warm freshwater habitat waters support warm water ecosystems which are severely limited in diversity and abundance as the result of concrete-lined watercourses and low, shallow dry weather flows which result in extreme temperature, pH and/or dissolved oxygen conditions.
WILD	Wildlife habitat waters support wildlife habitats that may include the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.
RARE	Rare, threatened or endangered species waters support habitats necessary for the survival and successful maintenance of plant or animal species designated under the state or federal law as rare, threatened or endangered.

Surface Water Quality

The project site is located approximately 20 miles north of the Prado Basin, a large area of undisturbed, dense riparian wetland, and the largest wetland in Southern California. The Prado Basin was formed from the construction of Prado Dam, which was built to provide flood control and water storage for Orange County. Within Prado Basin, Orange County Water District (OCWD) manages approximately 465 acres of constructed wetlands. Water that contains nitrate in concentrations that may exceed water quality standards is diverted from the Santa Ana River (SAR), treated within the wetlands such that nitrogen levels are effectively reduced, and then is discharged back into the SAR. The Prado Basin wetland area is rich in both plant and animal life and serves as habitat for rare, threatened, and endangered species.

The SARWQCB has divided Cucamonga Creek Channel into two reaches: Reach 1 (Valley Reach) extends from the confluence with Mill Creek at Prado Dam to 23rd Street in the city of Upland; Reach 2 (Mountain Reach) extends from 23rd Street in the city of Upland to its headwaters in the San Gabriel Mountains (Basin Plan, 1995). Reach 1 is an improved rectangular or trapezoidal flood control facility along its entire length. Downstream of Reach 1, below Hellman Avenue where the Channel is renamed Mill Creek, it is natural and unimproved, and ultimately discharges to Prado Basin. Storm water from the proposed project will discharge into Reach 1 of Cucamonga Creek Channel. During the Rainy season (October 1 – May 31), flows in Cucamonga Creek Channel are dominated by storm water, while dry season flows consist of wastewater treatment facility discharges and urban runoff. Water quality in the channel at the project site is influenced by wastewater discharge, and runoff from urban and agricultural land use, including dairies.

Reach 1 of Cucamonga Creek Channel is listed on the Clean Water Act Section 303(d) list as impaired for high coliform count. To address this impairment, a total maximum daily load (TMDL), defined as the maximum pollutant load that a waterbody can receive and still attain water quality standards, is anticipated to be developed by the Santa Ana Regional Water Quality Control Board by the end of 2004. Until the TMDL is established, narrative water quality standards that are outlined in the Basin Plan and Table III-5-B apply.

Table III-5-B
Applicable Narrative Water Quality Objectives

Bacteria, Coliform	
REC-1	Fecal coliform: log mean less than 200 organisms/100 mL based on five or more samples/30 day period, and not more than 10% of the samples exceed 400 organisms/100 mL for any 30-day period
REC-2	Fecal coliform: average less than 2000 organisms/100 mL and not more than 10% of the samples exceed 4000 organisms/100 mL for any 30-day period.
Oil and Grease	
Waste discharges shall not result in deposition of oil, grease, wax or other materials in concentrations which result in a visible film or in coating objects in the water, or which cause a nuisance or adversely affect beneficial uses.	
Solids, Suspended and Settleable	
Inland surface waters shall not contain suspended or settleable solids in amounts which cause a nuisance or adversely affect beneficial uses as a result of controllable water quality factors.	

The most southerly portion of Cucamonga Creek Channel that has been renamed Mill Creek is also listed on the Clean Water Act Section 303(d) list as impaired for nutrients, pathogens, and suspended solids. The potential sources of these pollutants are agricultural operations and dairies in the upstream former agricultural preserve area (now planned as the New Model Colony). Mill Creek also has established numerical water quality standards, as listed in the Basin Plan and Table III-5-C.

Table III-5-C
Numeric Water Quality Objectives

Water Body	**Water Quality Objectives (mg/L)**						
SAR Reach 3	**TDS**	**Hardness**	**Na**	**Cl**	**TIN**	**SO_4**	**COD**
	700	350	110	140	10	150	30
Cucamonga Creek Reach 1	Numeric Water Quality Objectives have not been established, narrative objectives apply.						
Mill Creek	Numeric Water Quality Objectives have not been established, narrative objectives apply.						
Prado Flood Control Basin	Numeric Water Quality Objectives have not been established, narrative objectives apply.						
Chino II Ground water Sub-basin	**TDS**	**Hardness**	**Na**	**Cl**	**TIN**	**SO_4**	
	330	185	18	18	6	20	

Cucamonga Creek Channel/ Mill Creek discharges into Reach 3 of the Santa Ana River, which is also listed on the Clean Water Act Section 303(d) list as impaired for pathogens, which is expected to be a result of the upstream dairies.

Once construction of the proposed project is complete, it would contain multi-family residential dwelling units, retail space and office/academic space. Although construction would be complete, pollutants from these land uses that have the potential to impair receiving waters will continue to migrate into the storm drain system. The pollutants associated with these types of land uses are listed in Table III-5-D and categorized below:

Table III-5-D
Pollutants of Concern Summary Table

Pollutant Type	Expected	Potential	Listed for Receiving Water
Bacteria/Virus		R [1]	Mill Creek (Prado Dam), SAR Reach 3
Heavy Metals		I-C [2]	
Nutrients		I-C	Mill Creek (Prado Dam)
Pesticides	R/I-C	I-C	
Organic Compounds	R/I-C	I-C	Cucamonga Creek Reach 1
Sediments		I-C	Mill Creek (Prado Dam)
Trash & Debris	R/I-C		
Oxygen Demanding Substances			
Oil & Grease	I-C	R	
Other			

[1] "R" indicates pollutant generated by multiple family residential developments.
[2] "I-C" indicates pollutant generated by industrial/commercial developments that are assumed to equate to the proposed retail, office and academic space developments.

Sources of water quality degradation can be classified into point and non-point sources. Point sources are confined to point discharges to the soil, ground water, or stream systems. Examples include conventional wastewater and industrial discharges to streams or ponds, and leaking underground storage tanks. Non-point sources are broad discharges to soil, ground water and surface waters, such as land application of waste and fertilizers and atmospheric deposition of contaminants to the soil and water bodies. Non-point source pollution is considered to be the leading cause of water quality impairments in the State, as well as the entire nation (SWRCB, Nonpoint Source Program Strategy and Implementation Plan, 1998-2013, January 2000).

Non-point source pollution is not as quantifiable as pollution that is derived from point sources, since it occurs through numerous diffuse sources. Rain water, snowmelt, or irrigation water can pick up and transport pollutants as it moves across land or paved surfaces, and these pollutants may ultimately be discharged into streams, lakes, oceans and ground water. Urban areas are considered to substantially contribute to nonpoint source pollution in surface waters. As rainfall or irrigation waters intercept pollutants in the landscape, these pollutants may be transported in contaminated runoff and enter streams, lakes, and oceans. Pollutants associated with urban areas include fertilizers and pesticides used on urban landscapes; oil and grease from vehicles; brake pad residues and other pollutants associated with highway and parking lot runoff.

Ground Water Quality

Ground water is the water that is present below ground in saturated soil or rock materials. Ground water "recharge" occurs when water (e.g., from rain) infiltrates through the soil and enters the ground water reservoir. When ground water is pumped and extracted from the ground, it may be used for domestic, irrigation, and industrial purposes; consequently the quantity and quality of local ground water are important water resource issues. The project site is located over the Chino Ground water Basin. This ground water basin occupies approximately 235 square miles in the Upper Santa Ana River watershed. The SARWQCB recently adopted a Basin Plan Amendment that redefined the Chino ground water sub-basin boundaries and identified four management zones, including the Prado Basin Management Zone for regulatory purposes (Attachment to Resolution No. R8-2004-001). This Basin Plan Amendment also revised water quality objectives for nitrogen and total dissolved solids (TDS) for each management zone. The project site is within Management Zone 1. The Basin Plan Amendment must be approved by the State Water Resources Control Board (SWRCB) and Office of Administrative Law (OAL) before the new boundaries and objectives will take effect, and approval is expected by the end of 2004. For current regulatory purposes, the project site is located within the Chino II Ground Water Sub-basin (Figure III-6). Ground water under the project site is estimated to be at a depth of 600 ft below mean sea level and it flows in a southerly direction towards the Santa Ana River (OBMP PEIR, 2000). Ground water recharge occurs through direct percolation of precipitation, irrigation returns, and subsurface inflows (OBMP PEIR, 2000). Extraction primarily occurs through well extraction and subsurface discharge into the Santa Ana River.

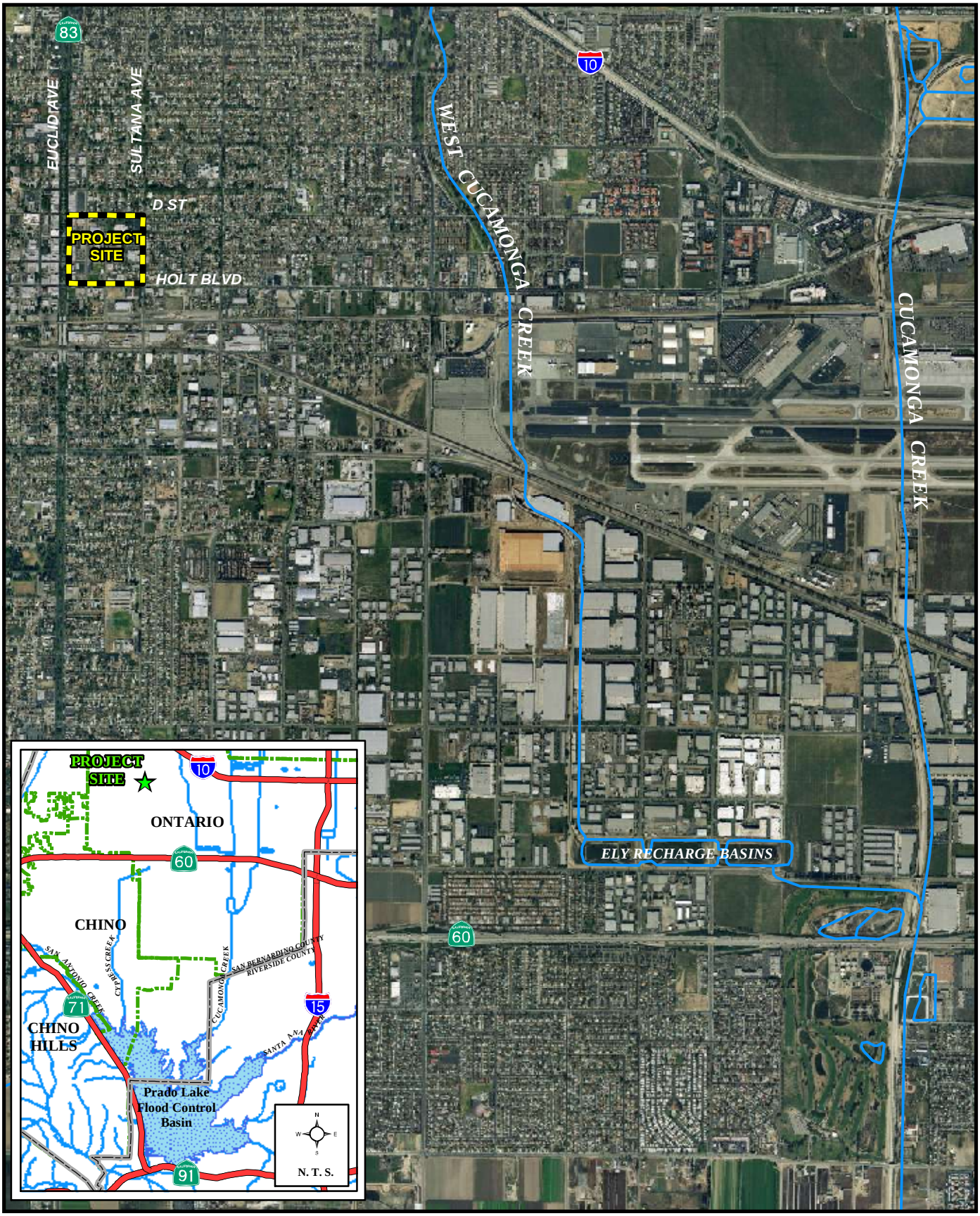
Over time, ground water quality in the lower Chino Basin has deteriorated due to historic agricultural use of the area. Ground water quality in portions of the Chino Basin exceeds Environmental Protection Agency (EPA) drinking water standards for nitrates and total dissolved solids (TDS), and exceeds water quality objectives listed in the Basin Plan for these constituents. In particular, the Chino Ground Water Basin south of SR-60 has elevated concentrations of TDS and nitrates. High nitrate concentrations in waters used for drinking can be toxic to human life, and infants are particular at risk and can develop "blue baby syndrome" (SARWQCB Basin Plan, 1995). The drinking water standard for nitrate (as NO_3) has been set at 45 mg/L. High TDS (salts) in drinking water has poor taste, and in irrigation water can negatively impact plant growth.

Other contamination of the groundwater basin occurs from point sources, such as industrial or military sites, that have released hazardous chemicals directly onto the soil. Over time these chemicals seep into the soil far enough to contaminate groundwater. Once in the groundwater, the hazardous chemicals migrate with the groundwater and create what are known as "plumes." The closest plumes within the groundwater basin to the proposed project site are a result of the historic use of chromium 6 and trichloroethylene (TCE) at the GE Flat Iron facility, located on State Street near Euclid Avenue. This site is down-gradient from the proposed project site and does not represent a direct threat to future residents. The TCE plume extends approximately 1.5 miles down-gradient from the source and has been monitored and remediated since the mid-1990's with extraction wells. The chromium 6 plume extends about three-quarters of a mile and is also under remediation through the use of extraction well processes.

Hydrology

The region has relatively flat topography that gently slopes to the south, towards the Santa Ana River. The project site is developed with streets, curb and gutter and a storm drain system to convey storm water ultimately to the Cucamonga Creek Flood Control Channel via West Cucamonga Creek and the Ely Recharge Basins.

Below the confluence of Cucamonga and Mill Creeks at Prado Dam, the channel is natural and unimproved. At the Cucamonga Creek and Mill Creek confluence below Hellman Avenue, flows for the 100-year storm event are approximately 32,000 cubic feet per second (cfs). Cumulative increases in flows within Cucamonga Creek Channel due to upstream urban development may cause erosion of the bed and bank of the unimproved Mill Creek.



Source: California Spatial Information Library, 2001

Figure III-6

Not to Scale

Area Hydrology

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

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Ontario Downtown Civic Center Project

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Criteria for Determining Significance

Impacts to water quality and local hydrology may be considered potentially significant if the proposed project would:

- During project construction, create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate storm water sewer system permit;

- After the project is completed, create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate storm water sewer system permit;
    - Includes: Discharge storm water so that one or more beneficial uses of receiving waters are adversely affected; and
    - Violate any other water quality standards or waste discharge requirements.

- Provide substantial additional sources of polluted runoff from delivery areas, loading docks or other areas where materials are stored, vehicles or equipment are fueled or maintained, waste is handled, or hazardous materials are handled or delivered, other outdoor work areas; or other sources;

- Substantially deplete ground water supplies or interfere substantially with ground water recharge such that there would be a net change in aquifer volume or a lower/raising of the local ground water table that would negatively impact the safe yield of the Basin;

- Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-or off-site.

Project Compliance with Existing Water Quality Regulations

The Porter–Cologne Water Quality Control Act §13000 directs each Regional Water Quality Control Board (RWQCB) to develop a Water Quality Control Plan (Basin Plan) for all areas within its region. The Basin Plan is the basis for each RWQCB's regulatory programs. The proposed project site is located within the purview of the SARWQCB (Region 8), and must comply with applicable elements of the region's Basin Plan, as well as the Porter-Cologne Water Quality Control Act, and the federal Clean Water Act.

In 1972, the Federal Water Pollution Control Act (Clean Water Act) was amended to prohibit the discharge of pollutants to waters of the United States unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The Clean Water Act focused on tracking point sources, primarily from waste water treatment facilities and industrial waste dischargers, and required implementation of control measures to minimize pollutant discharges. The Clean Water Act was amended again in 1987, adding Section 402(p), to provide

a framework for regulating municipal and industrial storm water discharges. In November 1990, the U.S. Environmental Protection Agency (USEPA) published final regulations that establish application requirements for specific categories of industries, including construction projects that encompass greater than or equal to 5 acres of land. The Phase II Rule became final in December 1999, expanding regulated construction sites to those greater than or equal to 1 acre. The regulations require that storm water and non-storm water runoff associated with a construction activity, which discharges either directly to surface waters or indirectly through municipal separate storm sewer systems (MS4s), must be regulated by an NPDES permit.

The San Bernardino County Flood Control District, as principal permittee under the County's MS4 permit (Order No. R8-2002-0012), has recently revised its Water Quality Management Plan (WQMP), which was approved by the SARWQCB and made available to the public starting June 1, 2004. The Model WQMP Guidance document supersedes the "Guidelines for New Development and Redevelopment," dated June 2000. The purpose of the new WQMP is to guide the Permittees that have land-use planning and development authority in the development and implementation of a program to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased pollutant loads and changes in hydrology. The City of Ontario enacted Chapter 6 of Title 6 of the City's Municipal Code ("Storm water Drainage System") pursuant to the authority conferred by Order No. 2002-0012 in order to prescribe regulations to effectively prohibit non-storm water discharges into the City's storm water drainage system.

The SARWQCB administers the NPDES permit program regulating storm water from construction activities for projects greater than one acre in size. The main compliance requirement of the NPDES permits is the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The purpose of a SWPPP is to identify potential on-site pollutants, identify and implement appropriate storm water pollution prevention measures to reduce or eliminate discharge of pollutants to surface water from storm water and non-storm water discharges. Storm water best management practices (BMPs) to be implemented during construction and grading, as well as post-construction BMPs, will be outlined in the SWPPP prepared for the proposed project. The project proponent will be required to obtain coverage under the General NPDES Permit for construction activities prior to site disturbance, and will need to meet San Bernardino County's requirements for new development that are specified in its Water Quality Management Plan (WQMP). Impacts other than water quality impacts that pertain to construction and grading are discussed in Section III-2, Air Quality and Section III-4, Geology and Soils. Examples of construction BMPs include: detention basins for capture and containment of sediments, use of silt fencing, sandbags, gravel bags, or straw bales to control runoff and identification of emergency procedures in case of hazardous materials spills.

Pursuant to San Bernardino County Flood Control District's MS4 permit (Order No. 2002-0012) of which the City of Ontario is a co-permittee, the project's Water Quality Management Plan would be required to:

- Incorporate and implement Site Design BMPs. Justification is required for any Site Design BMPs not incorporated into the Project.

- Incorporate and implement all Source Control BMPs, unless not applicable to the project due to project characteristics. Justification is required for any Source Control BMP not incorporated into the project.

- Either incorporate and implement Treatment Control BMPs, by including a selection of such BMPs into the project design; or participate in or contribute to an approved regional-based treatment program. Site Design and Source Control BMPs are required for projects participating in regional-based treatment programs.

- The combination of Site Design, Source Control, and/or Treatment Control BMPs or Regional-based treatment program must address all identified pollutants and hydrologic conditions of concern.

The City of Ontario General Plan (1992) contains many Goals and Policies that apply to the proposed project. The following is considered the most applicable to the project:

Infrastructure Element Goals and Policies
Policy 1.5: Preserve existing aquifer recharge areas.

Design Considerations
Other than meeting the requirements of relevant laws and regulations, the proposed project has not been designed with specific features related to hydrology and water quality.

Environmental Impacts Before Mitigation

Threshold: During project construction, create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate storm water sewer system permit (MS4);

During grading and construction operations, areas that are currently impervious or turfed will be exposed and disturbed. Those areas could become susceptible to wind and water-induced erosion, and subsequent sediment loss. According to the SARWQCB, active construction sites can contribute almost a 200-fold increase in the amount of sediment discharged to receiving waters as compared to grassland. Excess sedimentation in receiving waters contributes to water quality impairment and potential loss of beneficial uses. Therefore, construction sites greater than 1 acre in size are regulated under the State's General Permit for Construction Activities. This permit requires the discharger to eliminate or minimize sediments and other pollutants from discharging in storm water runoff from their construction sites, through appropriate best management practices (BMPs) implemented during and after construction. A sampling and analysis program must be established for construction activities which discharge storm water directly into a water body listed pursuant to Section 303(d) of the Clean Water Act, as impaired for sedimentation/siltation or turbidity. The proposed project will not discharge into a waterbody that is listed for these specific constituents. Therefore, during construction, a sampling and

monitoring plan for sedimentation is not required. However, a sampling and analysis program is still required during construction when one of the following instances occurs:

- Visual inspections indicate that there has been a break, malfunction, leakage, or spill from a BMP that could result in the discharge of pollutants in storm water; and/or

- Storm water comes into contact with soil amendments, exposed stockpiles of construction materials, or contaminated soils, and this storm water is allowed to discharge offsite.

Contained in the Phase I Environmental Site Assessments prepared for the project site (Section III-5, Hazards), it was noted that the site currently contains structures that contain asbestos and lead-based paint in their building materials. Demolition of the existing structures could potentially introduce pollutants into the environment which would subsequently be transported to receiving waters, if appropriate BMPs during construction are not implemented. These issues and suitable mitigation measures are discussed in the Hazards section of this EIR. On the other hand, if developments within the Project area implement appropriate BMPs in compliance with the General Construction Permit the threat of hazardous materials discharged into the storm drain system is considered less than significant.

During construction, storm water runoff from the project site will migrate to waterbodies that are currently in violation of their water quality standards. The City's MS4 permit (Order No. 2002-0012) states that, "…discharges from permittee's activities into waters of the U.S. are prohibited unless the discharges are permitted by a NPDES permit…" Since the project will obtain an NPDES storm water permit for construction activities and shall comply with the requirements of the permit, the project is in compliance with the City's MS4 permit related to construction activities. If a construction-phase SWPPP is not developed for each portion of the project under construction and/or the project proponent does not prepare a Master WQMP for the entire project area for submittal to the City of Ontario for review and approval, AND they do not incorporate controls required by the WQMP into the project design, potential significant individual and cumulative impacts to water quality could result.

Threshold: After the project is completed, create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate storm water sewer system permit; discharge storm water so that one or more beneficial uses of receiving waters are adversely affected; or violate any other water quality standards or waste discharge requirements.

The SARWQCB sets water quality standards for all ground and surface waters within its region in the Basin Plan (1995). Water quality standards are defined under the Clean Water Act to include the beneficial uses of specific water bodies, the levels of water quality that must be met and maintained to protect those uses (water quality objectives), and the State's antidegradation policy. Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife. Nineteen beneficial uses are recognized within the Santa Ana Region. Eleven beneficial uses have been designated for surface water bodies and ground water that

receive runoff from the project site (Table III-5-A). The project is not expected to have any measurable impact to REC1 and REC2 beneficial uses of receiving waters (Table III-5-A). West Cucamonga Creek Channel and Cucamonga Creek Channel Reach 1 are concrete lined and fenced to restrict access; therefore, REC1 and REC2 uses are extremely limited. Likewise, impacts to LWRM and WILD beneficial uses for Cucamonga Creek Channel will be negligible, as habitat function and value of West Cucamonga Creek Channel and Cucamonga Creek Channel is very limited and will not be altered as the result of development of the proposed project.

Only those narrative water quality objectives that are most likely to be relevant to the proposed project are listed in Table III-5-B. Water quality standards are attained when designated beneficial uses are achieved and water quality objectives are being met. The regulatory program of the SARWQCB is designed to minimize and control pollutant discharges to surface and ground waters within the region, largely through permitting, such that water quality standards are effectively attained.

Therefore, the San Bernardino County Flood Control District, acting as principal permittee, in cooperation with the County of San Bernardino and the incorporated Cities of San Bernardino County (including Ontario) recently adopted a NPDES permit and Waste Discharge Requirements for Area-Wide Urban Storm Water Runoff to regulate activities within their jurisdictions. Section XII.B of the permit requires a Water Quality Management Plan (WQMP) for all new development and significant redevelopment projects. The Cities who adopt this permit are allowed to develop their own unique WQMP template to address water quality and hydrology concerns within their jurisdiction. Subsequently, the City of Ontario has created a relatively stringent WQMP template and Guidance Document for minimizing impacts to receiving waters once construction is complete (i.e. post-construction /operational phase). If a construction-phase SWPPP is not developed for each portion of the project under construction and/or the project proponent does not prepare a Master WQMP for the entire project area for submittal to the City of Ontario for review and approval, AND they do not incorporate controls required by the WQMP into the project design, potentially significant individual and cumulative impacts to water quality could also result.

Threshold: Provide substantial additional sources of polluted runoff from delivery areas, loading docks or other areas where materials are stored, vehicles or equipment are fueled or maintained, waste is handled, or hazardous materials are handled or delivered, other outdoor work areas; or other sources.

The proposed project will develop new retail, office and academic space while retaining some existing non-residential space that will be rehabilitated as part of the project. These types of land uses generally require loading, delivery and storage areas that may pose a threat to water quality. As required by the County's MS4 permit issued by the SARWQCB, the project's WQMP would identify all potential pollutants and their sources and appropriate construction-phase and operational-phase BMPs implemented. If a construction-phase SWPPP is not developed for each portion of the project under construction and/or the project proponent does not prepare a Master WQMP for the entire project area for submittal to the City of Ontario for review and approval,

AND they do not incorporate controls required by the WQMP into the project design, potentially significant individual and cumulative impacts to water quality could also result.

Threshold: The project would substantially deplete ground water supplies or interfere substantially with ground water recharge such that there would be a net change in aquifer volume or a lowering/raising of the local ground water table level that would negatively impact the safe yield of the Basin.

The Chino Basin, in which the proposed project is located, is one of the largest ground water basins in southern California, with over 5,000,000 acre feet of ground water present (Program EIR for the OBMP, May 2000). This ground water source is important for supplying water for municipal, industrial, and agricultural uses. The Chino Basin Watermaster and Inland Empire Utilities Agency (IEUA) have developed a long-range water management plan for the Chino Basin (Optimum Basin Management Plan). This plan includes a comprehensive program that implements specific projects and regulatory requirements in order to effectively manage ground water quantity and quality in the Chino Basin. One basic premise of the OBMP is that there is an optimum level for the ground water table that translates into a "safe yield." Safe yield is defined as the amount of ground water than can be extracted (e.g., from the Chino Basin) without resulting in undesirable effects. Conversely, raising this optimum ground water level could cause negative effects as well.

The January 27, 1978 adjudication ("the Judgement") by the Superior Court of the State of California for the County of San Bernardino established all water rights in the Chino Ground Water Basin to control and regulate water pumped from the Basin in order to ensure that the source is utilized in an optimum manner. Each water producer, including the City of Ontario, is allowed a "base water right," which is simply a percentage of what can be safely pumped from the Chino Basin. Water producers can pump in excess of their base water right and either replenish the water or purchase water rights from other users. During the fiscal year 2001-2002, the City pumped a total of 32,601 acre-feet from the Chino Basin. Of that, the amount of water that the City could pump without being subject to a replenishment assessment was19,281 acre-feet. Therefore, the City was subject to replenishment costs for 13,320 acre-feet, representing 41% of the total produced. (1 acre-foot = 325,851 gallons. An acre-foot covers one acre of land, one-foot deep, and supplies two average southern California families for one year.) According to the Water Supply Assessment, the City's plans to have ultimate well production at 90,217 gpm, which includes all well replacements and installations.

Although the water purveyor extracts ground water beyond the City's base water right, and yet pays for adequate ground water replenishment, the Water Source Assessment prepared by the water purveyor assures service to the proposed land uses through a combination of water sources. (A detailed discussion of the WSA can be found in Section III-11-Utilities.) Therefore, no significant individual or cumulative negative impacts to aquifer volume or the ground water table are expected to occur with implementation of the proposed project.

The project site does not provide adequate space or suitable facilities to serve as a groundwater recharge area, since most of the site is impervious. Therefore, the proposed project would not

substantially interfere with groundwater recharge, since the same approximate area of imperviousness will remain after completion of the project.

Threshold: Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site.

Implementation of the proposed project would have negligible individual impacts to downstream channels that are not concrete-lined, since the project site is already developed and the change in impervious features is not expected to be substantial. However, in combination with downstream projects that would discharge into Cucamonga Creek Channel, which becomes an earthen channel called "Mill Creek," the project could contribute to erosion of Mill Creek and subsequent siltation of Prado Dam. At this time, the elevation of the water level in the Prado Basin is approximately 490 feet. According to the Water Control Manual for Prado Dam & Reservoir issued by the Army Corps of Engineers (Sept., 1994), the water elevation is planned to rise to 560 feet by raising the height of the dam. When this occurs, erosion of Mill Creek and subsequent siltation of Prado Dam will become irrelevant since it will be under water. Given the projected changes in water levels of the Prado Basin, any potentially cumulative impacts are deemed to be less than significant.

Proposed Mitigation Measures

In order to reduce impacts to hydrology and water quality, the following mitigation measures shall be implemented:

MM Hydro 1: In order to ensure that construction activities associated with the Ontario Downtown Civic Center project will not cause a violation of any water quality standard or waste discharge requirements, and to assure no substantial degradation of water quality occurs, developments within the project area shall comply with all applicable provisions of the State's General Permit for Construction Activities (Order No. 99-08-DWQ, or most recent version) during all phases of construction.

MM Hydro 2: In order to ensure that the Ontario Downtown Civic Center project will not cause or contribute to violations of any water quality standard or waste discharge requirements, and to assure no substantial degradation of water quality occurs, the project will complete a Water Quality Management Plan (WQMP) pursuant to the MS4 permit (Order No. 2002-0012) adopted by the City of Ontario. The project shall incorporate Site Design BMPs and Source Control BMPs, and potentially Treatment Control BMPs. The following table outlines all possible BMPs that may be incorporated into project design (on construction drawings) and/or project specifications:

Table III-5-E
Available Site Design, Source Control and Treatment Control BMPs

Site Design Best Management Practices	
	1. Where landscaping is proposed, drain rooftops into adjacent landscaping prior to discharging to the storm drain.
	2. Where landscaping is proposed drain impervious sidewalks, walkways, trails and patios into adjacent landscaping.
	3. Increase the use of vegetated drainage swales in lieu of underground piping or imperviously lined swales.
	4. Use one or more of the following: - Rural swale system: street sheet flows to vegetated swale or gravel shoulder, curbs at street corners, culverts under driveways and street crossings; - Urban curb/swale system; street slopes to curb; periodic swale inlets drain to vegetated swale/biofilter; - Dual drainage system: First flush captured in street catch basins and discharged to adjacent vegetated swale or gravel shoulder, high flows connect directly to municipal storm drain systems; - Other comparable design concepts that are equally effective.
	5. Use one or more of the following features for design of driveways and private residential parking areas: - Design driveways with shared access, flared (single lane at street) or wheel strips (paving only under tires); or, drain into landscaping prior to discharging to the municipal storm drain system; - Uncovered temporary or guest parking on private residential lots may be paved with a permeable surface; or designed to drain into landscaping prior to discharging to the municipal storm drain system; - Other comparable design concepts that are equally effective.
	6. Use one or more of the following design concepts for the design of parking areas: - Where landscaping is proposed in parking areas, incorporate swaled (depressed) landscape areas into the drainage design or utilize vegetated infiltration trenches between opposing parking stalls; - Overflow parking (parking stalls provided in excess of the Agency's minimum

	parking requirements) may be constructed with permeable paving; - Other comparable design concepts that are equally effective.
Source Control Best Management Practices	
Routine Non-Structural BMPs	
	Activity Restrictions *Spill Contingency Plan* *Employee Training/Education Program* *Street Sweeping Private Street and Parking Lots* *Common Areas Catch Basin Inspection* *Education of Property Owners*
Routine Structural BMPs	
	Landscape Planning (SD-10) *Hillside Landscaping* *Roof Runoff Controls (SD-11)* *Efficient Irrigation (SD-12)* *Protect Slopes and Channels* *Storm Drain Signage (SD-13)* *Inlet Trash Racks* *Energy Dissipaters* *Trash Storage Areas (SD-32) and Litter Control*
Individual Project Features	
	*Fueling Areas (SD-30)** *Air/Water Supply Area Drainage* *Maintenance Bays and Docks (SD-31)* *Vehicle Washing Areas (SD-33)* *Outdoor Material Storage Areas (SD-34)* *Outdoor Work Areas (SD-35)* *Outdoor Processing Areas (SD-36)* *Wash Water Controls for Food Preparation Areas*
Alternate Material	
	Pervious Pavement (SD-20) *Alternative Building Materials (SD-21)*

Treatment Control Best Management Practices	
Flow Based	*Vegetated Buffer Strips (TC-31)* *Vegetated Swale (TC-30)* *Multiple Systems (TC-60)* *Manufactured/Proprietary Devices (MP series)* *Bioretention (TC-32)* *Hydrodynamic Separator Systems (TC-SO)*
Volume Based	*Wet Pond (TC-20)* *Constructed Wetland (TC-21)* *Extended Detention Basin (TC-22)* *Water Quality Inlet (TC-50)* *Retention/Irrigation (TC-12)* *Infiltration Basin (TC-11)* *Infiltration Trench (TC-10)* *Media Filter (TC-40)* *Manufactured/Proprietary Devices (MP series)*

* Any BMP including reference such as (SD-30) is included in the California Storm Water Quality Association, Storm Water Best Management Practices Handbook for New Development and Redevelopment (CASQA, January 2003).

MM Hydro 3: To assure that development of the Ontario Downtown Civic Center project will not cause a violation of any water quality standard or waste discharge requirements, including San Bernardino County's MS4 permit issued by the SARWQCB, and to assure that no substantial degradation to water quality occurs after construction, any loading docks present within the office, academic or retail areas specified in the project description will be designed with devices to trap oil and grease, such that these pollutants are not discharged from the site in storm water or non-storm water discharges.

MM Hydro 4: In the event that additional connections to the existing storm drain system are required, each development requiring a connection within the Ontario Downtown Civic Center Project will be required to pay a fair share fee for construction of connecting storm water pipelines.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented.

After implementation of the above mitigation measures, all potential project-specific impacts associated with water quality and hydrology are reduced to a level below significance.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented.

As defined in Section 15355 of the CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.

Individually, the amount of pollutants that will reach any surface water bodies will be less than significant after mitigation. However, this project in conjunction with all other development projects (New Model Colony) that drain into the same surface waters create impacts considered cumulatively significant to the water quality of Reach 1 of Cucamonga Creek Channel, Mill Creek (Prado Area) and Reach 3 of the Santa Ana River because they are currently in violation of their water quality standards. Cumulative impacts to these water bodies would occur even if during construction a SWPPP was developed and a WQMP enforced after construction since the permits that govern these documents allow some discharge of non-storm water pollutants into receiving waters, and these waters are currently in violation.

Cumulative adverse environmental effects to water quality and downstream hydrology are still considered potentially significant following implementation of the proposed mitigation measures outlined above.

6. Land Use Compatibility and Aesthetics

Potential impacts related to scenic vistas, substantial light and glare, land use, planning, and zoning were considered to be less than significant by the City of Ontario, as described in the Aesthetics and Land Use/Planning portions of the Effects Found Not Significant Section of this EIR. Due to the historic nature of the site, the relatively higher intensity of development than surrounding residential areas, and as a result of input received at the public scoping meeting for the project, the focus of the following discussion addresses the project's compatibility with existing and planned surrounding land uses and potential adverse impacts to the visual character of historic properties. The following acronyms represent the referenced documents or persons consulted in the references section of this document in preparation of the following section: RTPGF, SCAG, OGP, OGP FEIR, Thomas Guide.

Setting

Existing Land Use Designations and Zoning
One of the primary ways to evaluate a proposed project's compatibility with the existing and planned surrounding land uses is to determine the project site's land use designation. The City of Ontario General Plan establishes General Plan Land Use Designations for the Ontario Downtown Civic Center Project area of Town Center and Public Facilities, as shown on Figure III-7. Surrounding the site, planned land uses are Town Center to the north, west and south, and Low Density Residential, General Commercial and Town Center to the east.

Zoning classifications are put in place to guide development of these planned land uses and by law must be consistent with the General Plan designations. The project area is zoned C2 (Central City Commercial) or PF (Public Facility) except for three (3) locations. The following Assessor Parcel Numbers (Shown on Figure III-7) are zoned P1 (Off-street Parking): 104-836-302, -303 and 104-855-406. These designations are consistent with the General Plan, but do not allow for some of the proposed project land uses, thus zone changes are proposed to accommodate the proposed project. In addition to commercial land uses, C2 zoning permits apartments, condominiums, duplexes, planned residential developments, senior housing and other multi-family housing in mixed use developments including residential units over retail ground-floor establishments. Areas within the parcels currently zoned PF and P1 do not allow residential or commercial land uses, so zone changes in these blocks would be required to accommodate portions of the proposed development.

Existing Land Uses
The project area is currently, and has historically been, an urban area since the late 1800's when the Model Colony of Ontario was founded. As shown on Figure III-8, the predominant existing land uses are: commercial along Euclid Avenue with other scattered commercial uses near Holt Blvd. from Lemon to Sultana Avenues, civic and academic uses located within the central and northeastern portions of the project area, and many vacant lots and parking lots scattered throughout the 12-block site. Surrounding uses are shown on Figure III-8 and are as follows:

Source: City of Ontario General Plan, 1992

N
W WEBB GIS E
S

0 75 150 300 Feet

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

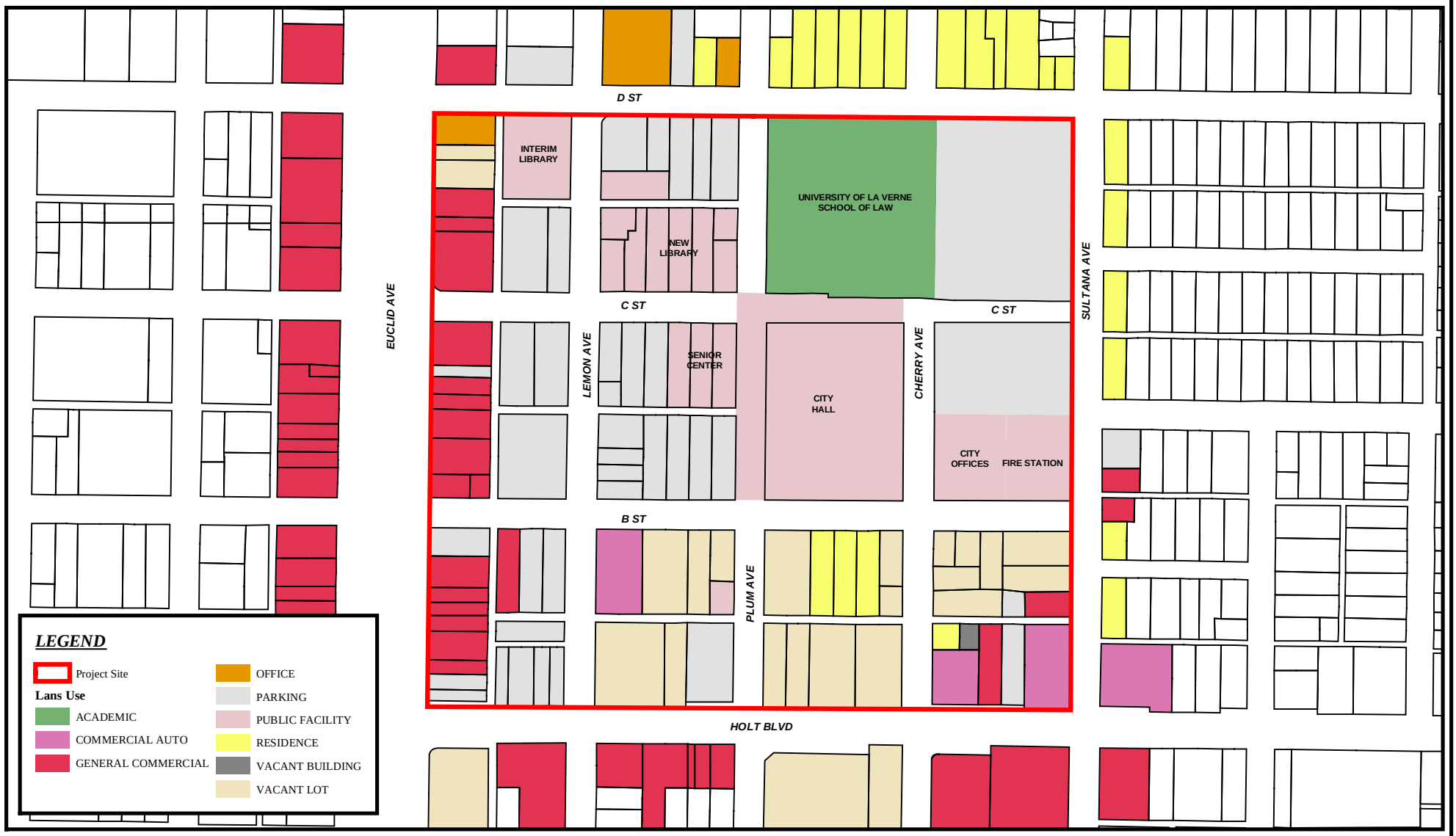
Figure III-7

General Plan Land Use Designation

Ontario Downtown Civic Center Project

G:\2004\04-0064\Gis\gp_land_use.mxd

G:\2004\04-0064\Gis\Ex_land_use2.mxd



Source: City of Ontario

N
W WEBB GIS E
S

0 150 300 600 Feet

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

Figure III-8

Existing Land Use

Ontario Downtown Civic Center Project

North: Commercial/office and historic single family residential
South: Commercial and vacant
East: Historic single family and small businesses
West: Historic Euclid Avenue and Commercial

Aesthetics
From an aesthetic perspective, the historic buildings and street patterns provide a certain visual character unique to small towns in general and downtown Ontario in particular.

Criteria for Determining Significance
Impacts related to land use and planning issues may be considered potentially significant if the proposed project would:

- Be incompatible with existing and planned surrounding land uses
- Substantially damage scenic resources including but not limited to, trees, rock outcroppings and historic buildings within a stat scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.

Project Compliance with Existing Regulations
The proposed project will be required to meet all the goals, policies and requirements of the City of Ontario General Plan and Development Code. Section 7.5 of the Ontario General Plan lists land use-related goals and policies specific to the downtown area of the city. The following goals and policies apply to this project:

Community Development Element Goals and Policies: Downtown Ontario
Goal DT-1: Establish and maintain an efficient and harmonious use of land within the downtown area accommodating retail, personal and business services, office, residential, entertainment, light industrial, governmental, and cultural activities.

Goal DT-2: Ensure a safe environment for downtown shoppers, workers, and residents.

Goal DT-3: Develop a system of circulation to accommodate the movement of people and goods throughout the downtown area.

Goal DT-4: Improve, preserve, and maintain the cohesiveness and image of the downtown through careful design and coordination of new development and through the rehabilitation and redevelopment of older areas.

Goal DT-5: Achieve utilization of the land supply that maintains solid tax base while respecting the area's cultural and historic resources.

Goal DT-6: Promote and maintain a high standard of design for public and private uses and facilities.

Goal DT-7: Create an attractive downtown that will serve as a focus and lively center of community life.

Goal DT-8: Improve the economic vitality of the downtown to better serve all segments of the community.

Goal DT-9: Encourage and assist the local business community and residents to act concertedly to upgrade the downtown in partnership with the City.

Policy DT-1: Promote a mix of uses that balances the needs for commercial, residential, governmental, educational and cultural uses in Downtown Ontario.

Policy DT-2: Actively promote a concentration of specialty retail, entertainment, and restaurant uses into a compact retail core from Euclid to Fern Avenues, and from Holt Boulevard north to D Street, which will serve community residents, persons working in the greater Ontario area, and business travelers. The retail center should be developed with a market hall centered on B Street west of Euclid Avenue, specializing in specialty food sales and restaurants for both on- and off-site consumption in conjunction with an adjoining outdoor space suitable for a farmers market activities.

Policy DT-3: Accommodate future municipal, County, State and Federal space needs by expanding the existing City Hall and County facilities which may extend from D Street south to Holt Boulevard and from Sultana Avenue west to Euclid Avenue.

Policy DT-4: Allow for the further expansion of the Civic Center complex, as additional space is needed, south across East Holt Boulevard to the railroad tracks.

Policy DT-6: Locate uses, route vehicular traffic, and design streets, other open spaces, and the building which front these spaces in a manner which promotes greater pedestrian activity in downtown.

Policy DT-7: Promote mixed use developments along Euclid Avenue and Holt Boulevard within the retail center west of Euclid and along B Street in the Civic Center Complex.

Policy DT-8: Create strong function and visual relationships between the Civic Center Complex and the Specialty Retail Center and Euclid Avenue by developing B Street as a major pedestrian, oriented retail street.

Policy DT-9: Provide opportunities for recreational and other leisure activities for all age groups in the downtown.

Policy DT-10: Allow for the retention of existing land uses that are compatible with the new development to whatever extent possible. (Existing business and employment should be retained where not in conflict with the need to upgrade land use, transportation, open space, community appearance and public facilities and services.)

Policy DT-11: Preserve, where feasible, buildings of historic or architectural value to the community.

Policy DT-12: Preserve the existing single-family residential neighborhood north and east of the downtown as an attractive, low-density neighborhood.

Policy DT-14: Encourage retail and entertainment uses that will draw people to the downtown in the evening and on weekends.

Policy DT-15: Promote the downtown as an office center for administrative, professional, and financial services.

Policy DT-16: Provide for attractive, medium and high density housing in the downtown that will enhance the specialty entertainment, and cultural activities in the downtown.

Policy DT-17: Develop housing to a quality to which it can compete successfully in an up-scale housing market.

Policy DT-18: Develop housing to serve both young and senior households.

Policy DT-20: Provide for ground floor, pedestrian-oriented, retail uses along Euclid Avenue, B Street, and Holt Boulevard. Two types of retail frontage should be created: (1) Primary Retail Frontage: Primary retail frontage should be centered around the downtown core, along Euclid Avenue between D Street and Holt Boulevard, and along B Street from Plum Avenue to Fern Avenue. The B Street axis should be developed as a major pedestrian-oriented specialty retail street from the Civic Center Complex west to Fern Avenue. Primary retail uses consist of the following and similar uses; specialty retail uses, entertainment, eating and drinking establishments, and general merchandise stores; and (2) Secondary Retail Frontage: Secondary retail frontage is encouraged along Holt Boulevard and along Euclid Avenue north of D Street to G Street. Secondary retail activities consist of the following and similar uses; other general retail activities and office uses, office services, professional offices, and financial, insurance, and real estate services.

The proposed project is, in part, implementation of the Center City Redevelopment Project envisioned for this portion of the City in 1983. As proposed, the project includes land uses allowed and envisioned under the Redevelopment Plan.

The Downtown Ontario Design Guidelines govern the design and character of new and renovated buildings within the downtown area. Specifically, guidelines are provided for architectural styles, lighting and signs, as well as landscaping. Special types of uses or design features such as outdoor dining, historic structures, and alleys are also subject to these standards.

Design Considerations

The present concept for the land uses within the project area is sensitive to retaining commercial uses within the ground floor along Euclid Avenue, with additional residential or academic uses proposed for most other blocks. The detailed design of structures is not complete at this time so no evaluation as to the compatibility of design can be made.

Environmental Impacts Before Mitigation

Threshold: Impacts related to land use and planning issues may be considered potentially significant if the proposed project would be incompatible with existing and planned surrounding land uses

"Compatible" land uses create less than significant environmental impacts on each other. "Incompatible" land uses create environmentally significant impacts between the land uses. Potential land use compatibility issues include such impacts as unsuitable noise levels, unsafe traffic conditions, odors, and air quality degradation. Such compatibility issues can become very subjective. What is a nuisance or concern about a neighboring use for one property owner or individual may not be a problem for the next.

The City of Ontario General Plan established General Plan Land Use Designations for the downtown area of Town Center and Public Facilities. The Town Center designation allows for a variety of land uses. The proposed residential, commercial and academic uses combined with the existing public and academic facilities will allow for the possibility of compatible land uses if located appropriately adjacent to neighboring land uses. Surrounding land use designation are consistent with the project area with the exception of the Low Density Residential designation immediately east of Sultana Avenue. Existing land uses on and around the site mirror the proposed designations and uses, or are vacant parcels/buildings. Based on these planned land use designations, the proposed project could be compatible with the proposed surrounding residential, commercial and town center land uses if the surrounding uses are taken into consideration during design of the proposed project structures.

Land use designations may be compatible but the actual build-out of the land use may not be. For example, in the Noise section of this EIR the high density alternative for the project was analyzed and determined that potential noise due to project traffic would increase the existing ambient noise by about 3 decibels. This is considered an audible increase, even though noise levels will still be within City standards. No such increase occurs if the medium or low scenarios are built. Each of the typical environmental issues associated with land use compatibility is identified and discussed in the following sections of this document.

- Air Quality (Section III-1)
- Noise (Section III-7)
- Public Services (Section III-9)
- Transportation/Traffic (Section III-10).

In addition to the above environmental issues, two other issues are discussed herein that relate to land use compatibility: public safety associated with high density residential and architectural design. During the public scoping meeting for the proposed project, the issue of compatibility between single family and multi family residential units was raised with respect to safety. Thoughtful architectural design can help reduce such real or perceived impacts associated with the two different types of housing. Poor design can also create or intensify potential safety concerns. Information about the differences in the types/numbers of police calls associated with multi versus single family residential is included in the Public Services section of this EIR, Section III-9. Residences located adjacent to busy streets or open space areas that cannot be easily seen by local residents or passing police patrols can become a safety issue and are potentially significant compatibility issues.

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

The proposed project site is located immediately adjacent to State Route 83, known as Euclid Avenue. Euclid Avenue itself is eligible for listing on the National Register of Historic Places. A National Register application for Euclid Avenue has been approved at the State level and is being processed at the Federal level. The historic and other buildings that line the Avenue create an historic" downtown" visual character as one drives through the area. Structures are one to four stories, most are masonry and some include architectural details that reflect the historic period during which they were constructed. Substantial degradation of this historic character by wholesale demolition, construction of buildings that are too tall, or architectural designs that detract from the historic character would be considered potentially significant from an aesthetic perspective as well as from the standpoint of the loss of historic resources (see Cultural Resources section of this EIR).

Threshold: Substantially degrade the existing visual character or quality of the site and its surroundings.

In addition to Euclid Avenue, historic neighborhoods exist immediately to the north and east of the project site are within the proposed Parkford Historic District. Due to the civic and academic facilities currently located adjacent to these neighborhoods, the visual character of the area is fairly open and the civic structures do not reflect the scale or architectural styles of the adjacent residences. Currently, landscaping and large setbacks serve to buffer the civic buildings and parking lots from the neighborhoods. Introducing additional residential or academic structures into the blocks adjacent to the historic neighborhoods could create a substantial change in the visual character of the area if not addressed appropriately.

Proposed Mitigation Measures

In addition to compliance with the Downtown Design Guidelines and the mitigation measures proposed in other sections of this EIR, the following mitigation measures address land use compatibility:

MM LU 1: To limit exposure to noise from traffic and traffic hazards for children playing along busy streets, no ground floor outdoor residential use areas shall be allowed to front along Holt Boulevard or Euclid Avenue.

MM LU 2: To address both aesthetic and land use compatibility issues, design of new structures located along 'D' Street and Sultana Avenue shall be similar to the mass, scale, and architectural style of the existing residential areas located east and north of the project area.

MM LU 3: To address both aesthetic and land use compatibility issues, new construction and adaptive reuse located along and adjacent to Euclid Avenue shall be similar to the mass, scale, and architectural style of the existing historic structures on- and off-site. (See also mitigation measures in the Cultural Resources section of this EIR.)

MM LU 4: Parks and open spaces shall be designed for ease of resident and police surveillance.

Summary of Environmental Effects After Mitigation Measures are Implemented

If impacts for each of the environmental topics related to land use compatibility are determined to be less than significant, then land uses are considered compatible. Project impacts related to land use compatibility and aesthetics are reduced to a level below significance with the implementation of the mitigation measures identified above, and required mitigation measures included throughout this EIR, except if the high density project scenario is developed in which case significant noise impacts along Sultana Avenue will result.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

Land use compatibility and aesthetics are site specific concerns and do not result in cumulative effects.

7. Noise

The following discussion summarizes the Acoustical Analysis prepared for the proposed project by Albert A Webb Associates in July 2004. This report is contained in its entirety as Appendix C of this document.

Setting

Noise is defined as unwanted or objectionable sound. The effect of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease.

The CNEL term is the abbreviation for Community Noise Equivalent Level. CNEL is a 24-hour average noise level with adjustments. For noise that impacts a site and occurs between 7:00 PM and 10:00 PM, the actual average level is adjusted upward by 5 dBA. For noise that occurs between 10:00 PM and 7:00 AM, the actual average level is adjusted upward by 10 dBA. These adjustments could make the CNEL a 24-hour average as much as seven dBA higher than the true 24-hour average. The above standards assume that typical wood frame homes provide a 10 dBA outdoor-to-indoor noise reduction with windows open and a 20 dBA reduction with windows closed.

Sensitive receptors are areas where humans are participating in activities that may be subject to the stress of significant interference from noise. Land uses associated with sensitive receptors often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries. Other receptors include office and industrial buildings, which are not considered as sensitive as single-family homes, but are still protected by the City of Ontario land use compatibility standards.

The existing land uses within the proposed project site include a few single family residences located south of 'B' Street, downtown businesses and shops primarily along Euclid Avenue, City Hall, Fire Station 1, Main Branch Library, La Verne College of Law, Ontario Senior Center, and a police vehicle refueling station. The site includes 12 city blocks (approximately 2.6 net acres each) of downtown Ontario where many gaps (vacant lots and parking areas) exist and the urban character of the area is all but lost except for the Euclid Avenue frontage. Proposed development will include both rental and owner-occupied multi-family housing, academic and office uses, existing civic/public services, and retail uses to serve the new and existing downtown residential and business community.

The exact configuration of proposed land uses has not been determined at this time. To facilitate analysis of potential noise-related impacts, three development scenarios have been identified and are referred to as the high, medium (preferred), and low scenarios. This noise study for the project analyzed the impacts associated with the high and medium density scenarios since the high density scenario will result in the largest environmental impact and the medium density scenario is preferred.

Existing noise levels near the proposed project site derive mainly from vehicular sources and the Ontario International Airport. Train noise can also be heard from the tracks located south of the project site. Table III-7-B shows the modeled existing noise levels at 50 feet from centerline. Presently, outdoor noise levels in the vicinity of the project do not exceed the 65 dBA standard.

Criteria for Determining Significance

Impacts related to noise may be considered potentially significant if the proposed project would result in:

- Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of their agencies. The City of Ontario requires that residential projects be subject to no more than 65 dBA CNEL outside a building, and 45 dBA CNEL in the interior of buildings;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; or
- Expose people residing or working in the project area to excessive noise levels within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport.

Project Compliance with Existing Regulations

Construction Noise. Project construction would occur in compliance with the City of Ontario Land Use Code Section 9-1.3305, which prescribes limits on noise produced on one land use as it occurs on another land use.

Environmental Impacts before Mitigation

Threshold: The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards.

Table III-7-A shows the State of California noise/land use compatibility standards, as adopted by the City of Ontario.

Table III-7-A - Residential Noise Design Requirements from Transportation Noise Sources

Location	Level
Exterior	65 dBA CNEL
Interior	45 dBA CNEL

Source: Acoustical Impact Analysis, Downtown Civic Center Project, Albert A Webb Associates, 2004

The model used in the Acoustical Impact Analysis also included several roadway and site parameters, which determine the projected impact of vehicular traffic noise, such as average daily traffic (ADT) at specific locations, the vehicle travel speed, the percentages of auto and truck traffic, and the percent of total average daily traffic which is expected to flow each hour throughout a 24 hour period. The traffic mixes used in the acoustical evaluation are given in Table 2 of the Acoustical Impact Analysis (Appendix C).

Table III-7-B from the Acoustical Impact Analysis (Appendix C) shows expected noise levels at 50 feet from the centerline from related road segments, based on parameters discussed above. Analysis of this table shows that none of the road segments will exceed 65 dBA,

Based on the information provided in Table III-7-B, the project will not contribute to noise level exceedances for any of the roadway segments studied in the project area. Therefore, this impact is considered less than significant.

Table III-7-B – Modeled Exterior Noise Levels (CNEL) at 50 Feet From Centerline

Road Segment	2004 Existing (dB CNEL)	2008 - Project Build out High Density		2008 - Project Build out Medium Density	
		(dB CNEL)	Change	(dB CNEL)	Change
Euclid Avenue					
South of I-10	61.5	62.4	+1.0	62.1	+0.6
South of 4th Street	60.9	62.2	+1.2	61.7	+0.7
North of D Street	60.3	61.8	+1.5	61.2	+0.9
South of D Street	60.4	62.0	+1.6	61.3	+0.9
North of Holt Blvd	59.9	61.1	+1.2	60.7	+0.8
North of State Street	60.2	61.4	+1.2	60.9	+0.7
North of Mission Blvd	60.3	61.5	+1.2	61.0	+0.7
Sultana Avenue					
North of D Street	50.9	53.5	+2.6	52.4	+1.5
South of D Street	52.3	55.3	+3.1	54.3	+2.0
North of Holt Blvd	52.8	55.8	+3.0	54.6	+1.8
North of State Street	53.5	55.2	+1.7	54.5	+1.0
North of Mission Blvd	52.9	54.8	+1.9	54.0	+1.1
Holt Boulevard					
West of Euclid Ave	58.1	59.4	+1.3	59.0	+0.9
West of Sultana Ave	58.7	60.2	+1.5	59.5	+0.8
West of Campus Ave	59.1	60.5	+1.4	59.9	+0.8
East of Campus Ave	59.2	60.5	+1.3	60.0	+0.8
West of Vineyard Ave	59.9	60.8	+1.0	60.5	+0.6
West of Vineyard Ave	58.8	59.6	+1.1	59.2	+0.7
D Street					
West of Euclid Ave	53.4	55.9	+2.5	55.1	+1.8
East of Sultana Ave	52.5	54.9	+2.4	54.3	+1.8
4th Street					
West of Euclid Ave	54.2	55.3	+1.1	54.8	+0.6

Source: Acoustical Impact Analysis Downtown Civic Center, Albert A Webb Associates, 2004

Threshold: *The project will result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.*

A 3 dBA change in the average noise level is only perceptible by a small percentage of people

and is considered barely audible. However, for the purposes of this analysis, a change of 3dBA will be used as the significance criteria.

The Acoustical Impact Analysis for this project (Albert A Webb Associates, 2004) analyzed the environmental noise impact associated with the traffic generated by the high and medium scenarios of the proposed project. Currently, the surrounding land uses are: residential adjacent to the project site to the north and east, retail shops to the west, and commercial/mixed use to the south. The future land use designations are town center and public facilities.

Roadway segments surrounding the project site were modeled for noise levels in year 2004 (existing) and 2008 (opening year) for both the high and medium density scenarios. The ADT used for project build out includes traffic generated by the project as well as cumulative increases from other projects in the vicinity. Since the project site is located in an area that is fairly well developed and this project involves the redevelopment of the downtown Ontario area, it can be assumed that the majority of the traffic increase in the project vicinity is due to this project. Therefore, when analyzing the area-wide noise impacts of this project, it is assumed that the increase in traffic volumes in 2008 is due to the project. The noise level increases with the addition of project traffic are shown in Table III-7-B. The increase in noise levels in 2008 due to the project will be less than a 3 dBA increase, except for the segment of Sultana Avenue between D Street and Holt Boulevard in the high density scenario. Therefore, based on the modeled noise levels in 2008 with the proposed project, the ambient noise environment will be substantially increased from existing conditions as a result of project generated noise in the high density scenario. This impact is considered less than significant for the medium density scenario and significant for the high density scenario without mitigation measures incorporated.

Threshold: The project will result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Construction activities, especially from heavy equipment, may create substantial short-term noise increases near the project site. Such impacts might be important for nearby noise-sensitive receptor such as the existing surrounding residential uses and the elementary schools located north and east of the project site.

The most noise-intensive period will be during the grading of the site. Dozers and other heavy equipment will be used. Equipment noise will reach 90 dB at 50 feet from such equipment when it operates under a full load. Under normal atmospheric spreading losses, peak levels up to 65 dB may be heard as far as 1,000 feet from the operating equipment. A level of 65 dB is considered intrusive in normal conversation. Construction activity impacts during the noisiest activities could thus extend as far as approximately 1,000 feet from the activity. Irregular terrain would, however, often block direct line-of-sight noise propagation. Due to the terrain variability, temporary construction noise impacts will typically be less than their theoretical maximum. Impacts from construction are considered short-term impacts since noise will cease upon completion of construction activity.

If grading were to occur during periods of heightened residential or school noise sensitivity, a temporary significant impact could occur. The City of Ontario does not permit construction or repair work on Sunday, holidays or between the hours of 7:00 p.m. and 7:00 a.m. on any other day. Construction is expected to occur only during daytime hours allowed by the City's Noise Ordinance.

Although compliance with the City's noise ordinance is likely to create less than significant temporary noise impacts during project construction, construction-related periodic noise impacts could be potentially significant for schools located within 1,000 feet of the site and residents who may need quiet during daytime hours which are not restricted by the City's ordinance.

Threshold: The project will expose people residing or working in the project area to excessive noise level (for projects located within an airport land use plan or, where such plan is not adopted, within 2 miles of a public airport).

The proposed project site is not located within an airport land use plan. Although Ontario International Airport is within 2 miles, the project site is outside the 65 dB CNEL noise contour. Thus, average noise levels within the project site will not exceed standards as a result of airport noise, however, periodic noise events such as a heavy cargo plane taking off could create a louder than standard one-time event. Current building codes for energy efficiency and sound reduction will reduce indoor noise levels by approximately 20 dBA. Noise resulting from these periodic noise events is temporary and periodic in nature. Current residents, schools and businesses within the project site are subject to these events and do not experience significant disruption of daily activity. Therefore, this issue is considered to be less than significant and mitigation measures are not necessary.

Proposed Mitigation Measures

To reduce impacts associated with construction noise, the following mitigation measures shall be implemented:

MM Noi 1: The construction activities of the proposed project shall comply with the City of Ontario noise ordinance that prohibits construction activities on Sundays, Federal holidays, and other days between the hours of 7:00 p.m. and 7:00 a.m.

MM Noi 2: To the extent possible, the number of graders on-site shall be limited to two, or temporary sound barriers shall be installed adjacent to sensitive receptors for the duration of the grading activities.

MM Noi 3: Construction staging areas shall not be located within 150 feet of existing sensitive receptors and construction equipment shall be fitted with properly operating and maintained mufflers.

To reduce or eliminate impacts related to indoor noise levels within the project exceeding City of Ontario standards, the following mitigation measure shall be implemented:

MM Noi 4: Architectural plans shall be submitted to the City of Ontario Building Department for an acoustical plan check prior to the issuance of building permits to assure that construction methods use standard materials that will attenuate 20 dBA of sound from outside to inside or such that indoor noise does not exceed 45 dbA.

Summary of Environmental Effects after Mitigation Measures are Implemented

If the high project scenario is developed, a significant increase in ambient noise levels will occur along Sultana Avenue north of Holt Boulevard.

If the medium (or preferred) project scenario is developed, a less than significant increase in ambient noise levels will occur.

All other impacts are reduced to less than significant levels following implementation of the above mitigation measures.

Summary of Cumulative Environmental Effects after Mitigation Measures are Implemented

The ADT used for project build out includes traffic generated by the project as well as cumulative increases from other projects in the vicinity. The only other known project at this time is an office building to be built at the southeast corner of Holt Boulevard and Euclid Avenue. Since the project site is located in an area that is fairly well built out and this project involves the redevelopment of the downtown Ontario area, the majority of the traffic increase in the project vicinity will be due to the proposed project. As the projected noise levels with the project do not exceed the 65dBA threshold and no additional projects are expected that would lead to further substantial increases in traffic noise, cumulative impacts related to noise levels within the project area are considered less than significant. Noise associated with construction activities will not be cumulatively significant as no other areas within the vicinity are planned to be undergoing construction that could contribute to a cumulative effect.

8. Housing/Population

The focus of the following discussion is related to the potential impacts associated with the need for housing. These potential impacts could relate to inducement of substantial population growth in the area, displacement of substantial numbers of existing housing, or displacement of substantial numbers of people. The following acronyms represent the referenced documents or persons consulted in the references section of this document in preparation of the following section: SCAG, RTPGF, OGP OGP FEIR, Census.

Setting

The project site is part of downtown Ontario located within the Center City Redevelopment Area. The approximately 30-acre, 12 square block area has historically supported residential, commercial and civic uses since Ontario's founding in the 1880's. Currently, the project site land uses include businesses located along Euclid Avenue and Holt Boulevard, a few residences on B Street and Cherry Avenue, City Hall and other civic uses, the main branch library, La Verne University School of Law, interspersed with vacant land and structures. The vicinity of the site had historically been used for similar uses and continues today with business establishments and residential neighborhoods.

Currently, about 63 percent of the project site is owned by the City of Ontario, about 17 percent by La Verne University, and the remaining 20 percent is owned by separate private property owners. The City is in the process of acquiring most of the remaining properties. The existing residences that remain within the proposed project site are owned by the City. Relocation plans for both residents and businesses are prepared and incorporated into the overall project costs.

The City of Ontario Housing Element of their General Plan includes the state mandated housing growth needs to be met by the City of Ontario. Between 2000 and 2005, Ontario was projected to need 495 Very Low income units, 373 Low income, and 498 moderate income units. The Housing Element also includes needs projections for special needs housing groups including the elderly.

The Southern California Association of Governments (SCAG) *2001 Regional Transportation Plan (RTP) Growth Forecast* projects a Year 2025 population of 2,330,496 persons within the SANBAG Subregion of San Bernardino County. The Subregion area comprises the cities of Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Yucaipa, Yucca Valley, as well as unincorporated county of San Bernardino. Table III-8-A reflects SCAG's population forecasts for the entire SANBAG Subregion.

TABLE III-8-A
SCAG SANBAG Subregion Forecasts

	2010	2015	2020	2025
Population	1,716,413	1,882,530	2,076,484	2,330,496
Households	544,432	600,521	660,807	742,043
Employment	748,810	821,496	886,698	958,912

Source: 2001 Regional Transportation Plan (RTP) Growth Forecast Report

City of Ontario Forecasts

Table III-8-B depicts SCAG population forecasts for the City of Ontario, which includes the proposed project site.

TABLE III-8-B
SCAG City of Ontario Forecasts

	2010	2015	2020	2025
Population	162,795	170,449	179,837	193,070
Households	46,026	47,783	49,884	53,066
Employment	103,032	113,216	122,262	132,473

Source: 2001 Regional Transportation Plan (RTP) Growth Forecast Report

The proposed project site lies within the City of Ontario. The Housing Element states that based on Department of Finance estimates, the City's population in 2000 was 151,488.

Criteria for Determining Significance

Impacts on housing and population may be considered potentially significant if the proposed project would:

- Induce substantial population growth in the area, either directly (by proposing new homes and businesses), or indirectly (through extension of roads or other infrastructure);
- Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere;

Project Compliance with Existing Regulations

State law mandates that local communities provide for their portion of the regional demand for housing units. The number of units to be accommodated, or a local jurisdiction's portion of the regional demand, is determined by Southern California Association of Governments (SCAG). If the number of units or number of units affordable to distinct income groups are not met or justified and the existing conditions are exacerbated by the proposed project, typically, the project would be considered regionally significant.

The City of Ontario General Plan 2000 – 2005 Housing Element provides for adequate housing to support the present and future community within all income levels for both ownership and rental markets. Project development will meet and comply with all applicable Housing Element policies. The most relevant of these policies are listed below:

Policy 1.A.1.1: In accordance with the City's adopted land use plan, promote in-fill housing development on vacant land at varying densities to accommodate the projected and existing housing supplies needed.

Policy 1.A.1.2: Promote the development of compatible mixed-use projects with residential components at medium to high development densities within commercial designations located in Redevelopment Project Areas, outside the Airport Environs and throughout the City, where appropriate.

Policy 3A.1.1: Pursue available housing assistance programs provided by State, Federal, private and local sources t support development or purchase/rental of housing to meet the City's fair share of very low-, low-, and moderate-income housing at affordable rates.

Policy 3A.1.3: Implement regulator actions that will advance production of units affordable to very low-, low- and moderate-income households.

Policy 3A.1.4: Increase the number of residential units in the City of elderly and/or disabled households by providing assistance, where possible, in the development of new, and/or the acquisition of existing housing resources accessible to and usable b the elderly and/or disabled persons.

Policy 3A.1.6: Encourage the development or acquisition of existing rental or homeownership resources of units with three or more bedrooms to meet needs for affordable housing for large families.

Design Considerations

Housing proposed in this project is intended to be sold and/or rented at affordable rates to assist with meeting the City's affordable housing requirements.

Environmental Impacts before Mitigation

Threshold – The project will induce substantial population growth in the area, either directly (by proposing new homes and businesses), or indirectly (through extension of roads or other infrastructure).

According to CEQA Guidelines (Section 15126.2 [d]), a project may foster economic or population growth, or additional housing, either indirectly or directly, in a geographical area if it meets any one of the following criteria below:

- A project would remove obstacles to population growth.
- Increases in the population may tax existing community service facilities, causing significant environmental effects.
- A project would encourage and facilitate other activities that could significantly affect the environment.

Direct Impacts

Because the proposed project will add housing and businesses it will directly induce population growth. The following analyzes the project's contribution of housing and businesses to determine whether this contribution to population growth is substantial.

Project/Regional Growth Forecast Comparative Analysis

The proposed project proposes between 393 and 863 multi-family residential dwelling units and about 100 senior housing units on the project site. The project site will generate a total of approximately 3,380 persons based upon City of Ontario estimates. The calculation used to determine the project's population is as follows:

(493 to 963 total dwelling units) x (3.59 persons per d.u.) x 3.7% (vacancy rate) = 1,704 to 3,329 persons

The vacancy rate for the City of Ontario is indicated by the 2000 Census. The Regional Housing Needs Assessment (RHNA) prepared by SCAG in 2000 identifies a target vacancy rate of 3.1% for the City of Ontario. A vacancy rate of between 3% and 5% is considered normal (enough to ensure the continued upkeep of rental properties and keep housing costs down) (2000 – 2005 Housing Element, City of Ontario, December, 2001).

The ratio 3.59 persons per dwelling unit represents SCAG 2001 projections and has been computed for the City of Ontario estimates of households and population. The ratio has been averaged from four different forecasts, as follows:

City of Ontario	**2010**	**2015**	**2020**	**2025**
Population	162,795	170,449	179,837	193,070
Households	46,026	47,783	49,884	53,066
Persons per d.u.	**3.54**	**3.57**	**3.60**	**3.64**

The proposed project population range of 1,704 to 3,329 persons comprises between 0.01 and 0.19 percent of the forecasted population for the SANBAG Subregion and between 1.04 and 2.02 percent of the forecasted population for the City of Ontario in 2010. In 2025, the project population range will comprise 0.01 and 0.19 percent of the forecasted population for the SANBAG Subregion and between 0.87 and 1.70 percent of the forecasted population for the City of Ontario. Therefore, because the proposed project comprises less than one-percent of

SANBAG's projections, and no more than two-percent of the City's projections through 2025, the residential population growth from the project is not considered substantial.

Employment/Housing Balance Policies

SCAG's April 2001 report titled *The New Economy and Jobs/Housing Balance in Southern California* (www.scag.ca.gov/housing/jobhousing/balance.html) states that "a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternately, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply." The SCAG region as a whole is, by definition, balanced. The SCAG region as a whole is projected to have 1.34 jobs per housing unit in 2025 under SCAG's *2001 RTP Growth Forecast.*

The jobs/housing ratio for the City of Ontario is projected to be 2.24 in 2010, 2.37 in 2015, 2.45 in 2020 and 2.50 in 2025. Therefore, City of Ontario is projected to be a very jobs-rich area. It is forecast to move from eleventh place to third place in terms of the greatest number of jobs among Southern California Regional Statistical Areas (RSA). However, the jobs/housing ratio for the SANBAG subregion is projected to be 1.38 in 2010, 1.37 in 20151.34 in 2020 and 1.29 in 2025. This indicates that the SANBAG subregion, as a whole, is projected to be a jobs-poorer area than City of Ontario. The Riverside/Corona RSA to the south and east of the project site will jump to seventh place from fifteenth, in terms of the greatest number of jobs in the RSA, and the San Bernardino City RSA moves from thirteenth place to ninth place in the rankings during the twenty-five year period. These forecasts support the idea that the project site will be surrounded by jobs-rich or very jobs-rich areas and housing will be necessary to balance regional employment and housing.

The proposed project is a mixed use residential, commercial, civic and academic development which will bring an additional 493 to 963 multi-family housing units to the area. SCAG's *The New Economy and Jobs/Housing Balance in Southern California* defines jobs/housing balance for the City of Ontario as a "job center", along with San Bernardino City, and Riverside-Corona. The proposed project falls within an area projected to be very jobs-rich. The project will provide housing opportunities for employment centers within the same local region, thereby contributing to an overall jobs/housing balance. Therefore, the proposed project is consistent with regional growth forecasts and regional jobs/housing balance projections.

The mixed-use nature of the project, combining jobs with housing, will balance the project's addition of jobs to a jobs-rich area. Although the project will be adding jobs, it will provide a housing source in close proximity to the proposed jobs, as well as the existing jobs in the City center. Therefore, the addition of jobs is not considered to be a substantial inducement to population growth.

Indirect Impacts

Urbanization of the project site will return the area to a developed state similar to the City of Ontario 60 years ago. All utilities and streets exist within the area. Some water and sewer lines will have to be replaced both on- and off-site. The upgraded lines are needed with or without the project. Due to the infill nature of the site and the proposed development, indirect growth will not result.

Threshold: Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere;

Eleven occupied residential units exist on the project site. Current residents have sold the houses to the City, on whose property the structures are located. These homes, will be displaced when the project is constructed, if not sooner. The City, having already acquired these units, may demolish the structures soon for a total displacement of 55 persons. The City has been offering relocation assistance for residents and businesses. The construction of new homes elsewhere is not part of the relocation plan. Due to the limited number of homes and the relocation funds/strategy being in place, the issue of displacement will be less than significant, and mitigation measures are not necessary.

Proposed Mitigation Measures

No mitigation measures proposed. The purpose of the proposed project is to meet local and regional goals for affordable housing.

Summary of Cumulative Environmental Effects

As discussed above, the project represents between 1.04 and 2.02 percent of the forecasted population for the City of Ontario in 2010. In 2025, the project population range will comprise 0.01 and 0.19 percent of the forecasted population for the SANBAG Subregion and between 0.87 and 1.70 percent of the forecasted population for the City of Ontario. Therefore, because the proposed project comprises less than one-percent of SANBAG's projections, and no more than two-percent of the City's projections through 2025, the residential population growth from the project is not considered cumulatively substantial.

9. Public Services and Parks/Recreation

The focus of the following discussion is related to the potential impacts from the proposed project on police protection services, fire protection/emergency medical services, public schools, parks, libraries, the Ontario Senior Center and the mitigation measures that will be incorporated to reduce impacts. The following acronyms represent the referenced documents or persons consulted in the references section of this document in preparation of the following section: CJUHSD, OCF&S, OFD, OPD-1, OPD-2, OPD-3, OGP, OGP FEIR, OQL-Healthcare, SCGC, PC-4, PC-7.

Setting

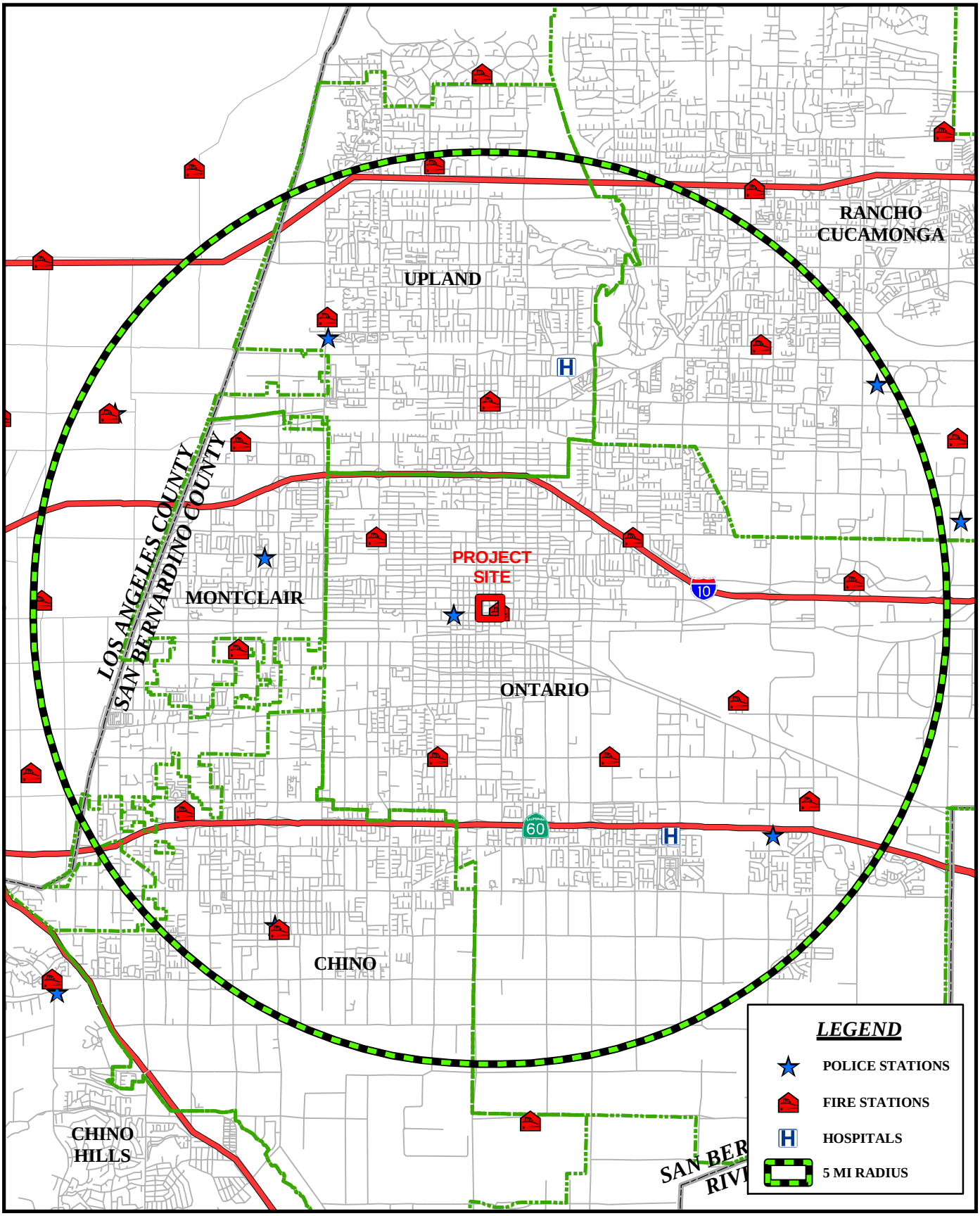
The City of Ontario is served by the City of Ontario Police Department and the City of Ontario Fire Department. Emergency Medical Service (EMS) within the City of Ontario is also provided by all eight of the City of Ontario Fire Stations. The stations for these agencies that are located closest to the proposed project site are shown on Figure III-9, Existing Fire & Police Facilities. The project area contains the following public facilities: Ontario Fire Station No. 1 at 425 East "B" Street, Ontario Main Library at 120 East "D" Street, and Ontario City Hall at 303 East "B" Street.

Fire/Emergency Medical Services

The Ontario Fire Department currently provides fire and Emergency Medical Services (EMS) from eight existing fire stations, consisting of eight paramedic engine companies and two truck (ladder) companies, and six Battalion Supervisors, totaling 42 emergency personnel on duty 24 hours per day, 7 days a week (personal communication, Connie James, 1/26/04). No additional fire stations are currently proposed.

The closest fire station to the proposed project site is Ontario Fire Station No. 1, located at 425 East "B" Street, within the boundaries of the project site (Figure III-9, Existing Fire & Police Facilities). The Department's current response time from Station No. 1 to the proposed site is expected to be no more than 5 minutes since the Station is within the project boundary. Water availability and water pressure are currently adequate at Station No. 1, which serves the project area. Fire hydrants and mains for the project area will need to be upgraded in order to meet minimum fire flow requirements.

Currently, the Ontario Fire Department has "automatic" mutual-aid agreements with the San Bernardino County Fire Department (Fontana), the Chino Valley Fire Protection District, and the Montclair, Upland, Rancho Cucamonga and Ontario Airport Fire Departments. The Ontario Fire Department is also a member of the County of San Bernardino and State of California Master Mutual-Aid Agreement.



Source: Thomas Bros. Maps, 2002

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Figure III-9

Existing Fire and Police Facilities

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Ontario Downtown Civic Center Project

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Kindred Hospital near the intersection of N. Campus Avenue and East "G" Street is the closest hospital to the project site. It is a 91-bed, regional acute care hospital specializing in the management of medically complex, resource-intensive patients who require extended lengths of stay. As a fully accredited acute-care hospital, Kindred Hospital delivers all levels of care including a full-service Intensive Care Unit. The second closest hospital is the 330-bed San Antonio Community Hospital, which has nearly 2,000 professional, technical and service personnel providing a comprehensive range of medical services. Three other hospitals in proximity to the project site are the Doctors Hospital Medical Center of Montclair, the new Kaiser Permanente facility at Vineyard and Highway 60 and the Chino Valley Medical Center.

Police Services

In early 2003, the Ontario Main Police Station was relocated from within the project site to their current location at 2500 S. Archibald Avenue (approximately 3 miles southeast of the project site). The City of Ontario Police Department receives all calls at the Main Police Station, which commands law enforcement services for the entire City. The Police Department has a mutual aid agreement with all adjacent cities as a primary resource and the County of San Bernardino Sheriffs Department as a secondary resource (personal communication, Deputy Chief Jim Doyle, 1/26/04).

The City of Ontario's Police Department has a staffing level of 1.3 sworn officers per thousand residents and 0.65 civilian personnel per thousand residents. The Police Department is commanded by Chief Doyle and has 223 authorized positions for sworn officers and 110 authorized positions for civilian staff. At the time of this writing, the Police Department has 9 sworn officer vacancies and 15 civilian personnel vacancies; therefore, the Department is not operating at optimum capacity (personal communication, Police Captain Tony Del Rio, 6/29/04).

Response time is the period of time between when a call is received by a patrol officer and the time of arrival. The response time varies depending upon the nature of the call. Typical calls are prioritized based upon the urgency of the incident. The average response time from the Main Police Station to the project site is more than 5 minutes, depending on traffic and the priority level of the call (Table III-9-A). The project area has already been incorporated into the beat of a designated officer.

Table III-9-A
Calls for Service from April 1 to June 30, 2004
Between D Street, Holt Boulevard, Euclid Avenue and Sultana Avenue*

Priority Level	Priority Definitions **	Number of Calls	Average Response Time (minutes)
Priority 1	Examples include: officer down, aircraft crash, attempted suicide, bomb threat.	122	5.76
Priority 2	Examples include: welfare check, misdemeanor, found child, found adult.	42	18.25
Priority 3	Exmples include: assist for outside jurisdiction, narcotics sales, use or possession.	38	19.91
Priority 4	Examples include: hit and run traffic collision with injuries, stolen vehicle recovery.	16	36.33
Priority 5	Examples include: vehicle stalled in traffic, vehicle impound, lost property.	15	96.39
Total Calls		233	35.33

* From Reporting Districts 126 and 127 of the Ontario Police Department
** A complete list of Priority Response Calls can be obtained from the Ontario Police Department.

Schools

The project site is within the boundary of the Ontario-Montclair School District (OMSD), which provides public education for children in Kindergarten through 8th grade. The project site is also within the boundary of Chaffey Joint Union High School District (CJUHSD), which provides public education for children in 9th through 12th grade (Figure III-10, Existing Schools and Libraries).

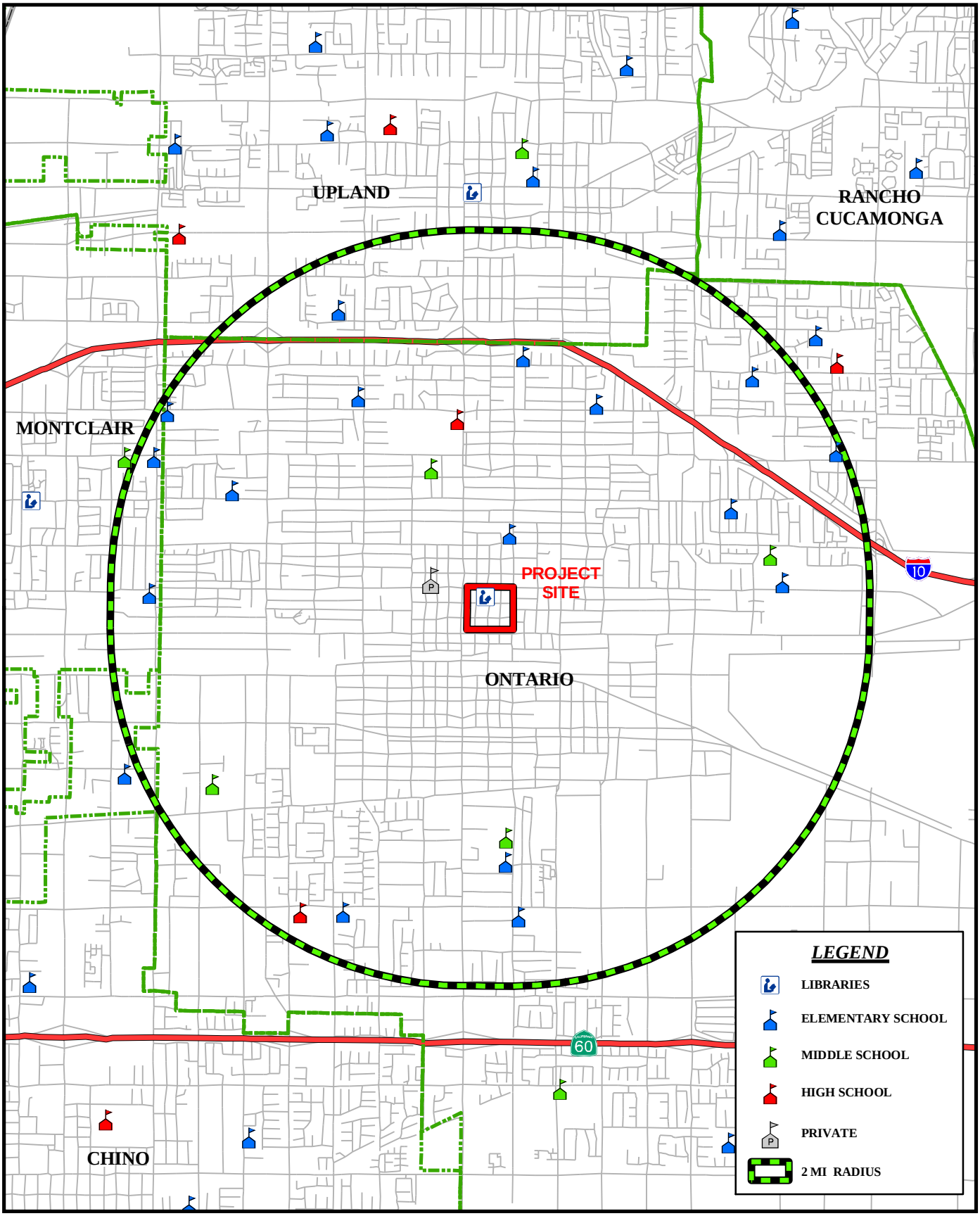
Central Elementary School (grades K-6) located at 415 East "G" Street and Vina Danks Middle School (grades 7-8) located at 1020 North Vine Street are the nearest schools to the project area and are expected to receive most of the future children generated by this project. Currently, all schools within the OMSD are operating at levels that exceed capacity (personal communication, Virginia Riley, 6/7/04).

New high school students generated by the proposed project are within the attendance boundary of Chaffey High School, which is part of CJUHSD, located at 1245 North Euclid Avenue. Attendance at the CJUHSD high schools seems to fluctuate depending on the state of the economy; attendance exceeds capacity when the economy is positive and attendance drops below capacity when the economy takes a downturn. Currently the high school is operating above

design capacity with two or three additional portable classrooms (personal communication, Mike Harrison with CJUHSD, 6/7/04).

Libraries

Library services are provided to citizens of Ontario at the City of Ontario South Branch Library and the Main Library. The Main Library is located within the project boundary at 120 East "D" Street. The Main Branch has recently undergone renovation and expansion and the South Branch has a joint use venture with Colony High school that significantly increases the Library's size and services (personal communication, Judy Evans, 1/26/04). Regardless of the redevelopment scenario chosen for the project area, the existing library facilities will be retained, however the project will generate additional demands for library services. The Ontario City Library uses a space planning standard of 0.6 square feet per resident for determining facility needs relative to resident population. Thus, the City as a whole should be providing approximately 1,065, 1,585 and 2,080 square feet of library space, depending on the residential density option (e.g. low, preferred and high). The two branches, once renovations/construction is complete, will provide approximately 78,200 square feet. Library development fees have been established to offset and provide for such additional need (Figure III-10, Existing Schools and Libraries).



Source: Thomas Bros. Maps, 2002

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Figure III-10

Existing Schools and Libraries

Ontario Downtown Civic Center Project

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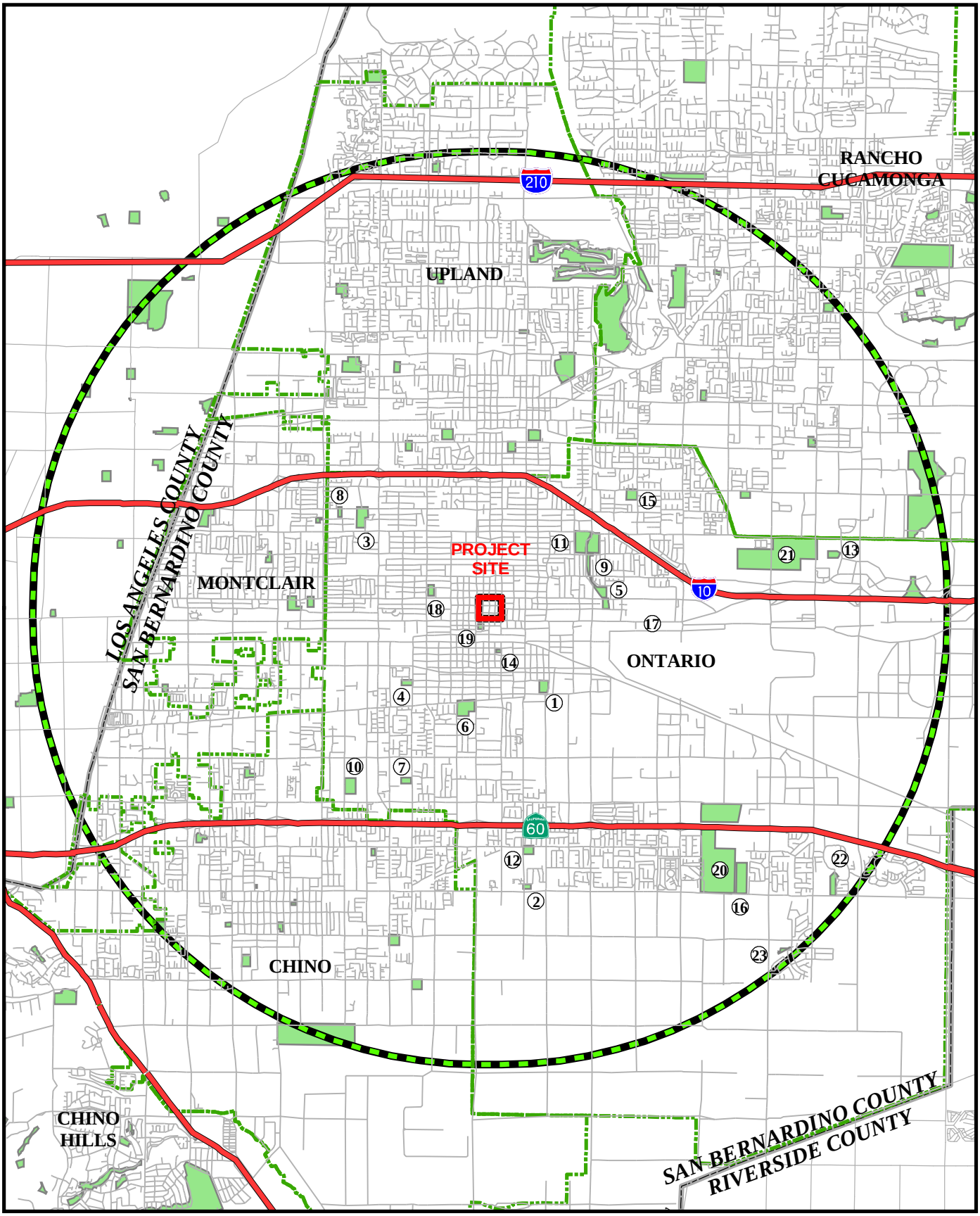
Parks and Recreation

As stated in the City's General Plan, the City of Ontario contains a variety of recreational opportunities, including City parks, county parks, community centers, school recreation facilities, private parks, private golf courses and recreational trails for bicycles, horses and hiking. Ontario contains a total of twenty one City parks totaling 201 acres. The Public Services Agency is responsible for the maintenance of park facilities and the acquisition of new parklands while the Recreation Department runs the City's recreation program. These Parks are scattered throughout the City and range in size from one-half acre to forty-two acres. Other identified recreation-oriented public spaces that are located near the project site include the Euclid Avenue Parkway, Lemon Street Recreation Building, and Nugent Park at the Museum of History and Art. A list of existing Ontario parks located within 5 miles of the site is included in Table III-9-B, with the park numbers corresponding to those in Figure III-11, Existing Parks.

Table III-9-B
Existing Parks

1 – Bon View Park	13 – Ontario Motor Speedway Park
2 – Centennial Park	14 – Sam Alba Park
3 – Anthony Munoz Hall of Fame Park	15 – Vineyard Park
4 – Cypress Park	16 – Westwind Park
5 – D Street Park	17 – James Galanis Park
6 – De Anza Park	18 – James Bryant Park
7 – Del Rancho Park	19 – Nugent Park
8 – George Gibbs Park	20 – Whispering Lakes Golf Course
9 – Grove Memorial Park	21 – Cucamonga-Guasti Regional Park
10 – Homer Briggs Park	22 – Creekside Park and Golf Course
11- John Galvin Park	23 – Ranch Park
12 – Kimball Park	

Within the existing residential areas of the City, the present park-to-resident ratio is 2.9 acres per 1,000 residents. The City's General plan designates three sizes of parks; first, the Mini-Park (up to one acre serving a ¼-mile radius) second, the Neighborhood Park (5 to 10 acres serving a ½-mile radius) and third, the Community Park (20 to 40 acres serving a 1½-mile radius). Current City policy is directed at Neighborhood Parks of no less than 10 acres, however within urban areas, smaller parks integrated into the overall design may be more appropriate and should be considered by the City.



Source: Thomas Bros., 2002

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Figure III-11

Existing Parks

Ontario Downtown Civic Center Project

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Ontario Senior Center
The Ontario Senior Center is located at 225 East B Street, which is within the project area. It recently underwent a $2.5 million renovation and expansion. The Center provides recreation activities for senior citizens, including but not limited to, educational classes, excursions, various programs and assistance with nutrition, taxes and exercise. The project includes a proposal for affordable senior housing adjacent to the Ontario Senior Center. This proposal would help the City to meet its goal and existing demand for quality senior housing in the downtown area. The proposed location of the senior housing is ideal for minimizing transportation costs to and from the senior center.

Criteria for Determining Significance

Impacts related to police protection, fire protection/emergency medical services, schools, parks and recreation, libraries and emergency procedures may be considered potentially significant if the proposed project would:

- Result in substantial adverse physical impacts associated with the need for, or provision of, new or physically altered governmental facilities, the construction of which could cause significant environmental impact, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
    - Fire Protection
    - Police Protection
    - Schools
    - Parks
    - Libraries
- 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.
- Project includes recreational facilities or requires the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

Project Compliance with Existing Regulations

The City of Ontario General Plan (1992) contains many Goals and Policies that apply to the proposed project. The following are separated into their appurtenant General Plan Elements and are considered the most applicable to the project:

Police Protection
Infrastructure Element Goals and Policies
Policy 10.5: Continue Police Department review of proposed new developments.

Community Development Element Goals and Policies
Policy DT-2: Ensure a safe environment for downtown shoppers, workers, and residents.

Fire Services

Hazards Element Goals and Policies

Policy 3.5: Maintain a City-wide response time of five minutes or less for existing and new development.

Policy 3.6: Continue Fire Department review of proposed new development.

Policy 3.7: Development shall be consistent with City fire flow requirements.

Schools

Infrastructure Element Goals and Policies

Policy 6.1: Notify school districts of proposed subdivision projects or development applications early in the review process to allow time for adequate responses by school districts.

Policy 6.2: Request that school districts indicate the level of facilities available to serve development projects requiring discretionary review.

Policy 7.1: At the earliest possible stage of development, coordinate the planning and siting of school facilities, recreational facilities, child care centers, libraries and other related public facilities so that they are adequate to serve the projected future residents of the area.

Senate Bill 50 and Proposition 1A

Pursuant to State law (SB 50 and Proposition 1A), the project will be required to pay school impact fees. In general, the school impact fees are calculated for each school district and apply to residential, commercial and industrial development within a school district. Chaffey Joint Union High School District maintains a development impact fee schedule of $1.02 per square foot of residential space and $0.11 per square foot of other types of developments. Ontario-Montclair School District also maintains a development impact fee schedule of $0.23 per square foot of industrial/commercial space and $2.81 per square foot of residential space.

Parks & Recreation

Goal 2.0: Provide a minimum of five acres of local public recreational area for each 1,000 residents of Ontario and provide recreational opportunities for all segments of the population.

Quimby Act (California Government Code 66477)

The Quimby Act requires the dedication of land and/or imposes a requirement of fees for park and recreational purposes as a condition of approval for tentative maps or parcel maps.

Libraries

The City of Ontario has established a development impact fee to offset impacts to the City's Library System.

Design Considerations

The proposed project will maintain the existing fire station, library, senior center, City Hall and its adjacent open grass area which currently exist within the project area. No other design

considerations have been incorporated into the project that address impacts to public services or recreation facilities.

The City's development review process and building permit plan check processes include review by the City's Police Department to ensure incorporation of defensible space concepts in site design and construction to help address police service impacts.

Environmental Impacts Before Mitigation

Threshold: - Result in substantial adverse physical impacts associated with the need for, or provision of, new or physically altered governmental facilities, the construction of which could cause significant environmental impact, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- *Fire/Emergency Medical Services*

Fire and EMS services will be provided by the City of Ontario Fire Department Station No. 1, located at 425 East "B" Street within the project boundary. The current response time from this station is well below the 5 minute desired response time for the proposed development. Although located less than one-half mile from the project area, Kindred Hospital does not provide emergency room services to the community. The closest emergency room is within the San Antonio Community Hospital located at 999 San Bernardino Road in Upland, approximately 2.5 miles north of the project site. Due to the location of a fire station within the project area and the close proximity of hospital facilities, adverse impacts are considered less than significant with respect to fire and emergency medical services.

- *Police Protection*

Police services will be provided by the Ontario Police Department. Since police services are based upon per capita service levels, the proposed project will require an incremental increase in policing services to maintain required service levels. The final population of the residential portion of the project will range from 1,775 people to 3,467 people based on the Low to High development scenarios and a generation factor of 3.6 people per household. The General Plan states that the City of Ontario's Police Department should have an optimum staffing level of 1.6 sworn officers per thousand residents and 1.0 civilian personnel per thousand residents. Therefore, 3, 4 or 6 additional officers and 2, 3 or 4 additional civilian personnel would be generated by the proposed project by the Low, Preferred and High scenarios, respectively. Property taxes and City fees support the general fund to help offset the cost of additional police personnel.

Although response time for police service is not based on proximity to the station the concentration of multi-family residences with populations ranging from 1,775 to 3467 people could warrant the need for a satellite (storefront) police facility within the project area. Without such a facility, potential impacts associated with higher density housing and additional commercial uses may be adverse and significant for the existing neighborhoods and businesses. Therefore, impacts to police protection are considered potentially significant

without mitigation.

- *Schools*

The project has three development options; Low, Preferred and High. The Low option proposes a total of 493 multi-family dwelling units, the Preferred option proposes 734 multi-family dwelling units and the High option proposes 963 multi-family dwelling units (i.e., low-rise apartments, condominiums, townhomes), spread over the project area. The project will therefore add school-aged children that will require school services from Ontario-Montclair School District (OMSD) and Chaffey Joint Union High School District (CJUHSD). Table III-9-C, Student Generation, below illustrates how many student-aged children will be generated by each density option proposed by the project.

Table III-9-C
Student Generation Rates

School District	Grades	Generation Factor	Student Generation – Low	Student Generation – Preferred	Student Generation – High
Ontario-Montclair School District	K-8	0.379 students per multi-family dwelling unit.	493 units 0.379 x 493 = 187 students	734 units 0.379 x 734 = 278 students	963 units 0.379 x 963 = 365 students
Chaffey Joint Union High School District	9-12	0.20 students per multi-family dwelling unit	493 units 0.20 x 493 = 99 students	734 units 0.20 x 734 = 147 students	963 units 0.20 x 963 = 193 students
Total	K-12		286	425	558

As shown in Table III-9-C above, a total of 286, 425 or 558 new students could be generated by the proposed density options for multi-family residential units. Excluding the kindergarten and developmental schools, the Ontario-Montclair School District (OMSD) considers a typical elementary school campus to house an average of 800 students. Of the 24 schools within the OMSD, eleven schools are on a traditional, single-track year round schedule and thirteen are on a multi-track year-round schedule. Six of the eleven traditional track schools are middle schools (grades 7-8) that range in enrollment from 868 to 1,211 students, with an average of 1,023 students. The other traditional-track schools have an average enrollment of 682 students. The average enrollment for the thirteen multi-track year-round schools is 910 students; with 75% of students estimated to be on campus at any part of the school year yields an average enrollment of 682, the same as traditional-tracks (personal

communication, Pete Peterson, 6/30/04). Therefore, the number of students generated by the project will not warrant the construction of an entirely new school at any level.

The proposed project does not currently include development of a public school, although square footage for "academic" uses has been allowed under each development scenario. Furthermore, all schools within the two school districts, OMSD and CJUHSD, are currently exceeding their designed student capacity. Thus, there is insufficient capacity at the existing schools, to accommodate the proposed project. Impacts to schools resulting from implementation of the Downtown Ontario Civic Center redevelopment project would be potentially significant without adequate mitigation.

Pursuant to state law (SB 50 and Proposition 1A), the project proponent will be required to pay school impact fees. In general, the school impact fees are calculated for each school district and apply to residential, commercial and industrial development within a school district. Without appropriate mitigation measures, the proposed project would have a direct effect on school facilities within OMSD and CJUHSD.

- *Parks*

The 1.1 acre open space area south of City Hall within the project boundaries will be retained as part of the proposed project. The City of Ontario General Plan requires 5 acres of park land per thousand residents. Parks and open spaces are especially important within higher density urban areas. The three development scenarios proposed by the project are expected to generate 1,775, 2,642 and 3,467 additional residents, respectively. The nearest regional park is Cucamonga-Guasti located approximately 3 miles east of the project site. Existing local park facilities in the area include James R. Bryant Park (approx. 5 acres) located about one-half mile west of the project site; D Street and James Galanis Parks (approx. 17 acres combined) located about 1 mile east of the project area; Sam Alba Park (approx. 1 acre), Bon View Park (approx. 10 acres) and De Anza Park (approx. 20 acres) all located south of the project area within one mile or less. It is likely that the latter three parks would not receive much if any use by project residents due to the distance and physical deterrents such as railroad tracks and multiple major streets. James R. Bryant Park, and the D Street and James Galanis Parks may be used by project residents, but additional parkland is needed to serve the area. The City of Ontario will be required to develop 5 acres of parkland per 1,000 residents or approximately 8.9, 13.2 or 17.3 acres of park space within the project area with respect to the proposed Low, Medium (Preferred) and High development scenarios. Impacts are considered significant unless adequate park space is provided in the project area.

- *Libraries*

Library services are provided by the Ontario City Library System. Because the project involves residential development, the demand for library services will increase incrementally over time. The current library expansion standard for the City of Ontario is 0.6 sq. ft. per resident. In order to reduce impacts associated with additional residents increasing the demand on the local library system, the City has adopted a library development impact fee. Because libraries need enough people within a geographic area to warrant their construction,

the fees are considered adequate mitigation. The project will be required to pay the library fees, therefore impact would be considered less than significant.

- *Ontario Senior Center*

The proposed project contains an element of senior housing adjacent to the Ontario Senior Center. Due to its proposed location, the senior housing would not require transportation to and from the Center, and it would assist the City with supplying affordable quality senior housing in the downtown area. In addition, the Center recently underwent a considerable expansion and renovation that allows building capacity for up to 300 senior citizens at a time. Therefore, the proposed project is not expected to cause the need for, and the subsequent construction of an expanded senior center in order to maintain current performance objectives.

Threshold: - The project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

The proposed project consists of three residential density options: low (493 multi-family units), medium (734 multi-family units) and high (963 multi-family units). The project also consists of three retail space density options and three office/academic space density options (low, medium and high). The nearest regional park is Cucamonga-Guasti located approximately 3 miles east of the project site. Due to the proximity of the project site to this large recreational area, it may get some use by the project residents, but such regional facilities are designed to serve the entire region and should not experience undue deterioration as a result of the proposed project.

Existing local park facilities in the area include San Antonio Park (approx. 5 acres) located about one-half mile west of the project site, and Flora Street Park (approx. 12 acres), Unity Park (approx. 1 acre), Maitland Bon View Park (approx. 6 acres) and De Anza Park (approx. 10 acres) all located within one mile of the project site. It is likely that the latter three parks would not receive much if any use by project residents due to the distance and physical deterrents such as railroad tracks and multiple major streets. San Antonio Park and Flora Street Park could experience accelerated deterioration due to the added use by any chosen development scenario. Without mitigation, impacts to existing local parks resulting from overuse by project-generated residents could be considered significant.

The proposed project also includes an element of senior housing located adjacent to the Ontario Senior Center. The subsequent influx of senior citizens as a result of the proposed senior housing has the potential to overwhelm and cause the physical deterioration of the Ontario Senior Center. However, the Center recently underwent an expansion and renovation that allows building capacity for up to 300 senior citizens at a time. In addition, due to the close proximity of the proposed senior housing to the Center, transportation would not be required. Impacts are considered less than significant to senior recreational facilities.

Threshold: - The project includes recreational facilities or requires the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

Although the payment of Quimby Act fees is often allowed in-lieu of constructing all or part of the parks required of new development, the in-fill nature of this project does not lend itself to this method of mitigation because funds collected would be less able to be used close enough to the project site to help meet park requirements and provide open space for this project.

The proposed project will need to develop park space within the project area, incorporating existing open space/recreation facilities and creating new, in accordance with the City's requirement of 5 acres per 1,000 residents. Since the project area has been urbanized throughout the early part of the last century to the present and open space/parks will be built in conjunction with the proposed urban development, possible significant adverse physical effects on the environment as a result of constructing new recreational space are considered as a part of this EIR. Impacts of development within the project area are addressed in this and other sections of the EIR.

Proposed Mitigation Measures

MM Serv 1: To reduce potential impacts to public services, the project applicant shall pay police, library and fire service development impact fees in place at the time building permits are issued.

MM Serv 2: To reduce potential impacts associated with public safety within the proposed project area, the Ontario Police Department shall maintain a substation facility within proximity to service the proposed project area.

MM Serv 3: To reduce potential impacts to public schools, the project applicant shall pay school fees or otherwise meet project obligations to schools, as required by Ontario-Montclair School District and Chaffey Joint Union High School District.

MM Serv 4: The project applicant shall pay park fees in place at the time building permits are issued, dedicate land and/or develop parks (or a combination of these) to the satisfaction of the Public Works Department to meet City parkland requirements.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

All potential direct adverse impacts of the project are reduced to less than significant with the above mitigation measures incorporated.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

Cumulative impacts to Public Services could occur if other major residential and/or commercial projects were proposed in immediate proximity to the proposed project. One office building is proposed just south of Holt Boulevard, but no other major developments are proposed within the vicinity of the project site. Thus cumulative adverse effects on public services are not anticipated.

10. Transportation and Traffic

Potential impacts related to hazards from design, emergency access, and changes in air traffic patterns were found to be less than significant and are discussed in the Effects Not Significant Section, herein. The focus of the following discussion is related to the potential impacts associated with the project-generated traffic, acceptable roadway traffic level of service, and parking capacity. This discussion summarizes the traffic impact study for the project, which was prepared by Albert A. Webb Associates. The *Traffic Impact Study Report Ontario Downtown Civic Center July 30, 2004* is bound under separate cover as Appendix D of this document. This traffic study, OMNI and PC-14 were the references used in the preparation of this section.

Background

The objectives of the Traffic Study were to:

- Determine existing traffic conditions in the vicinity of the proposed project;
- Evaluate the traffic generated from the proposed project with respect to its impact on the opening year;
- Determine if the Level of Service (LOS) required by the City of Ontario General Plan and the CMP (where applicable) will be maintained at all affected intersections, and if not;
- Determine the mitigation measures that will be necessary in order to maintain the required LOS.
- Determine if the project will generate significant amounts of on-street parking, and if so;
- Determine mitigation measures to ensure that there is adequate parking.

The traffic study contains analysis of project impacts on both intersections and roadway segments within the project vicinity. This section of the EIR will focus on the impacts to intersections within the proposed project vicinity since average vehicle delay at intersections is most commonly used by the average driver to gauge traffic impacts.

The traffic analysis uses the Level of Service (LOS) system of categorization to evaluate the project area roadway intersections. Traffic engineers use this LOS system of categorization to describe how well an intersection or roadway is functioning. The LOS measures several factors including operating speeds, freedom to maneuver, traffic interruptions, and average vehicle delay at intersections. The LOS approach uses a ranking system, similar to education, with level 'A' being best and level 'F' being worst. Table III-10-A, Level of Service (LOS) Standards, describes LOS levels in easily understandable terms.

Pursuant to the City of Ontario/ CMP requirements, the *2000 Highway Capacity Manual* (2000 HCM) was used to analyze the level of service at intersections. The 2000 HCM evaluates the level of service at signalized intersections based upon the average stopped delay (in seconds) per vehicle for various movements within the intersection. As defined by the 2000 HCM, the level

of service for unsignalized intersections is based upon the worst-case delay by turning movement at the intersection (in seconds) per vehicle.

Table III-10-A - Level of Service (LOS) Standards

Level of Service (LOS)	Signalized Intersections: Stopped Delay (seconds/vehicle)	Unsignalized Intersections: Stopped Delay (seconds/vehicle)	Qualitative LOS Description
A	≤ 10	≤ 10	Free flow: Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.
B	> 10 and ≤ 20	> 10 and ≤ 15	Stable flow: Operating speeds beginning to be affected by other traffic; between 1% and 10% of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.
C	> 20 and ≤ 35	> 15 and ≤ 25	Stable Flow, Increased Density: Operating speeds and maneuverability closely controlled by other traffic; between 11% and 30% of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods; recommended ideal design standards.
D	> 35 and ≤ 55	> 25 and ≤ 35	Stable Flow, High Density: Tolerable operating speeds; 31% to 70% of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods; often used as design standards in urban areas.
E	>55 and ≤ 80	> 35 and ≤ 50	Flow at or Near Capacity: maximum traffic volume an intersection can accommodate; restricted speeds; 71% to 100% of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.
F	> 80	> 50	Forced or Breakdown Flow: Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume occurring at LOS 'E' due to decreased speeds.

Source: "Highway Capacity Manual," Highway Research Board Special Report 209, National Research Council, Washington D.C., 2000.

Trip Generation

Trip generation represents the amount of traffic traveling to and from the proposed project. Trip generation rates are based upon a publication entitled *Trip Generation* by the Institute of Transportation Engineers (ITE), seventh edition. Table III-10-B shows the peak hour trip generation rates used for the proposed project High Density Scenario. The peak hour rates are based on the average peak hour generation rate multiplied by the directional distribution provided in ITE's trip generation publication referenced above.

Table III-10-B - Trip Generation Rates*

Land Use	Unit	AM Peak Hour			PM Peak Hour			Daily
		Total	In	Out	Total	In	Out	
Ontario Downtown Civic Center								
Low Rise Apartment Land Use Category: 221	DU	0.46	0.10	0.36	0.58	0.38	0.20	6.59
Shopping Center** (41,627sf) Land Use Category: 820	TSF	1.03	0.63	0.40	8.44	4.05	4.39	92.29
Shopping Center** (10,000sf) Land Use Category: 820	TSF	1.03	0.63	0.40	13.69	6.57	7.12	152.03
Shopping Center** (20,000sf) Land Use Category: 820	TSF	1.03	0.63	0.40	10.82	5.19	5.63	119.28
Shopping Center** (54,362sf) Land Use Category: 820	TSF	1.03	0.63	0.40	7.71	3.70	4.01	84.06
General Office Building** (70,000sf) Land Use Category: 710	TSF	2.01	1.77	0.24	2.24	0.38	1.86	14.48
General Office Building** (50,000sf) Land Use Category: 710	TSF	2.16	1.90	0.26	2.70	0.46	2.24	15.65
General Office Building** (40,000sf) Land Use Category: 710	TSF	2.25	1.98	0.27	3.09	0.53	2.56	16.47
General Office Building** (90,000sf) Land Use Category: 710	TSF	1.92	1.69	0.23	2.00	0.34	1.66	13.67
Junior/Community College Land Use Category: 540	TSF	2.99	2.21	0.78	2.54	1.47	1.07	27.49
Library Land Use Category:590	TSF	1.17	0.84	0.33	7.09	3.40	3.69	49.15

* *Trip Generation* by the Institute of Transportation Engineers (ITE), Seventh Edition, 2003.
**Trip Generation rates are based on logarithmic equation with a reliability factor (R^2) greater than 75%.
TSF= Thousand Square Feet, DU= Dwelling Unit.

In the above table (III-10-B) note that the sizes calculated above are the proposed net addition to existing land uses. A fifteen percent (15) percent pass-by reduction was assumed for the commercial land uses based on the discussion with SANBAG and data contained in the *Trip Generation Handbook* (ITE, 2003). Pass-by trips are those trips that are already present on the adjacent street and enter the site en-route to a different primary destination. Due to a possible intra-land use trips within the project site, a 10% internal trip reduction was also assumed for the

proposed project. After accounting for pass-by traffic, the proposed project is estimated to generate approximately 24,540 new daily trip-ends, including 1,274 new trip-ends during the AM Peak hour and 2,538 new trip-ends during the PM Peak hour for the high density alternative.

Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is influenced by the geographical location of the site, type of land use in the study area, such as shopping centers and recreational sites, and proximity to the regional freeway system. The directional orientation of traffic for the proposed project was determined based upon the select zone run of the project in the SCAG model, existing traffic patterns and proximity of local urban centers (Figures III-12 and III-13).

Public Transportation/ Modal Split

Public transportation to the project site is currently provided by Omnitrans and RTD (Southern California Rapid Transit District). There are two small transfer centers that serve the project area, located in the vicinity of D Street and Sultana Avenue, which is immediately adjacent to the site. Omnitrans bus routes 61, 62, 63, 67, 70, and 75 stop at one of the two centers. Ridership information for these routes is presented below. RTD offers two express routes, 484, and 496, offering service to downtown Los Angeles to Ontario Airport and downtown Los Angeles to Riverside/ San Bernardino, respectively.

Table III-10-B.1 - Omnitrans Ridership

Ontario "D" Street/Sultana Ave. Transfer Stop				
	Weekday		Weekday Annual	
Route	Boardings	Aligtings	Boardings	Aligtings
61	500	455	129,000	117,390
62	249	242	64,242	62,436
63	281	204	72,498	52,632
67	99	6	25,542	1,548
70	163	196	42,054	50,568
75	91	45	23,478	11,610
Total	1,383	1,148	356,814	296,184

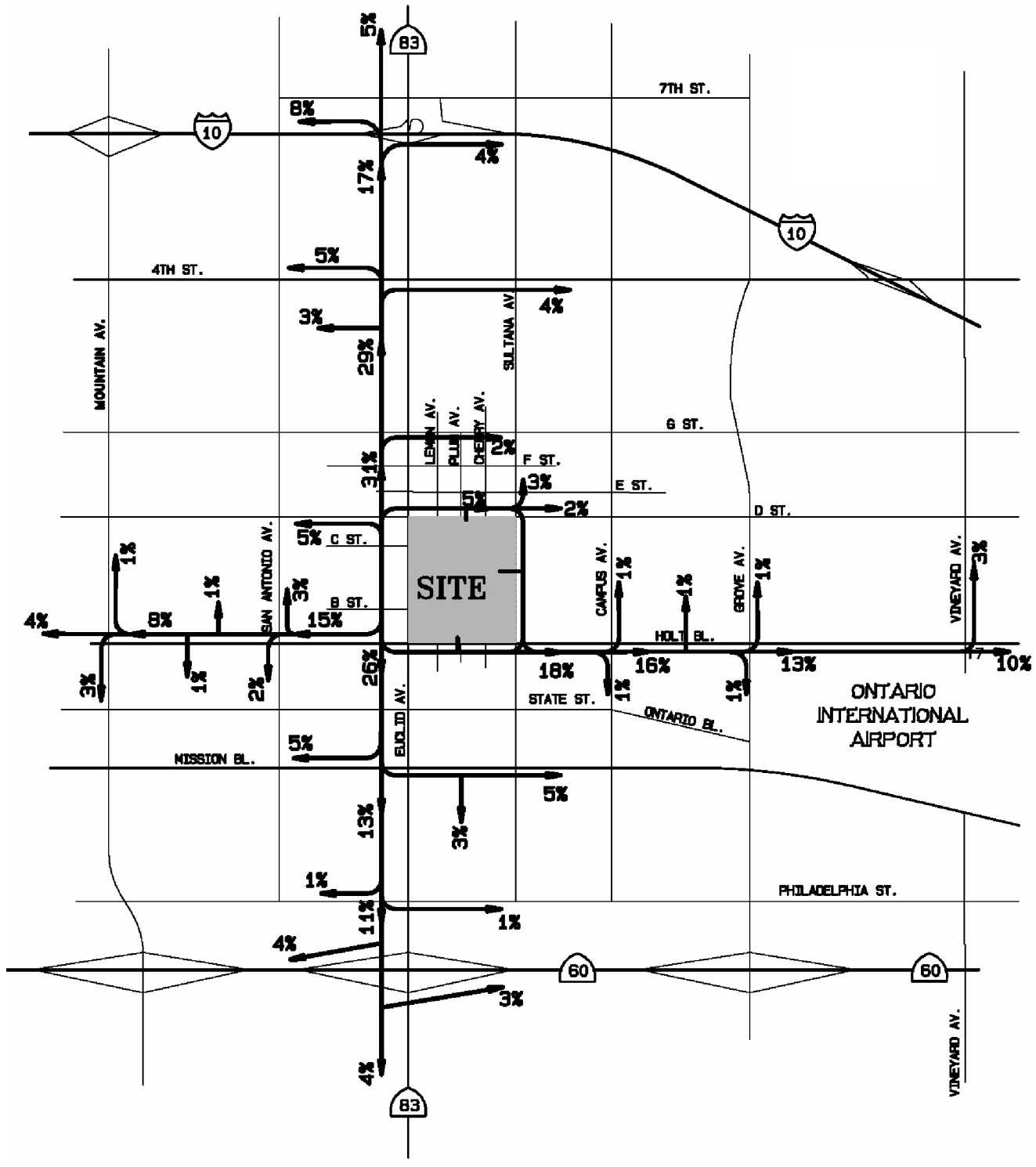
Source: Omnitrans July 23, 2004 letter from Mervin Acebo, Associate Planner.

In Omnitrans' Future Transit Investment Strategy prepared for San Bernardino County's Measure I extension of the half-cent gasoline tax used for transportation projects within the County, Euclid Avenue and Holt Boulevard are identified as candidate Bus Rapid Transit (BRT) corridors in the future. BRT is a complete rapid transit system that combines the flexibility of bus service with new technologies to improve service and reduce delays. BRT uses exclusive transit ways or dedicated bus lanes, convenient stations, high frequency service, quick fare collection systems, simple route structure and advanced digital technologies for operations

speed, reliability and safety. Higher densities in downtown Ontario may further the desire and need for such improved transit services.

There is also a nearby Metrolink station (commuter rail) that services the San Bernardino Line (San Bernardino to downtown Los Angeles) located in the city of Upland. The Upland station is approximately 2 miles north and could be reached by either the 63 or 67 bus routes. There are also two stations located approximately 5 miles each to the east and west of the project site, in east Ontario and Pomona, respectively. These stations are located on the Riverside Metrolink Line with service from downtown Riverside to downtown Los Angeles.

Although available, the traffic reducing potential of public transit has not been considered in this study. Therefore, the traffic projections analyzed in this EIR are considered conservative since public transit could reduce traffic volumes in the project area.



Not to Scale

Figure III-12

N

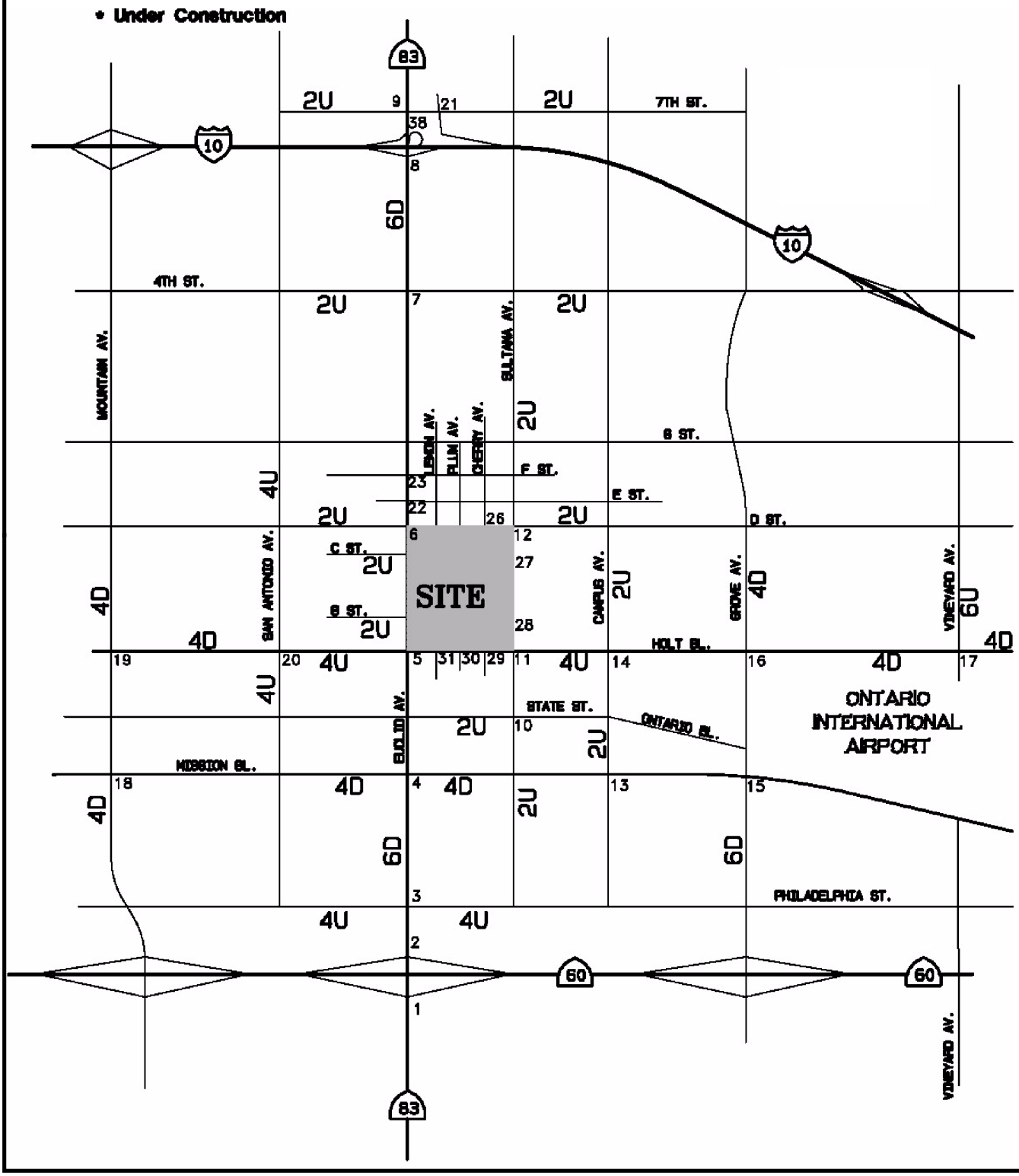
W WEBB GIS E

S

Directional Trip Distribution

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

Ontario Downtown Civic Center Project



Not to Scale

Figure III-13

N

W WEBB GIS E

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Existing Roadway System

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

Ontario Downtown Civic Center Project

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Setting

The Ontario Downtown Civic Center project is located in the City of Ontario, San Bernardino County, California. The project site is located immediately adjacent to Euclid Avenue (State Highway 83), south of D Street, west of Sultana Avenue, and north of Holt Blvd., within the City Center Redevelopment project area. The site is approximately 1.5 miles south of the I-10 Freeway and 2.25 miles north of State Route 60.

The project will participate in the Development Impact Fee established by the City of Ontario which is an off-site fair share payment. The City will collect and use these fees to construct improvements necessary to maintain required LOS.

Figure III-13, Existing Roadway System, on the previous page, identifies the existing roadway conditions for study area roadways. The following roadways provide service to the area:

- **Euclid Avenue.** Euclid Avenue (State Highway 83) is a north-south 6-lane divided arterial roadway that is immediately adjacent to the western edge of the project site. Euclid Avenue varies between 94 feet and 120 feet in width. It is one of the major arterials of the city and extends north to the I-10 Freeway and beyond into the city of Upland. To the south it connects to State Route 60 and State Route 71 in the City of Chino.

- **Holt Boulevard.** Holt Boulevard is a major east-west arterial of the city. It is immediately adjacent to the project site on the south side. Holt extends west into Montclair and terminates to the east at the I-10 Freeway (with connecting ramps) near Archibald Avenue. The segment between San Antonio Avenue and Grove Avenue (which is adjacent to the southern edge of the project site) is a 4-lane undivided, standard arterial. The segments to the east of Grove and the west of San Antonio are 4-lane arterials.

- **Mission Boulevard.** Mission Boulevard is an east-west divided arterial approximately ½-mile to the south of the project area. Mission extends east to Riverside County and west into Los Angeles County.

- **Philadelphia Street.** Philadelphia Street is a 4-lane east-west standard arterial that runs roughly parallel to State Route 60. Philadelphia Street is located about 2-miles to the south of the project area. Philadelphia Street goes west into Los Angeles County and east, where it connects to Mission Boulevard, east of Haven Avenue.

- **Grove Avenue.** Grove Avenue is a north-south 4-lane divided arterial approximately 1.25 miles to the east of the project area. Grove Avenue flanks the western boundary of Ontario International Airport and it continues northward to Rancho Cucamonga. It connects to the south with State Route 60 and continues into the city of Chino. The segment south of Holt Blvd. and north of State Route 60 is a 6-lane arterial.

- **Vineyard Avenue.** Vineyard Avenue is a north-south 6-lane standard arterial located approximately 2.25 miles east of the project area. Vineyard Avenue's course is interrupted by Ontario International Airport. The segment pertinent to this study is that which is north of the airport, between Holt Blvd and Foothill Blvd in Rancho Cucamonga. Vineyard has ramps to I-10.

- **San Antonio Avenue.** San Antonio Avenue is a north-south, 4-lane standard arterial roadway located approximately 0.5 miles west of the project site. San Antonio Avenue becomes a local street south of Philadelphia Avenue and has no direct access to State Route 60. To the north, San Antonio continues into the city of Upland; it has no direct access to the I-10 Freeway.

- **Mountain Avenue.** Mountain Avenue is a north-south roadway located approximately 1 mile to the west the project site. It is a 4-lane standard arterial with ramps to both the I-10 and State Route 60. Mountain connects the city of Ontario with the cities of Chino to the south and Upland to the north.

- **4th Street.** 4th Street is a 2-lane east-west collector street located about 1 mile north of the project area. 4th Street has access ramps to the I-10.

- **D Street.** D Street is an east-west local street with 2 lanes. D Street is immediately adjacent to the project area on the north side. D Street continues west into the city of Montclair and terminates at Vineyard Avenue to the east.

- **Campus Avenue.** Campus Avenue is a 2-lane north-south street approximately 0.5 miles to the east of the project area. Campus Avenue is a standard arterial between State Street and Philadelphia Avenues. North of State Street, Campus is a collector street. Campus has no direct access to either the I-10 or State Route 60.

- **State Street.** State Street is a 2-lane local street that is located slightly less than 0.25 miles south from the project area. State Street is an east-west roadway that parallels the Union Pacific and Metrolink ROWs west to the Los Angeles County line. To the east it continues to its terminus at Grove Street and Ontario International Airport.

- **7th Street.** 7th Street is an east-west local street situated about 1.5 miles north of the project area in the City of Upland. The significance of 7th Street is that it is immediately adjacent to the I-10 and routes westbound I-10 traffic from the terminus of the off-ramp onto Euclid Avenue.

- **Interstate 10.** Interstate 10 through Ontario is an east-west 10-lane limited access freeway with 8 general purpose lanes and 2 HOV lanes. I-10 is one of the major east-west corridors in the Southern California Region. I-10 is located approximately 1.5 miles north of the project area and connects Ontario with downtown Los Angeles to the west and Palm Springs, Phoenix, and the southeastern United States, to the east.

- **State Route 60.** State Route 60 as it travels near the project area is a 10-lane freeway with 8 general purpose lanes and 2 HOV lanes. State Route 60 connects Ontario to downtown Los Angeles to the west and Riverside/Moreno Valley to the east. State Route 60 is approximately 2.25 miles south of the project area.

The way in which intersections within the study area handle traffic significantly affects the operation of the roadway system as a whole. Therefore, analysis of traffic at study area intersections was used to evaluate the traffic impacts of the project. Based on the Traffic Study (selection criteria citing discussion with the city of Ontario and SANBAG), thirty-seven intersections within the study area were evaluated to determine their existing and future levels of service. These intersections are shown in Table III-10-C below.

Table III-10-C - Study Intersections

Intersection	Intersection
Euclid Ave./ SR-60 EB Ramps	San Antonio Ave./ Holt Blvd.
Euclid Ave./ SR-60 WB Ramps	7th St./ I-10 WB Off-Ramp
Euclid Ave./ Philadelphia St.	Euclid Ave./ E St.
Euclid Ave./ Mission Blvd.	Euclid Ave./ F St.
Euclid Ave./ Holt Blvd.	Lemon Ave./ D St.
Euclid Ave./ D St.	Plum Ave./ D St.
Euclid Ave./ 4th St.	Cherry Ave./ D St.
Euclid Ave./ I-10 EB Ramps	Sultana Ave./ C St.
Euclid Ave./ 7th St.	Sultana Ave./ B St.
Sultana Ave./ State St.	Cherry Ave./ Holt Blvd.
Sultana Ave./ Holt Blvd.	Plum Ave./ Holt Blvd.
Sultana Ave./ D St.	Lemon Ave./ Holt Blvd.
Campus Ave./ Mission Blvd.	Euclid Ave./ B St.
Campus Ave./ Holt Blvd.	Euclid Ave./ C St.
Grove Ave./ Mission Blvd.	Lemon Ave./ B St.
Vineyard Ave./ Holt Blvd.	Plum Ave./ B St.
Mountain Ave./ Mission Blvd.	Cherry Ave./ B St.
Mountain Ave./ Holt Blvd.	

Existing surrounding land uses include a mix of residential, commercial, civic, institutional, and vacant land. Relatively moderate traffic generation (with the exception of 7th St/I-10 WB off-ramp and Euclid Ave./ E St.) is currently occurring within the project area. The traffic generation currently experienced within the surrounding area is shown on the following page in Table III-10-D Existing Average Daily Traffic.

Table III-10-D – Existing Level of Service for Study Intersections (2004)

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Secs.)	LOS	Delay (Secs.)	LOS
Euclid Av./SR-60 EB Ramps	Signal	22.6	C	25.4	C
Euclid Av./SR 60 WB Ramps	Signal	29.6	C	29.3	C
Euclid Av./Philadelphia St.	Signal	24.7	C	28.7	C
Euclid Av./ Mission Bl.	Signal	30.1	C	31.7	C
Euclid Av./ Holt Bl.	Signal	28.3	C	32.0	C
Euclid Av./ D St.	Signal	17.4	B	19.7	B
Euclid Av./ 4th St.	Signal	26.7	C	19.4	B
Euclid Av./ I-10 EB Ramps	Signal	33.8	C	48.9	D
Euclid Av./ 7th St.	Signal	28.2	C	27.7	C
Sultana Av./ State St.	AWSC	8.5	A	10.8	B
Sultana Av/ Holt Bl.	Signal	12.5	B	15.1	B
Sultana Av./ D St.	AWSC	8.9	A	10.6	B
Campus Av./ Mission Bl.	Signal	13.6	B	18.1	B
Campus Av/ Holt Bl.	Signal	14.3	B	17.2	B
Grove Av/ Mission Bl.	Signal	29.5	C	31.0	C
Grove Av./ Holt Bl.	Signal	31.4	C	32.3	C
Vineyard Av./ Holt Bl.	Signal	28.0	C	28.1	C
Mountain Av./ Mission Bl.	Signal	33.3	C	33.1	C
Mountain Av./ Holt Bl.	Signal	27.0	C	35.1	D
San Antonio Av./ Holt Bl.	Signal	13.8	B	15.0	B
7th St./ I-10 WB Off Ramp	AWSC	OFL	F	OFL	F
Euclid Av./ E St.	TWSC	51.9	F	32.8	D
Euclid Av./ F St.	TWSC	18.9	C	24.8	C
Lemon Av./ D St.	AWSC	8.5	A	9.1	A
Plum Av./ D St.	TWSC	10.5	B	11.2	B
Cherry Av./ D St.	TWSC	10.9	B	12.5	B
Sultana Av/ C St.	TWSC	9.8	A	10.4	B
Sultana Av./ B St.	AWSC	8.1	A	9.1	A
Cherry Av./ Holt Bl.	TWSC	16.7	C	23.8	C
Plum Av./ Holt Bl.	TWSC	13.7	B	20.9	C
Lemon Av./ Holt Bl.	TWSC	28.2	D	24.0	C
Euclid Av./ B St	Signal	8.1	A	14.1	B
Euclid Av./ C ST.	Signal	4.8	A	11.9	B
Lemon Av./ C St.	TWSC	8.4	A	8.5	A
Lemon Av./ B St.	AWSC	7.5	A	8.0	A
Plum Av./ B St.	TWSC	9.8	A	10.2	B
Cherry Av./ B St.	TWSC	9.1	A	9.7	A

TWSC – Two Way Stop Controlled
AWSC- All Way Stop Controlled
OFL- Overflow conditions; delay greater than 200 seconds.

The proposed project will consist of the development of rental and owner-occupied multi-family housing, office uses, civic/public functions, academic, and retail uses to serve these new developments.

The Traffic Report analyzes two scenarios of the project. Scenario 1 is a high-density alternative and is analyzed in depth. Scenario 2 is a medium-density version of the plan and is examined in less detail. Scenario 2 is the preferred plan but development density may expand to the high-density alternative levels and therefore the traffic analysis represents the worst-case pursuant to CEQA.

Scenario 1, the high-density alternative, is projected to generate 24,540 new daily trip-ends, including 1,274 new trip-ends during the AM Peak hour and 2,538 new trip-ends during the PM Peak hour. Alternatively, Scenario 2 (the medium-density alternative) is projected to create 11,389 daily trip-ends, 699 of which are generated during the AM Peak Hours and 1,167 during the PM Peak Hour.

The existing level of service calculations are based upon actual AM and PM peak hour traffic counts that were compiled as part of the Traffic Study. As shown in Table III-10-D on the previous page, the intersection of 7th Street/ I-10 WB Off-ramp has LOS F in both AM and PM Peak hours. Euclid Avenue/ E Street has LOS F for the AM Peak and LOS D during PM Peak hour. All other intersections currently operate with a LOS of D or better.

Criteria for Determining Significance

Impacts related to transportation/traffic may be considered potentially significant if the proposed project would:

- Exceed a Level of Service D on roadways in the study area.
- Exceed the Level of Service allowable for a CMP intersection (where applicable) which is below a LOS E or the current level, whichever is farther from a LOS A.
- Result in inadequate parking that could create a parking spill-over effect onto local streets.
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks, etc.)

Project Compliance with Existing Regulations

As stated in the Traffic Study, the city of Ontario has established a citywide target of a minimum LOS D on all city-maintained roads.

The State of California has established minimum LOS for its CMP system of highways and roadways. “In no case shall the LOS standards be established below the level of service E or the current level, whichever is farthest from level of service A” (California Govt. Code Section 65089).

To ensure that area-wide traffic conditions do not worsen as development occurs, the City of Ontario has established "fair share" Development Impact Fee. These fees are collected and used as necessary to fund the required improvements to maintain the required LOS. CMP also requires a development impact "fair share" fee. A project's fair share fee is calculated by the ratio between the project traffic to total new traffic.

Design Considerations

The proposed project does not include major, off-street transit facilities that would help reduce dependence on automobiles. The proposed project is envisioned to retain the existing street and sidewalk pattern within the project area which allows for both pedestrian and vehicular access. Parking structures are envisioned as a part of the development of several blocks to provide adequate parking.

Environmental Impacts Before Mitigation

Threshold: - The project will exceed a Level of Service D on roadways in the study area.

Traffic projections for the proposed project take into consideration several factors. Trip generation represents the amount of traffic traveling to and from the proposed project. Trip distribution considers the directional orientation of traffic associated with the project. Modal split takes into account the traffic reducing potential of public transit or other forms of transportation.

To measure the potential impacts caused by the project, the existing traffic conditions are examined and then compared to projected conditions at the project's opening year (2008). The opening year is looked at both with the project and without it. Table III-10-E shows the projected levels of service at these locations during 2008 without the project having been constructed. This data will be the frame of reference for what the project impacts will be for the different phases of project construction and occupancy.

Table III-10-F on page 14 shows the levels of service at study area intersections with the proposed project at the opening year, but without any offsite area-wide improvements. As shown in the tables, all intersections will operate between LOS A to LOS F with the existing geometrics and controls in place. At the project opening year with the project, there are 8 intersections that exceed the threshold and would be considered significant without mitigation. The project contributes to the overall degradation of traffic conditions.

Table III-10-E– Level of Service at Project Opening Year (2008) Without Project

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Secs.)	LOS	Delay (Secs.)	LOS
Euclid Av./SR-60 EB Ramps	Signal	23.9	C	26.8	C
Euclid Av./SR 60 WB Ramps	Signal	33.9	C	33.5	C
Euclid Av./Philadelphia St.	Signal	25.9	C	31.5	C
Euclid Av./ Mission Bl.	Signal	31.6	C	34.5	C
Euclid Av./ Holt Bl.	Signal	29.2	C	34.3	C
Euclid Av./ D St.	Signal	16.8	B	20.5	C
Euclid Av./ 4th St.	Signal	27.9	C	20.3	C
Euclid Av./ I-10 EB Ramps	Signal	42.2	D	72.1	E
Euclid Av./ 7th St.	Signal	43.3	D	31.8	C
Sultana Av./ State St.	AWSC	8.7	A	11.5	B
Sultana Av/ Holt Bl.	Signal	12.4	B	15.4	B
Sultana Av./ D St.	AWSC	9.2	A	11.2	B
Campus Av./ Mission Bl.	Signal	13.9	B	18.6	B
Campus Av/ Holt Bl.	Signal	14.3	B	17.6	B
Grove Av/ Mission Bl.	Signal	29.9	C	31.7	C
Grove Av./ Holt Bl.	Signal	34.0	C	36.5	D
Vineyard Av./ Holt Bl.	Signal	28.8	C	28.9	C
Mountain Av./ Mission Bl.	Signal	35.8	D	36.5	D
Mountain Av./ Holt Bl.	Signal	29.5	C	41.2	D
San Antonio Av./ Holt Bl.	Signal	14.3	B	15.4	B
7th St./ I-10 WB Off Ramp	AWSC	OFL	F	OFL	F
Euclid Av./ E St.	TWSC	70.3	F	39.5	E
Euclid Av./ F St.	TWSC	21.2	C	27.9	D
Lemon Av./ D St.	AWSC	8.7	A	9.4	A
Plum Av./ D St.	TWSC	10.7	B	11.6	B
Cherry Av./ D St.	TWSC	11.2	B	13.0	B
Sultana Av/ C St.	TWSC	10.0	A	10.6	B
Sultana Av./ B St.	AWSC	8.3	A	9.5	A
Cherry Av./ Holt Bl.	RIRO	19.0	C	29.4	D
Plum Av./ Holt Bl.	TWSC	15.0	B	25.0	C
Lemon Av./ Holt Bl.	RIRO	44.1	E	178.6	F
Euclid Av./ B St	Signal	7.8	A	14.0	B
Euclid Av./ C ST.	Signal	4.8	A	11.7	B
Lemon Av./ C St.	TWSC	8.5	A	8.6	A
Lemon Av./ B St.	AWSC	7.6	A	8.1	A
Plum Av./ B St.	TWSC	9.9	A	10.4	B
Cherry Av./ B St.	TWSC	9.0	A	9.8	A

Table III-10-F– Level of Service at Project Opening Year (2008) With Project

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Secs.)	LOS	Delay (Secs.)	LOS
Euclid Av./SR-60 EB Ramps	Signal	24.8	C	28.8	C
Euclid Av./SR 60 WB Ramps	Signal	35.3	D	37.1	D
Euclid Av./Philadelphia St.	Signal	26.1	C	34.2	D
Euclid Av./ Mission Bl.	Signal	33.8	C	40.8	D
Euclid Av./ Holt Bl.	Signal	31.6	C	45.0	D
Euclid Av./ D St.	Signal	22.3	C	53.8	D
Euclid Av./ 4th St.	Signal	29.2	C	23.8	C
Euclid Av./ I-10 EB Ramps	Signal	44.9	D	86.5	F
Euclid Av./ 7th St.	Signal	50.4	D	33.3	C
Sultana Av./ State St.	AWSC	9.4	A	15.3	C
Sultana Av/ Holt Bl.	Signal	14.7	B	20.5	C
Sultana Av./ D St.	AWSC	12.0	B	36.6	E
Campus Av./ Mission Bl.	Signal	14.1	B	19.0	B
Campus Av/ Holt Bl.	Signal	13.9	B	17.6	B
Grove Av/ Mission Bl.	Signal	30.1	C	32.2	C
Grove Av./ Holt Bl.	Signal	34.8	C	41.0	D
Vineyard Av./ Holt Bl.	Signal	28.8	C	29.6	C
Mountain Av./ Mission Bl.	Signal	36.4	D	38.8	D
Mountain Av./ Holt Bl.	Signal	30.4	C	45.1	D
San Antonio Av./ Holt Bl.	Signal	14.4	B	15.5	B
7th St./ I-10 WB Off Ramp	AWSC	OFL	F	OFL	F
Euclid Av./ E St.	TWSC	103.6	F	177.4	F
Euclid Av./ F St.	TWSC	26.8	D	55.4	F
Lemon Av./ D St.	AWSC	10.9	B	18.6	C
Plum Av./ D St.	TWSC	14.1	B	27.5	D
Cherry Av./ D St.	TWSC	16.6	C	22.8	C
Sultana Av/ C St.	TWSC	13.7	B	17.0	C
Sultana Av./ B St.	AWSC	10.0	A	15.4	C
Cherry Av./ Holt Bl.	RIRO	40.1	E	160.5	F
Plum Av./ Holt Bl.	TWSC	20.6	C	59.0	F
Lemon Av./ Holt Bl.	RIRO	73.2	F	OFL	F
Euclid Av./ B St	Signal	15.0	B	26.6	C
Euclid Av./ C ST.	Signal	11.0	B	24.5	C
Lemon Av./ C St.	TWSC	9.1	A	12.7	B
Lemon Av./ B St.	AWSC	8.4	A	11.2	B
Plum Av./ B St.	TWSC	10.8	B	13.6	C
Cherry Av./ B St.	TWSC	10.2	B	12.2	B

Threshold: - The project will exceed a Level of Service E on CMP established roadways in the study area.

In and around the project site, 15 intersections were identified as meeting the criteria set forth by the San Bernardino County Congestion Management Plan (CMP) as implemented by SANBAG. The CMP defines a network of state highways and principal arterials of regional significance (those with a high level of non-local traffic) in order to create a standard protocol for Traffic Impact Analyses (TIA). See Traffic Report (Appendix D). The 15 identified intersections were then analyzed at the time of area-wide build-out (2025). Table III-10-G shows the LOS for the said intersections without the project and Table III-10-H shows the same intersections with the project, both without mitigation measures.

Table III-10-G – Level of Service at CMP Study Intersections at Build-out (2025) Without Project

OFL- Overflow conditions; delay greater than 200 seconds.

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Secs.)	LOS	Delay (Secs.)	LOS
Euclid Av./SR-60 EB Ramps	Signal	56.9	E	31.2	C
Euclid Av./SR 60 WB Ramps	Signal	52.3	D	36.2	D
Euclid Av./Philadelphia St.	Signal	OFL	F	OFL	F
Euclid Av./Mission Bl.	Signal	125.8	F	OFL	F
Euclid Av./Holt Bl.	Signal	34.0	C	86.8	F
Euclid Av./4th St.	Signal	OFL	F	OFL	F
Euclid Av./I-10 EB Ramps	Signal	116.1	F	129.9	F
Euclid Av./7th Street	Signal	144.8	F	91.0	F
Campus Avenue/Mission Blvd	Signal	92.9	F	136.5	F
Campus Avenue/Holt Blvd	Signal	15.5	B	61.5	E
Grove Avenue/Mission	Signal	158.9	F	137.1	F
Grove Avenue/Holt Blvd.	Signal	100.3	F	161.7	F
Vineyard Avenue/Holt Blvd.	Signal	41.0	D	48.5	D
Mountain Avenue/Mission Blvd.	Signal	105.8	F	128.2	F
Mountain Avenue/Holt Blvd.	Signal	32.7	C	73.0	E
San Antonio Ave/Holt Blvd.	Signal	16.4	B	45.8	D

Table III-10-H – Level of Service at CMP Study Intersections at Build-out (2025) With Project

OFL- Overflow conditions; delay greater than 200 seconds.

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Secs.)	LOS	Delay (Secs.)	LOS
Euclid Av./SR-60 EB Ramps	Signal	58.6	E	35.8	D
Euclid Av./SR 60 WB Ramps	Signal	54.8	D	40.5	D
Euclid Av./Philadelphia St.	Signal	OFL	F	OFL	F
Euclid Av./Mission Bl.	Signal	140.0	F	OFL	F
Euclid Av./Holt Bl.	Signal	37.8	D	125.1	F
Euclid Av./4th St.	Signal	OFL	F	OFL	F
Euclid Av./I-10 EB Ramps	Signal	120.5	F	142.5	F
Euclid Av./7th Street	Signal	152.4	F	96.0	F
Campus Avenue/Mission Blvd	Signal	96.1	F	147.9	F
Campus Avenue/Holt Blvd	Signal	15.7	B	74.7	E
Grove Avenue/Mission	Signal	162.1	F	143.9	F
Grove Avenue/Holt Blvd.	Signal	111.9	F	188.3	F
Vineyard Avenue/Holt Blvd.	Signal	42.9	D	56.3	E
Mountain Avenue/Mission Blvd.	Signal	110.3	F	139.4	F
Mountain Avenue/Holt Blvd.	Signal	33.4	C	80.3	F
San Antonio Ave/Holt Blvd.	Signal	16.7	B	56.3	E

The proposed project contributes to CMP intersections that will exceed LOS E in 2025. Thus impacts would be considered significant without mitigation.

Threshold: The project will result in inadequate parking causing a spill-over effect onto local streets.

The additional traffic generated by project may also have adverse impact on the environment, beyond LOS measurements, in the form of parking spill-over. If the amount of on-site parking were inadequate adjacent to each proposed use, the project would create the need for additional on-street parking or parking along local residential streets within the area. Without proper mitigation, this will have a potentially significant impact on the environment. As the exact project design is unknown, it is unclear if this will occur, but future designs must provide adequate parking.

Threshold: Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks, etc.)

The addition of between approximately 500 and 1,000 new residential units (approx. 1,800 to 3,600 new residents) within the project area will require the availability of public transportation, bicycle, and pedestrian facilities. Currently, sidewalks exist along streets and between public

facilities that provide ease of pedestrian movement through the project area. As presently proposed, the concept for the proposed project retains existing streets and sidewalks. Elimination of pedestrian connections in the proposed project area would be significant and should be retained or replaced with new pedestrian connections.

Bicycles are allowed on-street, but no separate Class I bike trails exist or are planned within the downtown. To encourage and facilitate the use of bicycles, bicycle racks can be provided.

As described in the Setting section, above, there are two small bus transfer stops that serve the project area, located in the vicinity of D Street and Sultana Avenue. Omnitrans and RTD provide bus service to/from the project area. Omnitrans has been working with the City of Ontario to locate a larger bus transfer facility within the downtown area to meet existing and future transit use, the convergence of major routes within downtown, the addition of transit-oriented land uses, and to reduce current impacts to the surrounding neighborhoods.

Existing ridership at the Sultana Avenue/'D' Street bus stops is shown in Table III-10-B.1 according to Omnitrans. Some bus ridership activity at this stop is due to riders passing through downtown but needing to transfer to other lines that also stop at this same transfer point. Other ridership is a result of people living downtown, students attending La Verne University Law School, people wishing to patronize businesses located downtown, and employees who work within the project area. The main employer within the project site is the City of Ontario. As a part of the proposed project, the City of Ontario employees located within the site will total approximately 249 people including City Hall, Main Library, Senior Center, Fire Dept. and other city offices that will be located in the former Police Headquarters building. SANBAG surveys City employees annually to meet AQMD Rule 2202 requirements. According to the October 2003 survey, only 0.48 percent of city employees ride public transportation, bicycle or walk regularly to reach City Hall. However, approximately 9 percent currently car pool with 2 or more persons per vehicle. Other alternative modes of transportation used by City employees include one person who uses an electric vehicle daily and 5 people who ride motorcycles.

Future ridership will increase at this location as a result of the project. Although some new employees whose jobs are located within the project may opt to ride the bus to work, it is unlikely that any significant increase will result in employee transit ridership from the proposed project unless parking is not longer free. "The presence of free parking at a place of employment served by Bay Area Rapid Transit was found in one case study to decrease the likelihood of using transit for the daily work commute by 20 percent." (www.travelmatters.org/about/land-use). Based on the City's success with car pooling and the fact that the primary employer within the project area will remain the same (thus the current transportation choices for employees will remain in use), little reduction is expected due to inbound employment-related trips. It is more likely that bus rides from the project to outlying employment destinations will result.

The majority of reduction in vehicle miles traveled that may result from the proposed project will be achieved if the mix of residential, commercial, academic, recreational uses, and other amenities included in the plan is balanced.

> The importance of amenities close to home is emphasized by the fact that the majority of [automobile] trips taken are for trips other than travel to work. In 1995, 76 percent of all household trips were to school, shopping, social and recreational activities, and other family business. If households are able to conduct the majority of those trips within a mile from home, or near a transit station, auto use diminishes significantly.
> (www.travelmatters.org/about/land-use)

The above quote illustrates that auto use will decrease if amenities/services and transit stops to access services are convenient to homes.

Ridership increases resulting from the proposed project will create added noise and congestion at the existing transfer location (Sultanna Avenue and 'D' Street) which is immediately adjacent to existing single and multi-family housing. This facility should be relocated within or near the project site with consideration given to land uses sensitive to noise and to avoid traffic congestion due to buses stopping and maneuvering.

Although an exact site has not been determined to date, such a transit facility will be required to service the needs of the large influx of residents, students, and workers that will result from the proposed project. Metrolink commuter train stations do not exist adjacent to the project site. Bus connections will be key to the use of the train stations located in eastern Ontario, Upland and Pomona. If bus transit facilities are not provided within or adjacent to the project area, impacts resulting from the lack of alternative transportation services (buses and trains) would be considered significant due to the higher use of single occupancy vehicles and the increased ridership in proximity to the existing neighborhoods near the intersection of Sultana Avenue and "D" Street.

Proposed Mitigation Measures

An Environmental Impact Report is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts upon traffic.

To comply with City standards and reduce all potential impacts to LOS D or better, to comply with CMP LOS standards, and to reduce the spill-over effect of parking, the following mitigation measures shall be implemented as part of the project:

Opening Year With Preferred Project Scenario

MM Trans 1: Install traffic signal and modify the intersection of I-10 WB Off-ramp/ 7th Street to include the following geometrics:
Northbound: One left-turn lane. One shared through and right-turn lane.
Southbound: N/A.
Eastbound: One left-turn lane and one through lane.
Westbound: One through lane and one right-turn lane.

MM Trans 2: Install traffic signal at Euclid Avenue/ E Street intersection.

To comply with CMP standards and reduce all potential impacts to LOS E or better, the following mitigation measures shall be implemented as part of the project.

Build-Out Year With Project (CMP Intersections)

MM Trans 3: Modify the intersection of Euclid Avenue/ SR-60 East-bound ramps to include the following geometrics:
Northbound: Three through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Three through lanes.
Eastbound: One left-turn lane. One shared left and through lane. One right-turn lane.
Westbound: N/A.

MM Trans 4: Modify the intersection of Euclid Avenue/ SR-60 West-bound ramps to include the following geometrics:
Northbound: Two left-turn lanes. Three through lanes.
Southbound: Three through lanes. One right-turn lane.
Eastbound: N/A.
Westbound: One left-turn lane. One shared left and through lane. One right-turn lane.

MM Trans 5: Modify the intersection of Euclid Avenue/ Philadelphia Street to include the following geometrics:
Northbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Two through lanes. One right-turn lane.
Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.

MM Trans 6: Modify the intersection of Euclid Avenue/Mission Boulevard to include the following geometrics:
Northbound: One left-turn lane. Three through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Two through lanes. One shared through and right-turn lane.
Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

MM Trans 7: Modify the intersection of Euclid Avenue/Holt Avenue to include the following geometrics:
Northbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Southbound: One left-turn lane. Two through lanes. One shared through and right-turn lane.
Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Two through lanes. One right-turn lane.

MM Trans 8: Modify the intersection of Euclid Avenue/4th Street to include the following geometrics:

Northbound: One left-turn lane. Three through lanes. One right-turn lane.
Southbound: One left-turn lane. Two through lanes. One through and right-turn shared lane.
Eastbound: One left-turn lane. Three through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Two through lanes. One through and right-turn shared lane.

MM Trans 9: Add 2nd southbound left-turn lane and 4th northbound through lane at the intersection of Euclid Avenue/I-10 EB Ramps.

MM Trans 10: Modify the intersection of Campus Avenue/Mission Boulevard to include the following geometrics:
Northbound: One left-turn lane. One through lane. One through and right-turn shared lane.
Southbound: One left-turn lane. One through lane. One through and right-turn shared lane.
Eastbound: One left-turn lane. Three through lanes. One right-turn lane.
Westbound: One left-turn lane. Two through lanes. One through and right-turn shared lane.

MM Trans 11: Modify the intersection of Campus Avenue/Holt Boulevard to include the following geometrics:
Northbound: One left-turn lane. One through lane. One through and right-turn shared lane.
Southbound: One left-turn lane. One through lane. One through and right-turn shared lane.
Eastbound: One left-turn lane. Two through lanes. One through and right-turn shared lane.
Westbound: One left-turn lane. Two through lanes. One through and right-turn shared lane.

MM Trans 12: Modify the intersection of Grove Avenue/Mission Boulevard to include the following geometrics:
Northbound: Two left-turn lanes. Three through lanes. One through and right-turn shared lane.
Southbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Two through lanes. One through and right-turn shared lane.
Westbound: Two left-turn lanes. Four through lanes. One right-turn lane.

MM Trans 13: Modify the intersection of Grove Avenue/Holt Boulevard to include the following geometrics:
Northbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

MM Trans 14: Modify the intersection of Vineyard Avenue/Holt Boulevard to include the following geometrics:
Northbound: One left-turn lane. Three through lanes. One right-turn lane.
Southbound: One left-turn lane. Two through lanes. One through and right-turn shared lane.
Eastbound: Two left-turn lanes. Two through lanes. One through and right-turn shared lane.
Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

MM Trans 15: Modify the intersection of Mountain Avenue/Mission Boulevard to include the following geometrics:

Northbound: One left-turn lane. Two through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Two through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

MM Trans 16: Modify the intersection of Mountain Avenue/Holt Boulevard to include the following geometrics:
Northbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Two through lanes. One through and right-turn shared lane.
Westbound: Two left-turn lanes. Two through lanes. One through and right-turn shared lane.

MM Trans 17: Add 3rd Eastbound through lane and 3rd Westbound through lane at the intersection of San Antonio Avenue/Holt Boulevard.

MM Trans 18: The project will participate in the cost of off-site improvements through the payment of the City of Ontario Development Impact "fair share" mitigation Fees (DIF), which will be determined at the time of fee collection. These fees shall be collected by the City at the time of issuance of building permits and utilized as needed by the City to construct the above improvements necessary to maintain acceptable levels of services in the project area.

MM Trans 19: In addition to the DIF, the developer will pay fair share costs for all off-site roadway improvements that are not included in the existing DIF. Table III-10-I below summarizes these fair share costs that the developer will have to pay in addition to the DIF.

Table III-10-I-CMP Project "Fair Share" Cost

Location	Total Cost	Existing Traffic (2004) vph	Future Traffic (2025) vph	Project Traffic vph	Total New Traffic vph	Project % of New Traffic	Project Fair Share Cost
Freeway							
SR-60							
Cental Ave. to Mountain Ave.	$3,640,000	16100	21583	102	5483	1.86%	$67,715
at Mountain Ave.	$712,800	14310	19927	102	5617	1.82%	$12,944
Mountain Ave. to Euclid Ave.	$2,800,000	16200	21034	102	4834	2.11%	$59,082
I-10							
LA County to Monte Vista Ave.	$1,960,000	14400	18219	203	3819	5.32%	$104,184
at Monte Vista Ave.	$528,000	12890	15335	203	2445	8.30%	$43,838
Monte Vista Ave. to Central Ave.	$2,520,000	14500	18658	203	4158	4.88%	$123,030
at Central Ave.	$686,400	12730	16624	203	3894	5.21%	$35,783
Central Ave. to Mountain Ave.	$3,360,000	15000	17865	203	2865	7.09%	$238,073
at Mountain Ave.	$580,800	13130	15622	203	2492	8.15%	$47,312
Mountain Ave. to Euclid Ave.	$4,927,200	15900	18709	203	2809	7.23%	$356,077
Street Segments							
Mission Blvd.							
San Antonio Ave. to Euclid Ave.	$204,545	1815	4448	125	2633	4.75%	$9,711
Euclid Ave. to Campus Ave.	$197,727	1787	4792	62	3005	2.06%	$4,080
Campus Ave. to Grove Ave.	$265,909	1538	3833	44	2295	1.92%	$5,098
Euclid Ave.							
Mission Blvd. to Holt Blvd.	$211,364	2372	3814	426	1442	29.54%	$62,442
Grove Ave.							
Mission Blvd. to Holt Blvd.	$211,364	2001	6861	106	4860	2.18%	$4,610
4th St.							
San Antonio Ave. to Euclid Ave.	$197,727	582	2352	39	1770	2.20%	$4,357
Euclid Ave. to Campus Ave.	$395,455	596	2435	43	1839	2.34%	$9,247
Intersections							
Euclid Avenue / SR-60 EB Ramps	$613,636	2938	4259	169	1321	12.79%	$78,505
Euclid Avenue / SR-60 WB Ramps	$613,636	3646	4705	242	1059	22.85%	$140,227
Euclid Avenue / Philadelphia Street	$463,636	3969	6804	286	2835	10.09%	$46,772
Euclid Avenue / Mission Boulevard	$369,318	4389	9379	443	4990	8.88%	$32,787
Euclid Avenue / Holt Avenue	$419,318	4012	7549	733	3537	20.72%	$86,899
Euclid Avenue / 4th Street	$369,318	3597	8044	436	4447	9.80%	$36,209
Euclid Avenue / I-10 EB Ramps	$169,318	4676	6994	357	2318	15.40%	$26,077
Euclid Avenue / 7th Street	$150,000	4308	6747	111	2439	4.55%	$6,827
Campus Avenue / Mission Boulevard	$257,955	2752	6675	91	3923	2.32%	$5,984
Campus Avenue / Holt Boulevard	$252,273	2737	4684	466	1947	23.93%	$60,380
Grove Avenue / Mission Boulevard	$330,114	3548	9321	149	5773	2.58%	$8,520
Grove Avenue / Holt Boulevard	$557,955	3587	6901	402	3314	12.13%	$67,682
Vineyard Avenue / Holt Boulevard	$207,955	3141	5781	279	2640	10.57%	$21,977
Mountain Avenue / Mission Boulevard	$313,636	4504	7639	198	3135	6.32%	$19,809
Mountain Avenue / Holt Boulevard	$452,273	4642	6143	164	1501	10.93%	$49,416
San Antonio Avenue / Holt Boulevard	$163,636	2719	5072	264	2353	11.22%	$18,360
TOTAL	$29,103,268						$1,894,011

Parking

MM Trans 20: All forms of development in the project area must meet City on-site parking code requirements and/or shared parking standards to the satisfaction of the Planning Department.

MM Trans 21: As the project is built out in phases, some parking areas may be shared or off-street parking for one block may be provided on the adjacent block in an interim situation. The downtown Parking Model shall be used to analyze any interim or phased conditions to assure that off-street parking demand is met by the project as a whole throughout all phases of build-out.

To comply with City standards and reduce all potential impacts to alternative transportation, the following mitigation measures shall be implemented:

MM Trans 22: The City shall consult with Omnitrans to determine the location and type of transit facilities warranted by the proposed project. The location and type(s) of facility(ies) shall be determined prior to approval of site plans for the first phase of the proposed project. The siting of the facility(ies) shall be within the proposed project boundaries or within 500 feet of the edges of the project. The facility(ies) shall be constructed and adequate transit service shall be operating from the facility(ies) at the time of the last certificate of occupancy for residential units within the project.

MM Trans 23: The City should encourage the use of public transportation by providing Omnitrans and Metrolink information at public facilities within the project.

MM Trans 24: Pedestrian activity and bicycles shall be encouraged within the project site through the provision of sidewalks along all streets, connecting pathways and trails, and bicycle racks near commercial and public buildings and parks.

Opening Year With Project High-Density Scenario

If the High-Density scenario is built, the following mitigation measures, in addition to MM Trans 1 – 24, will be necessary to eliminate or reduce the potential significant adverse impacts upon traffic.

MM Trans 25: Add 2nd southbound left-turn lane at the intersection of Euclid Avenue/I-10 East-bound Ramps.

MM Trans 26: Install Traffic Signal at the intersection of I-10 WB Off-Ramp/7th Street and include the following geometrics:
Northbound: One left-turn lane. One shared left, through, and right-turn lane.
Southbound: N/A
Eastbound: One left-turn lane. One through lane.
Westbound: One through lane. One right-turn lane.

MM Trans 27: Install Traffic Signal at the intersection of Euclid Avenue/E Street.

MM Trans 28: Install Traffic Signal at the intersection of Euclid Avenue/F Street.

MM Trans 29: Modify the intersection of Cherry Avenue/Holt Boulevard to allow Right-in/Right-out turning movements only as planned by the City of Ontario.

MM Trans 30: Install Traffic Signal at the intersection of Plum Avenue/Holt Boulevard and include the following geometrics:
Northbound: One shared left, through, and right-turn lane.
Southbound: One shared left, through, and right-turn lane.
Eastbound: One left-turn lane. One shared through and right-turn lane.
Westbound: One left-turn lane. One shared through and right-turn lane.

MM Trans 31: Modify the intersection of Lemon Avenue/Holt Boulevard to allow Right-in/Right-out turning movements only as planned by the City of Ontario.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

All potential significant adverse environmental effects are reduced to below the thresholds of significance identified for the project following implementation of the proposed mitigation measures outlined above. Table III-10-J LOS at Project Opening Year With Project With Mitigation shows the LOS of the selected intersections with the project at opening year (2008) with the above mitigation measures enacted.

Table III-10-K CMP Intersections at Build-Out With Mitigations shows CMP intersections with the above mitigation measures in place. The LOS for each of these intersections is below the threshold and therefore not significant.

Following implementation of area-wide offsite improvements, (see Mitigation Measures above), Tables III-10-J and Table III-10-K show that intersections within the study area will operate at LOS D or better. Therefore, with the incorporation of area-wide offsite improvements, listed above as mitigation measures, the level of service on area roadways affected by the proposed project will not exceed LOS D. With the mitigation measure requiring any and all manifestations of development to accommodate all parking requirements on site, the spill-over effect of parking is not significant. Thus, all project impacts are considered less than significant with the mitigation incorporated.

Table III-10-J – Level of Service at Project Opening Year With Project With Mitigations

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Secs.)	LOS	Delay (Secs.)	LOS
Euclid Av./SR-60 EB Ramps	Signal	26.9	C	28.8	C
Euclid Av./SR 60 WB Ramps	Signal	35.3	D	37.1	D
Euclid Av./Philadelphia St.	Signal	26.7	C	37.8	D
Euclid Av./ Mission Bl.	Signal	33.8	C	40.8	D
Euclid Av./ Holt Bl.	Signal	31.5	C	44.5	D
Euclid Av./ D St.	Signal	22.9	C	45.9	D
Euclid Av./ 4th St.	Signal	29.2	C	23.8	C
Euclid Av./ I-10 EB Ramps	Signal	27.7	C	45.7	D
Euclid Av./ 7th St.	Signal	42.2	D	39.3	D
Sultana Av./ State St.	AWSC	9.4	A	15.3	C
Sultana Av/ Holt Bl.	Signal	12.0	B	16.2	B
Sultana Av./ D St.	AWSC	12.0	B	31.6	D
Campus Av./ Mission Bl.	Signal	14.1	B	19.1	B
Campus Av/ Holt Bl.	Signal	13.9	B	17.6	B
Grove Av/ Mission Bl.	Signal	30.1	C	32.2	C
Grove Av./ Holt Bl.	Signal	34.8	C	41.0	D
Vineyard Av./ Holt Bl.	Signal	28.8	C	29.6	C
Mountain Av./ Mission Bl.	Signal	35.5	D	36.8	D
Mountain Av./ Holt Bl.	Signal	30.4	C	45.1	D
San Antonio Av./ Holt Bl.	Signal	14.4	B	15.5	B
7th St./ I-10 WB Off Ramp	Signal	24.7	C	33.5	C
Euclid Av./ E St.	Signal	6.6	A	9.5	A
Euclid Av./ F St.	Signal	4.0	A	5.2	A
Lemon Av./ D St.	AWSC	10.9	B	18.6	C
Plum Av./ D St.	TWSC	14.1	B	27.5	D
Cherry Av./ D St.	TWSC	16.6	C	22.8	C
Sultana Av/ C St.	TWSC	13.7	B	17.0	C
Sultana Av./ B St.	AWSC	10.0	A	15.4	C
Cherry Av./ Holt Bl.	RIRO	-	A	-	A
Plum Av./ Holt Bl.	Signal	2.4	A	4.5	A
Lemon Av./ Holt Bl.	RIRO	-	A	-	C
Euclid Av./ B St	Signal	15.2	B	26.2	C
Euclid Av./ C ST.	Signal	11.1	B	23.9	C
Lemon Av./ C St.	TWSC	9.1	A	12.7	B
Lemon Av./ B St.	AWSC	8.5	A	12.9	B
Plum Av./ B St.	TWSC	11.2	B	15.3	C
Cherry Av./ B St.	TWSC	10.5	B	13.4	B

Table III-10-K – Level of Service at CMP Study Intersections at Build-Out With Project With Mitigation

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Secs.)	LOS	Delay (Secs.)	LOS
Euclid Av./SR-60 EB Ramps	Signal	21.9	C	21.0	C
Euclid Av./SR 60 WB Ramps	Signal	21.4	C	20.3	C
Euclid Av./Philadelphia St.	Signal	33.6	C	47.9	D
Euclid Av./ Mission Bl.	Signal	31.4	C	39.5	D
Euclid Av./ Holt Bl.	Signal	26.6	C	40.3	D
Euclid Av./ 4th St.	Signal	40.5	D	54.9	D
Euclid Av./ I-10 EB Ramps	Signal	34.6	C	39.3	D
Campus Avenue/ Mission Blvd	Signal	21.4	C	40.3	D
Campus Avenue/ Holt Blvd	Signal	19.1	B	22.4	C
Grove Avenue/Mission	Signal	40.3	D	48.0	D
Grove Avenue/ Holt Blvd.	Signal	29.0	C	32.1	C
Vineyard Avenue/ Holt Blvd.	Signal	33.4	C	39.6	D
Mountain Avenue/ Mission Blvd.	Signal	37.5	D	44.3	D
Mountain Avenue/ Holt Blvd.	Signal	27.6	C	30.9	C
San Antonio Ave/ Holt Blvd.	Signal	28.7	C	34.1	C

Summary of Cumulative Environmental Effects After Mitigation Measures Are Implemented

Traffic modeling is by nature cumulative since it includes existing, proposed growth, expected developments other than the project and the project itself. Thus, since all intersections will function at acceptable levels of service with mitigation, cumulative impacts are considered less than significant after mitigation.

11. Utilities and Service Systems

Potential impacts from, (1) exceeding the wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board, (2) resulting in the construction of new storm water drainage facilities, and (3) resulting 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 are considered less than significant and are therefore discussed in Section II-Effects Not Found Significant of this document.

The focus of the following discussion is related to the potential impacts from the proposed project on wastewater treatment capacity, wastewater pipelines, water supply/systems and landfill capacity. Although the City of Ontario CEQA Checklist form does not discuss potential impacts to the provision of natural gas, Southern California Gas Company has submitted a written comment advising of main pipelines currently within the project roadways. Therefore, the potential impacts to other utilities, including natural gas shall be discussed herein. The following acronyms represent the referenced documents or persons consulted as listed in the References section of this document. These references have been used to prepare the following section: IEUA, IWMB news, OGP, OGP FEIR, OMWP, OSSMP, SBCSWM, OGIS, PC-1, PC-2, PC-3, PC-5, PC-6, PC-8, PC-9, PC-10, PC-12, PC-13 and Appendix E.

Setting

Sewer Treatment and Conveyance System

The City of Ontario plans and initiates construction of the network of pipelines that collect and convey sewage from all regions of the City to one of five wastewater treatment plants operated by the Inland Empire Utilities Agency (IEUA). The sewage (or "wastewater") collected from the project site will be conveyed to IEUA Regional Plant 1, which is located near State Route 60 and Archibald Avenue. Regional Plant 1 was opened in 1948, and has undergone many expansions since then to provide tertiary wastewater treatment for the communities of Ontario, Rancho Cucamonga, Upland, Montclair, Fontana and unincorporated areas of San Bernardino County. According to IEUA, the current influent (incoming) rate is 40 million gallons per day (mgd), yet the plant has current capacity of 44 mgd and an ultimate, master plan-designed capacity of 60 mgd (personal communication, IEUA Manager of Planning, Gary Hackney, 6/25/04). Effluent (discharge) from Regional Plant 1 is used for irrigation of the Whispering Lakes Golf Course, El Prado Golf Course, and Westwind Park. It also supplies water to the Prado Regional Park Lake and Cucamonga Creek Flood Control Channel that ultimately discharges into the Santa Ana River. As described in Section III-6, *Hydrology and Water Quality*, storm water runoff from the project area also discharges into Cucamonga Creek Flood Control Channel.

The most recent version of City's Master Sewer Plan (October 1995) illustrates the location and diameters of sewer pipelines currently in use, and the ultimate system when the City completely builds-out. According to the City of Ontario, no major improvements to the system has occurred since the most recent version of the Master Sewer Plan was published in 2000 (personal

communication, City of Ontario - Richard Whitaker, 6/29/04). As shown on Figure III-14, the City has identified a segment of a pipeline within the project boundary that is currently surcharged, or exceeding capacity. In general, the City's sewer system has trouble spots where pipelines align east/west since the natural gradient is north to south. Many similar segments of sewer pipelines are exceeding capacity throughout the City. To address this issue, the City issues a Capital Project Study to determine critical segments of sewer pipelines for replacement. The Capital Project Study that is currently underway has identified a particular segment of pipeline located down-gradient of the project site within Francis Street that is exceeding capacity and would be directly impacted by the proposed project. The earliest expected construction date to expand the pipeline segment in Francis Street is April of 2005.

Water Supply System

The most recent version of the City's Master Water Plan (August, 2000) also illustrates the location and diameters of all the pipelines within the City limits, including those within the project footprint. Of those, a segment of pipeline within the alley directly east of the buildings that front North Euclid Avenue requires replacement by a larger diameter pipeline (Figure III-15).

According to the City Master Water Plan, the City of Ontario water system includes four pressure zones (PZ), listed highest to lowest in elevation: 13th Street PZ, 8th Street PZ, 4th Street PZ, and Philips PZ. The hydraulic gradient for each zone is set by their corresponding reservoirs. Each zone is served by a combination of wells, booster pumps, pressure-reducing stations, imported supply connections, and interconnections with adjacent water agencies. The project site is within the 8th Street PZ, which is served by a combination of 4 reservoirs totaling 32.37 million gallons. In addition, imported water from the Water Facilities Authority (WFA) Treatment Plant and groundwater from City production wells are conveyed to customers within this pressure zone.

According to the project's Water Supply Assessment (Appendix E, *under separate cover),* the City is a member of the WFA, which purchases imported water from IEUA. Ontario has capacity rights up to 25.4 million gallons per day (mgd) of the WFA Treatment Plant; however in 2003, the City purchased an average of only 8.3 mgd (9,300 acre-feet). In addition, Ontario has 31.4% of the ultimate design capacity of the WFA treatment plant.

The City of Ontario is a member of the Chino Basin Desalting Authority (CDA), which issued revenue bonds in 2002 for expanding the Chino 1 and Chino 2 desalter units to a combined maximum production capacity of 24,600 acre-feet per year. The City has agreed to purchase 5,000 acre-feet per year of this maximum production to supply its future customers.

The City of Ontario currently has 26 production wells in the Chino Basin with a combined capacity of approximately 43,071 gallons per minute (gpm), or 62 mgd at 100% utilization. In addition to the nine (9) new wells proposed in the City's Master Water Plan, the City has also prepared a long-range replacement plan for older wells that lose production and/or produce poor quality of water.

The January 27, 1978 adjudication ("the Judgement") by the Superior Court of the State of California for the County of San Bernardino established all water rights in the Chino Ground Water Basin in order to control and regulate water pumped from the Basin in order to ensure that the source is utilized in an optimum manner. Each water producer, including the City of Ontario, is allowed a "base water right," which is simply a percentage of what can be safely pumped from the Chino Basin. Water producers can pump in excess of their base water right and either replenish the water or purchase water rights from other users. During the fiscal year 2001-2002, the City pumped a total of 32,601 acre-feet from the Chino Basin. Of that, the amount of water that the City could pump without being subject to a replenishment assessment was19,281 acre-feet. Therefore, the City was subject to replenishment costs for 13,320 acre-feet, representing 41% of the total produced. (1 acre-foot = 325,851 gallons. An acre-foot covers one acre of land, one-foot deep, and supplies two average southern California families for one year.) According to the Water Supply Assessment, the City's plans to have ultimate well production at 90,217 gpm, which includes all well replacements and installations.

Landfill Capacity

Solid waste collected in Ontario is presently taken by City of Ontario haulers to the Mid-Valley Materials Recovery Facility, which is administered by the San Bernardino County Department of Solid Waste Management. The project site is located approximately 8 miles southwest of the Mid-Valley Materials Recovery Facility, which is located north of State Highway 30, east of Sierra Avenue and west of Alder Avenue in Rialto. Refuse is hauled from the Recovery Facility to the El Sobrante Landfill in Riverside County (south of Corona) per the City's contract with Waste Management of North America.

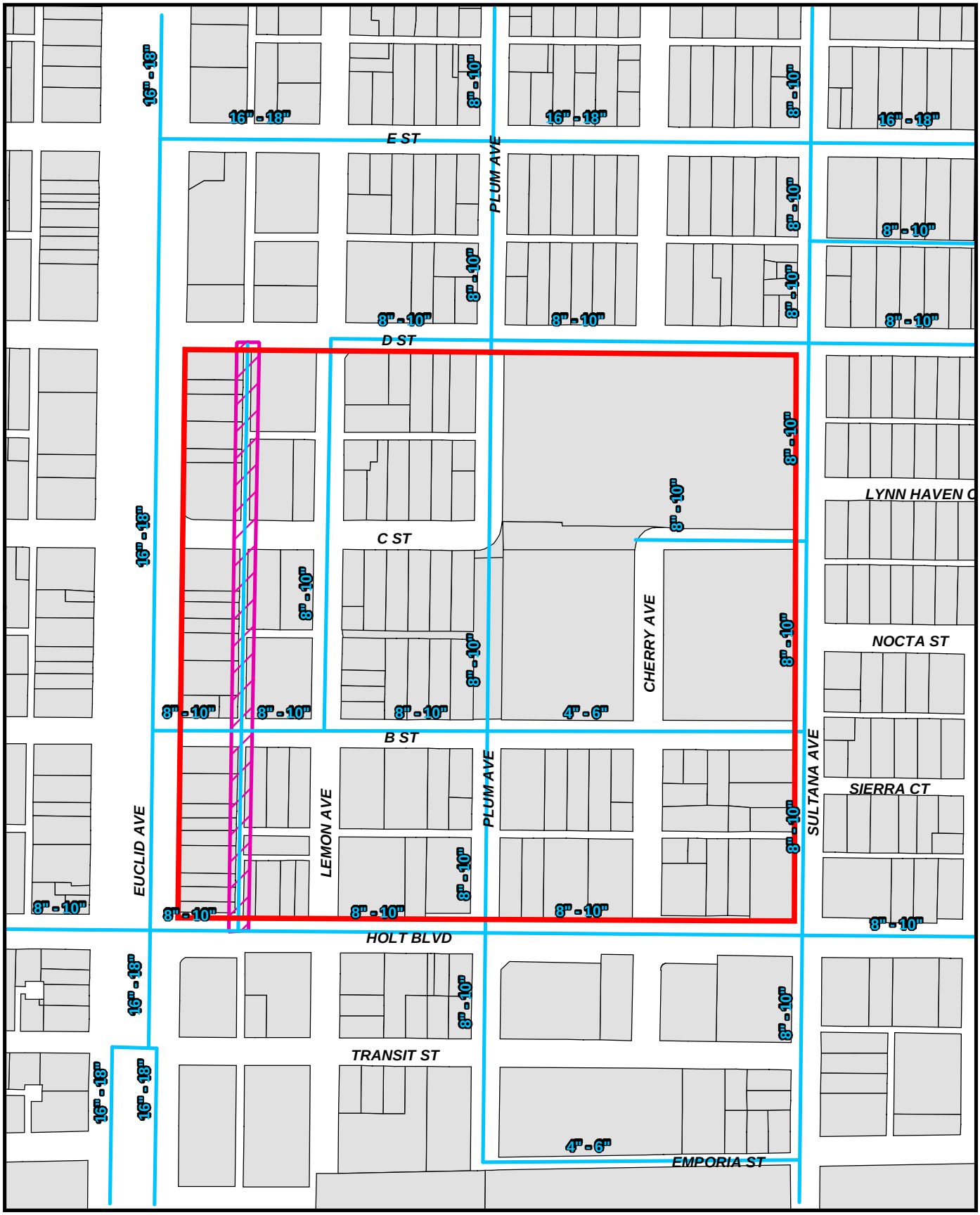
The El Sobrante Landfill is located east of Interstate 15 and Temescal Canyon Road, south of the City of Corona and Cajalco Road at 10910 Dawson Canyon Road. The landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc. The County of Riverside Waste Management Department operates the facility gate. The existing landfill encompasses 1,322 acres, of which 645 acres are permitted for landfilling. The landfill is permitted to receive 10,000 tons of refuse per day (tpd), of which 6,000 tpd is dedicated to refuse generated outside of Riverside County. The landfill's total capacity is about 109 million tons (185 million cubic yards); and, of this amount, 61 million tons are reserved for out-of-county waste. The remaining out-of-county disposal capacity was approximately 51 million tons on January 1, 2004. During 2003, the landfill accepted about 2.2 million tons of waste, and about 61 percent of this was from outside of Riverside County. The daily average for out-of-county waste was 4222 tons. El Sobrante Landfill's remaining life is estimated to be about 30 years.

Other Utilities

Southern California Gas Company has indicated in a written letter dated June 28, 2004 that many natural gas pipelines are within the project's boundary. Depths of these pipelines vary in as much as these facilities were installed many years ago and subsequent street improvements may have altered the grade considerably. The Letter also stated that:

> It is the responsibility of the City, Utility, Developer, or Engineering Firm to determine if a conflict exists between the proposed development and our [Southern California Gas Company's] facilities. If a conflict is identified and can only be resolved by relocating our [Southern California Gas Company's] facilities, please be advised that the projected timetable for completion could be six months. This includes planning, design, material procurements, construction, and reconciliation. We [Southern California Gas Company] will also require 'signed finalized' plans of construction profiles prior to the start of the relocation.

Numerous telephone lines and electrical lines that provide service to existing structures are also located within the project site, and will be taken into consideration into final project design.



Source: City of Ontario

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0 75 150 300 Feet

LEGEND

IDENTIFIED HYDRAULIC DEFICIENCY, 8" - 10" WATERLINE REPLACEMENT NEEDED - CONCEPTUAL ONLY

WATER LINES

Figure III-14

City of Ontario Water System

Ontario Downtown Civic Center Project

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

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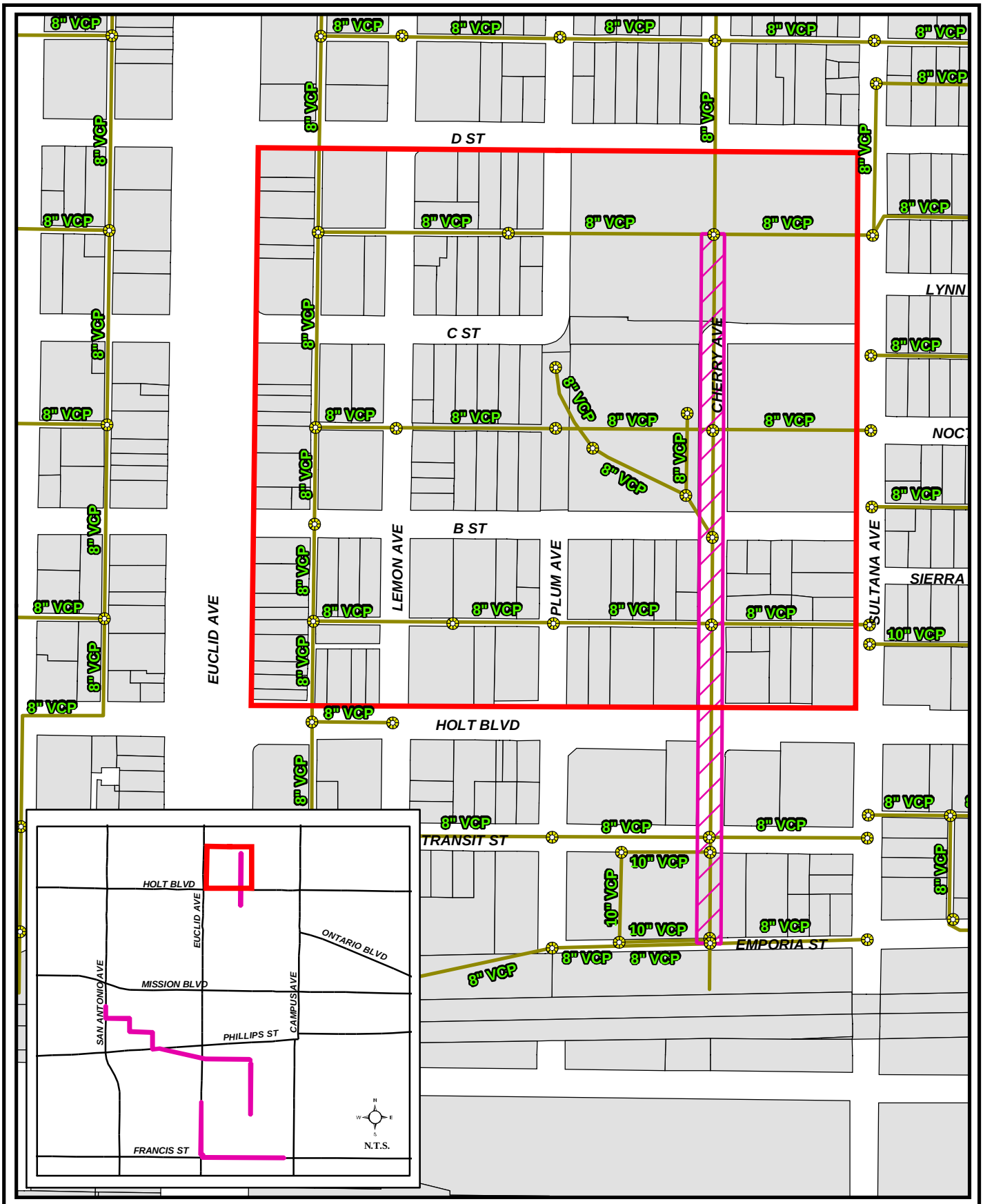

Source: City of Ontario

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LEGEND

- MANHOLES
- IDENTIFIED HYDRAULIC DEFICIENCY, SEWERLINE REPLACEMENT NEEDED - CONCEPTUAL ONLY
- SEWER LINES

Figure III-15

City of Ontario Sewer System

Ontario Downtown Civic Center Project

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

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Criteria for Determining Significance

Impacts on the City's utilities and service systems would be considered potentially significant if the proposed project would:

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Have insufficient water supplies available to serve the project from existing entitlements and resources;
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Result in adverse impacts to natural gas or other utility systems.

Project Compliance with Existing Regulations

The project will require a Water Supply Assessment (WSA) in accordance with California Senate Bill No. 610. The WSA confirms whether or not water supply is available to the project from the purveyor's existing and future entitlements.

The proposed project is exempt from California Senate Bill No. 221 according to Section 66473.7 (a)(1)(i) of the Bill, which states:

> This section shall not apply to any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses, or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban uses, or housing projects that are exclusively for very low and low-income households.

The project will be required to construct all sewer, water and other utility systems pursuant to the standards and specifications of the provider of each utility.

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 landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. These practices include source reduction, recycling and composting, and environmentally safe landfill disposal and transformation. In response to AB 939, the City of Ontario has mandated refuse and recycling collection from all premises in the City limits.

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 the project site. The project proponent shall provide adequate areas for the collection and loading of recyclable materials for each residence, retail operation, office space and academic space.

The project shall be required to pay all surcharges associated with sewer lines that have insufficient capacity.

Design Considerations

Design of buildings and utility systems for the project is not complete at this time. Designs of the site and utility systems should incorporate energy use reducing, water conservation and waste reducing measures, if possible.

Environmental Impacts Before Mitigation

Threshold: Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Wastewater Treatment Facilities

Table III-11-A calculates the projected wastewater generation from the project's three multi-family residential land use density options (e.g. low, preferred, and high).

Table III-11-A
Anticipated Wastewater Generation and Contribution
From Residential Land Uses

	Generation Rate (gallons/day per unit) [1]	Proposed Project Total (gallons/day)	IEUA's Regional Plant 1 daily flow rate	Proposed Project Percent of Plant's Daily Intake [2]
Multi-Family Residential Dwelling Units	300	493 units = 147,900	40 million gallons	0.37
		734 units = 220,200		0.55
		963 units = 288,900		0.72

[1] = Sewer generation rates from Table 23B of the City of Ontario General Plan Final EIR, October 1991.
[2] = Proposed Project Total / Treatment Facility Capacity

Compared to Tables III-11-B and –C below, the proposed residential land use densities will generate the most wastewater and constitute most of the intake of Regional Plant 1.

Table III-11-B
Anticipated Wastewater Generation and Contribution
From Retail Land Uses

	Generation Rate [1] (gallons/day per ksf) [2]	Proposed Project Total (gallons/day per ksf)	IEUA's Regional Plant 1 daily flow rate	Proposed Project Percent of Plant's Daily Intake [3]
Retail - Existing	100	Low = 10,352.7	40 million gallons	0.026
		Medium = 5,614.6		0.014
		High = 2,426.6		0.0061
Retail – Proposed		Low = 13,352.7		0.033
		Preferred = 14,614.6		0.036
		High = 15,426.6		0.038
Retail – Addition to Existing flows [4]		Low: 3,000		0.0075
		Preferred: 9,000		0.023
		High: 13,000		0.033

[1] = Sewer generation rates from Table 23B of the City of Ontario General Plan Final EIR, October 1991.
[2] = "ksf" = thousand square feet
3 = Proposed Project Total / Treatment Facility Capacity
4 = Difference between Proposed and Existing wastewater generation

Table III-11-B demonstrates that the additional retail land uses proposed by the project's three density options will generate more wastewater than is currently generated.

Table III-11-C
Anticipated Wastewater Generation and Contribution
From Office/Academic Land Uses

	Generation Rate [1] (gallons/day per ksf) [2]	Proposed Project Total (gallons/day per ksf)	IEUA's Regional Plant 1 daily flow rate	Proposed Project Percent of Plant's Daily Intake [3]
Office / Academic – Existing	100	Low = 26,263.2	40 million gallons	0.065
		Medium = 24,145.5		0.06
		High = 24,145.5		0.06
Office / Academic - Proposed		Low = 35,263.2		0.088
		Preferred = 39,145.5		0.098
		High = 59,145.5		0.15
Office/ Academic – Addition to Existing		Low: 9,000		0.023
		Preferred: 15,000		0.038
		High: 35,000		0.088

[1] = Sewer generation rates from Table 23B of the City of Ontario General Plan Final EIR, October 1991.
[2] = "ksf" = thousand square feet
3 = Proposed Project Total / Treatment Facility Capacity
4 = Difference between Proposed and Existing wastewater generation

The total contribution of wastewater to IEUA's Regional Plant 1 for the low density option of residential, retail and office/academic space would be 196,515.9 gallons per day (gal/day), for the preferred density option would be 273,960.1 gal/day and for the high density option would be 363,472.1 gal/day. The total contribution of wastewater from the low density option would constitute 0.49% of the Plant's daily intake of 40 million gallons. In addition, the preferred option would constitute 0.68%, and the high density option would constitute 0.91% of the Plant's daily intake.

Regional Plant 1 (RP-1) will continue to receive and treat wastewater that is pumped to it by force main until the demand generated by the New Model Colony warrants construction of Regional Plant 5 (RP-5) by IEUA. At such time, the pumps will cease and wastewater from the New Model Colony and other specific areas will flow by gravity to RP-5. Since the phasing of construction of the New Model Colony is unknown at this time, the completion of RP-5 and the diversion of wastewater from RP-1 to RP-5 are also unknown. In the interim, IEUA has enough available capacity at RP-1 to provide adequate wastewater treatment to the ultimate buildout of projected land uses stated in the Sewer System Master Plan.

Since adequate capacity is available at IEUA's Regional (wastewater treatment) Plant 1 and the increased contribution to the plant from land uses proposed on the project site, the proposed

project would not induce a need for expanding the plant and therefore, impacts are considered less than significant to wastewater treatment facilities.

Wastewater Conveyance Facilities

The wastewater pipelines needed to convey wastewater from the project to the treatment plant, however, are not adequate for the proposed project nor are they adequate for the current land uses. As described above, at least one segment of water pipeline and two segments of sewer pipelines need to be replaced, or a parallel pipeline constructed so that the flows are divided into the old and the new pipeline. If the proposed project were implemented without replacing the segments of water and sewer pipelines that are surcharged, significant cumulative and individual impacts would occur. Therefore, in order for the proposed project to commence, the project proponent would be required to choose one of two options for both water and sewer pipelines: (1) pay capital improvement fees to the City, or, (2) correct the surcharged pipeline(s) and potentially receive fee credits or credits with reimbursement from the City. Construction of these necessary pipeline improvements would not cause significant environmental effects since they are within road right-of-ways in the urban downtown area. Impacts to the water and wastewater conveyance systems are considered significant without mitigation measures.

Water Treatment Facilities

As stated in the Water Supply Assessment (WSA, Appendix E) prepared for this project (Appendix E), the City of Ontario's existing water supply is 88.1 million gallons per day (mgd) and the projected 2025 water supply is 125 mgd. The projected water demand for the proposed project is approximately 68,000 gallons per day (76 acre-feet per year). In order to provide adequate water treatment, City has capacity rights of 25 mgd in the Water Facilities Authority Treatment Plant. Therefore, the WSA determined that the current water treatment provider is sufficient for the proposed project. Impacts to water treatment facilities are considered less than significant.

Threshold: Have sufficient water supplies available to serve the project from existing entitlements and resources.

As stated in the Water Supply Assessment (WSA) prepared for this project, the projected water demand for the project is 2.5 mgd (76 acre-feet) per year. The City's existing water supply is 88.1 mgd, while the dry weather demand is 70 mgd. The projected 2025 water supply is 125 mgd and the projected dry weather demand is projected to be 111 mgd. Since the project was included in the City's Urban Water Management Plan, and the City has water rights in the Chino Groundwater Basin and capacity rights in the WFA Treatment Plant, and 5,000 acre-feet per year contracted from the Chino Desalter Authority, the City has sufficient water supply to provide water to the proposed project during normal, single dry, and multiple dry years during a 20 year projection. In addition, sufficient water supply exists to meet the City's existing and planned future uses. Therefore, impacts to water supplies are considered less than significant after evaluation of the required Water Supply Assessment prepared pursuant to Senate Bill 610.

Threshold: Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

The landfill is permitted to receive 10,000 tons of refuse per day (tpd), of which 6,000 tpd is dedicated to refuse generated outside of Riverside County. The landfill's total capacity is about 109 million tons (185 million cubic yards); and, of this amount, 61 million tons are reserved for out-of-county waste. The remaining out-of-county disposal capacity was approximately 51 million tons on January 1, 2004. During 2003, the landfill accepted about 2.2 million tons of waste, and about 61 percent of this was from outside of Riverside County. During 2003, the daily average intake rate for out-of-county waste was 4,222 tons. El Sobrante Landfill's remaining life is estimated to be about 30 years (i.e. closure date in 2030). Table III-11-D, estimates the solid waste generated by the project's proposed residential land use options (i.e. low, preferred, and high density).

Table III-11-D
Anticipated Solid Waste Generation and Contribution
From Residential Land Uses

	Generation Factor (lbs/day per unit) [2]	Proposed Project Total (tons [3]/ day per unit)	El Sobrante Landfill's Maximum Daily Intake	Proposed Project Percent of Landfill's Daily Intake [4]
Residential Dwelling Units [1]	8.5	493 units = 2.1	10,000 tons	0.021%
		734 units = 3.1		0.031%
		963 units = 4.1		0.041%

[1] = No distinction made between multi-family and single-family generation factors in the City's General Plan.
[2] = Waste disposal rates from Table 24B of the City of Ontario General Plan Final EIR, October 1991.
[3] = 1 ton = 2000 lbs
[4] = Proposed Project Total / Disposal Facility Capacity

There are retail land uses within the project site that will remain through implementation of the proposed project, and some will be demolished and replaced with the same or different land use. Therefore, Table III-11-E illustrates the contribution of solid waste to the El Sobrante Landfill from the existing retail land uses and the proposed square footage of retail land uses (includes existing and new).

Table III-11-E
Anticipated Solid Waste Generation and Contribution
From Retail Land Uses

	Generation Factor [1] (lbs/day per ksf) [2]	Proposed Project Total (tons [3]/ day per unit)	El Sobrante Landfill's Maximum Daily Intake	Proposed Project Percent of Landfill's Daily Intake [4]
Retail - Existing	5.0	Low = 0.26	10,000 tons	0.0026%
		Preferred = 0.14		0.0014%
		High = 0.061		0.0006%
Retail – Proposed		Low = 0.33		0.0033%
		Preferred = 0.37		0.0037%
		High = 0.39		0.0039%
Retail – Contribution to Existing Solid Waste [5]		Low: 0.07 (140 lbs)		0.0007%
		Preferred: 0.23 (460 lbs)		0.0023%
		High: 0.33 (658 lbs)		0.0033%

1 = Waste disposal rates from Table 24B of the City of Ontario General Plan Final EIR, October 1991.
[2] = "ksf" = thousand square feet
[3] = 1 ton = 2000 lbs
[4] = Proposed Project Total / Disposal Facility Capacity
5 = Difference between Proposed and Existing solid waste volume

The difference between the percentage of solid waste generated by the proposed square footage of retail space and the existing square footage of retail space shows a minimal increase with all three density options.

Table III-11-F
Anticipated Solid Waste Generation and Contribution
From Office/ Academic Land Uses

	Generation Factor [1] (lbs/day per ksf) [2]	Proposed Project Total (tons [3]/ day per unit)	El Sobrante Landfill's Maximum Daily Intake	Proposed Project Percent of Landfill's Daily Intake [4]
Office / Academic – Existing	6.0	Low: 0.79	10,000 tons	0.0079%
		Preferred: 0.72		0.0072%
		High: 0.72		0.0072%
Office / Academic - Proposed		Low: 1.1		0.011%
		Preferred: 1.2		0.012%
		High: 1.8		0.018%
Difference		Low: 0.27		0.0027%

Between Proposed and Existing		Preferred: 0.45		0.0045%
		High: 1.1		0.011%

1 = Waste disposal rates from Table 24B of the City of Ontario General Plan Final EIR, October 1991.
[2] = "ksf" = thousand square feet
[3] = 1 ton = 2000 lbs
[4] = Proposed Project Total / Disposal Facility Capacity

The difference between the percentage of solid waste generated by the proposed square footage of office/academic space and the existing square footage of office/academic space shows a minimal increase in all three density options. By adding the percentages of contribution from Tables III-11-D, -E, and –F, the low density option makes up 0.035% (or 7,060 lbs), the preferred option makes up 0.047% (or 9,340 lbs) and the high density option makes up 0.063% (or 12,580 lbs) of the landfill's daily maximum intake of 10,000 tons (or 20 million lbs).

Given the limited contribution of solid waste anticipated to be generated by the proposed project, development of the project site will not substantially contribute to the permitted capacity of the El Sobrante Landfill. Also, considering the project's future residents/tenants participation in the source reduction and household hazardous waste programs mandated by the City, the solid waste stream generated by the project may be reduced over time. No significant impacts to the existing landfills are expected.

Threshold: Result in adverse impacts to natural gas or other utility systems.

Potential impacts to natural gas, electricity or other utilities could result from direct interruption of service due to severing a line during construction. Inefficient use of utilities (energy resources) is also a potential impact. Numerous natural gas, telephone and electrical lines are located throughout the project site. Since the proposed project includes activities such as demolition in an area where aged lines have been identified (e.g., Southern California Gas Company's letter), without mitigation it has the potential to significantly impact existing utility lines.

The proposed project will generate the need for natural gas and electrical service as a result of additional residential, commercial and academic uses. Energy consumption can be reduced through design considerations such as reuse of gray water for irrigation or heating, common water heaters for multiple residential units, solar energy for heating or energy production, and other systems and approaches that are more sustainable than conventional construction. Such systems designed into the project would result in betterment of the project and reduction of energy consumption. Such measures should be considered by the City.

Proposed Mitigation Measures

MM Util 1: All water and sewer pipelines within the project boundary that are identified by the City of Ontario Public Works Department at the time of project approval to require replacement and/or parallel lines shall be provided by the project proponent to the satisfaction of the City.

MM Util 2: The segment of sewer pipeline in Francis Street that is currently surcharged, and/or other surcharged facilities outside of the project boundaries that would be required by the project, shall be constructed and operational by the time the proposed project is constructed. Therefore, prior to obtaining occupancy permit(s) the project proponent shall be required to either replace/construct, or pay their fair share for the surcharged segments beyond the project's borders as required by the City.

MM Util 3: Prior to obtaining grading permit(s), the project proponent shall coordinate with the applicable natural gas, electrical, and telephone utility providers for the project site to ensure that all existing underground and overhead lines are not damaged during project construction.

MM Util 4: To reduce the quantity of energy used and to conserve water resources, the project developer and City of Ontario should work to include sustainable systems for use of water and energy within the project design.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented.

After mitigation measures are incorporated into the project, no significant individual impacts to the City's water system, sewer system, or landfill are expected to occur. In addition, individual impacts to other utilities, including but not limited to natural gas, are not expected after incorporation of the mitigation measures.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented.

As defined in Section 15355 of the CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. After mitigation measures are implemented, all onsite and offsite pipelines that would receive/provide flows directly from/to the project site would have adequate capacity, thus relieving some cumulative problem areas. The project will individually contribute a minimal portion of the El Sobrante Landfill's daily intake that is not considered cumulatively considerable. Cumulative impacts for water and sewage treatment are considered less than significant since the project is included in the City's Master Sewer and Water Plans and adequate facilities are, or will be provided.

IV. MANDATORY CEQA TOPICS

The CEQA Guidelines stipulate several general content requirements for EIRs that must be considered as the discussion of environmental impacts occurs within the document. Section 15126 of the CEQA Guidelines outlines these mandatory topics. The Significant Environmental Effects of the proposed project (15126 (a)) and Mitigation Measures proposed to minimize the significant effects (15126(e)) are discussed under each environmental issue/topic and are summarized in the EIR Issues Matrix located within Section I of this document. Significant Unavoidable Adverse Impacts (15126(b)), Irreversible Environmental Changes (15126(c)), Growth-Inducing Impacts (15126 (d)), and Alternatives to the proposed project (15126 (f)) are discussed in the following sections along with Cumulative Impacts related to the proposed project (15130).

1. Alternatives to the Proposed Project

The CEQA Guidelines, Section 15126.6, identify the parameters within which consideration and discussion of alternatives to the proposed project should occur. As stated in this section of the guidelines, alternatives must focus on those that are reasonably feasible and which attain most of the basic objectives of the project. As stated in the introductory portions of this EIR, the project proposes to meet the following objectives and address the following issues:

- To revitalize the downtown area and enhance its economic growth by creating a mixed-use neighborhood with a mixture of housing, retail, academic and office uses within a historic downtown setting.

- To develop high quality, mixed use housing developments consisting of market rate and affordable multi-family, senior housing, offices, academic classrooms and retail.

- To establish appropriate relationships among new residential neighborhoods as well as with existing adjacent land use.

- To provide for a circulation network which promotes pedestrian walkways and bicycle activity as alternative modes of travel while also providing for safe and efficient movement of automobile travel through the project site.

- To ensure that the development of the project addresses the City of Ontario General Plan and Redevelopment Plan for the Center City Redevelopment Project policies and objectives.

The proposed project identifies a range of intensity of development from low to high (Table I-1-A, Land Use Summary). This EIR has evaluated the "High Scenario," and in some cases the Medium and Low Scenarios of the proposed project, to fully disclose the "worst case" environmental effects that may result from the project. Thus, throughout the document, if the High Scenario resulted in a significant effect, the Medium or Low Scenario were evaluated to determine if the impact could be reduced below a level of significant. Thus, these "Scenarios"

are not looked at as alternatives to the project, but rather as the project itself. Each alternative required under CEQA must be capable of avoiding or substantially lessening any significant effects of the proposed project. The rationale for selecting the alternatives to be evaluated and a discussion of the "no project" alternative are also required, per section 15126.6.

This section of the EIR will look at: 1) a No Project Alternative that retains the current mix, type and quantity of land uses within the project area; 2) a single family residential alternative with fewer units and lower density than any of the proposed project scenarios, and 3) an alternative that would include significantly more commercial uses.

Rationale for Alternative Selection

Pursuant to CEQA (15126.6(a)), each alternative must in some way avoid or substantially lessen one or more of the significant effects created by the proposed project and meet most of the basic project objectives listed above. The direct potential significant environmental effects that result from the proposed project without mitigation are related to traffic, air quality, noise, need for utilities improvements, hazardous materials, land use incompatibility, potential impacts to historic structures, and impacts to existing schools. After mitigation, the High Density Project Scenario has increases to ambient noise levels that remain significant. Cumulatively, the project contributes considerably to impacts on air quality and hydrology/water quality. Alternative 2, Single Family Residential, was selected because it would significantly reduce impacts to schools, traffic, noise and air quality. Alternative 3, Increased Commercial, was selected because it would likewise reduce impacts to schools and some aspects of land use incompatibility.

Per CEQA Guidelines Section 15126.6 (3), the "no project" alternative could take two forms, no change from the existing uses or development into already approved land uses. The proposed project is consistent with existing land use designations in the General Plan and only minor zone changes will be required to implement the proposed development. For this reason, and because the proposed project and the other alternatives address potential impacts associated with development, the No Project alternative will address no change from existing uses.

Alternative Sites

It is required under CEQA that alternative site(s) be evaluated if any feasible sites exist where significant impacts can be lessened. The project is being proposed and implemented through the Ontario Housing Authority as a redevelopment project to revitalize the downtown area. Its location within a designated redevelopment area is critical to its implementation and funding. Its location in downtown is the key objective of the project. Revitalizing other areas within Ontario would not meet the project's key objective, but could in fact harm its chances for future success by drawing business away from downtown. Downtown Ontario is located within the Center City Redevelopment Area (RDA) (See Figures I-2 and I-3). The project site is unique within the RDA because the location where development is proposed includes a mix of public buildings/uses that will be retained and occur no where else within the City (e.g. library, senior center, city hall, fire station, large academic facility). These uses provide a framework for the success of the proposed mixed-use project. The project would be different if built elsewhere.

Not withstanding the civic uses located only on the proposed site, the approximately 16 acres of proposed new development could be located elsewhere within downtown. Although Holt Boulevard west of Vine Street and east of Sultana Street is located within the RDA, it is not part of "downtown." Practicably, "downtown" Ontario includes the area bounded by the railroad tracks on the south, Vine on the west, "E" Street on the north, and Sultana Avenue on the east. Within this area and outside of the proposed Civic Center project area, approximately 6 vacant acres exist (some as parking lots), but they are not contiguous. Demolition required to create additional vacant parcels would create additional potential significant impacts; similar impacts as the proposed project would result with respect to traffic, air, noise, cultural resources, etc. Scattered site development, with some housing and commercial uses being constructed in a scattered fashion throughout downtown could occur, but again, similar impacts as the proposed project would result and the benefits of a planned mixed use development would be lacking.

As stated above, potential significant impacts that will result from the proposed project prior to mitigation measures being implemented are increased traffic, air quality impacts, noise, need for utilities improvements, hazardous materials, land use incompatibility, potential impacts to historic structures, and impacts to existing schools. After mitigation, the High Density project Scenario has increases to ambient noise levels that remain significant. Cumulatively, the project contributes considerably to impacts on air quality and hydrology/water quality. As proposed, it is anticipated the project will result in unavoidable adverse impacts related to air quality. Increases in traffic within an area and mobile emissions commonly result from residential and commercial development. Anticipated impacts to air quality by the proposed project will be a result of the additional vehicles within the project area. Given the nature of the proposed development, an alternative location will not alleviate these impacts. The downtown area is served by sewer lines that are currently being surcharged to provide funds to alleviate over capacity reaches in Francis and Spruce Streets. An alternative site within downtown will not reduce this impact because all of the downtown area is served by one of these wastewater lines. The number of residential units built correlates directly to potential school impacts. The school districts that serve downtown would be equally impacted regardless of the site selected. Therefore, analysis of an alternatively-located site is not considered necessary because it will not provide avoidance or mitigation of significant impacts resulting from the project.

Description of Alternatives

Alternative 1 - No Project, Continue Existing Land Uses

The project site supports a portion of the historic commercial district within downtown Ontario, numerous civic buildings, La Verne University law school, vacant parcels, parcels used for parking and a few vacant buildings. Table IV-1-A, No Project Alternative, summarizes the approximate acreage of each land use that exists on site.

Table IV-1-A - Alternative 1 - No Project

USE	APPROX. ACRES	SQ. FEET
4 Residences	1.1	7,267
Commercial/office– not vacant	5.0	123,335
Civic	7.0	185,696
Parking lots	10.0	na
Vacant Building	0.5	5,313
Vacant land	4.5	na
La Verne Law School	2.6	55,486
TOTAL	30.7	377,097

Alternative 2 - Single Family Residential Alternative

The Single Family alternative would return blocks within the project area to historic densities of residential use, where appropriate. Blocks A-2 through A-4 (See Figure I-4) would be entirely single family residential while portions of blocks C-3 and C-4 could also be returned to homes, opposite existing residential areas. This alternative would result in the development of 48 single family residential units amidst the existing civic and other uses, and would require the development of structured parking to serve La Verne University. Some commercial and academic development along Euclid Avenue is retained from the project scenarios, as appropriate. This represents about an 88 percent reduction in the number of homes compared to the Low Project Scenario. Table IV-1-B, Single Family Residential Alternative, summarizes the land uses assumed under this alternative.

Table IV-1-B -Alternative 2 - Single Family Residential

USE	UNITS	SQUARE FEET	% CHANGE FROM PROJECT LOW SCENARIO
Single Family Homes	48	NA	100 % increase
Senior Housing	100	14,000	0 % change
Commercial	NA	133,527	0% change
Office Academic	NA	105,486	38% decrease
Civic	NA	185,696	0 % change
	148	438,709	

Alternative 3 – Increased Commercial Alternative

The Increased Commercial Alternative includes approximately 4.6 acres of commercial land uses along Holt Boulevard with a commensurate reduction in acres of proposed residential units in Blocks A-1 through A-4. The residential units included in this alternative remain multi-family units like the proposed project. Table IV-1-C, Increased Commercial Alternative, summarizes the land uses assumed under this Alternative 3.

Table IV-1-C -Alternative 3 - Increased Commercial

USE	UNITS	SQUARE FEET	% CHANGE FROM PROJECT LOW SCENARIO
Multi-Family Homes	269	NA	32 % decrease
Senior Housing	100	NA	0 % change
Commercial	NA	308,527	43 % increase
Office Academic	NA	105,486	0 % change
Civic	NA	185,696	0 % change
	369	599,709	

Evaluation of Alternatives

Alternative 1 - No Project

The No Project Alternative would not result in any increased traffic impacts to the project vicinity beyond what currently exists. Likewise, increased air quality impacts associated with automobiles or construction would not result from this alternative. Blighted conditions would remain and historic structures would likely not be renovated or retrofitted for seismic safety. Although impacts to utilities to serve this area would be less than with the proposed project, properties within the project area are currently paying surcharges for sewer and the under capacity lines would continue to create problems. This alternative would meet none of the objectives of the proposed project, the General Plan Housing Element, or the Center City Redevelopment Plan.

Alternative 2 - Single Family Residential Alternative

The Single Family Residential Alternative would provide approximately an 86 percent reduction in residential-generated traffic (Low Project Scenario = 3,249 ADT, Alt. 2 = 459 ADT, taking into account the difference between single and multi-family residential trip generation rates). A similar reduction in long-term air pollutants resulting from the residential portion of the project would occur under this alternative. The proposed project exceeds air quality standards for NO_X, CO, PM-10 and ROG. Under Alternative 2, the threshold would not be exceeded for PM-10, but would still be exceeded for CO, NO_X and ROG. Little or no reduction in short-term (construction) impacts would be afforded by this alternative because the same acreage is being developed as the proposed project. Noise impacts would be reduced relative to traffic reductions, but construction of utility upgrades would still be required. Single family residential land use would not be consistent with any of the zoning or land use classifications currently planned for the project area. Land use compatibility would be less appropriate immediately adjacent to Holt Boulevard where front yards could result in child safety issues along this busy street, however the single family uses might propose fewer compatibility issues with the surrounding neighborhoods. Aesthetics could be mitigated by this alternative along D Street where single family homes face the project site. This alternative would generally meet project objectives, but single family residential is not allowed in any of the current zoning classifications and would require a general plan amendment, as well. Developing 48 single-family residential units under Alternative 2 instead of the approximately 500 to 1,000 units proposed by the project is infeasible from a fiscal perspective.

Alternative 3 – Increased Commercial Alternative

The Increased Commercial Alternative would provide approximately a 32 percent reduction from the Low Project Scenario in residential traffic due to the reduced number of proposed multi-family housing units. This same alternative would result in a 43 percent increase in commercial traffic for a net increase in overall average daily trips. The net result being that traffic impacts would be worse for Alternative 3 than for the proposed project Low Scenario or about the same as the project Medium Scenario. This increase in traffic would relate to a similar increase in long-term air pollutants resulting from the project. No reduction in short-term (construction) impacts would be afforded by this alternative because the same acreage is being developed as the proposed project. Land use compatibility issues along Holt Boulevard would be eliminated since commercial uses would front both sides of the street. The 32 percent reduction on housing units would translate into a commensurate reduction in students; thus school impacts would be reduced. This alternative would generally meet project objectives, but would create similar traffic, air, noise and other impacts.

The matrix approach to comparing the above described alternatives is used for ease of directly comparing the proposed project's significant effects with those of the alternatives, per CEQA Guidelines Section 15126.6 (d). Table IV-1-D identifies the areas of potential environmental effects per CEQA and ranks each alternative as **better**, **different**, the **same**, or **worse** than the proposed project with respect to each area of potential impacts.

Table IV-1-D - Comparison of Alternatives Matrix

Environmental Issue	Proposed Project Scenarios	Alternative 1 No Project Alternative	Alternative 2 Single Family Alternative	Alternative 3 Increased Commercial Alternative
Aesthetics	High – Less than significant with mitigation. Medium – Less than significant with mitigation. Low - Less than significant with mitigation. Cumulative - Less than significant with mitigation.	Worse - No change. Blighted conditions would continue.	Same - Less than Significant Effect with mitigation.	Same - Less than Significant Effect with mitigation.
Air Quality	High –Significant with mitigation. Medium –Significant with mitigation. Low - Significant with mitigation. Cumulative - Significant with mitigation.	Better – No additional automobiles introduced into the area.	Better - reduction of emissions commensurate with traffic reductions. Still exceed standards. Still cumulatively significant impacts to Air Basin.	Same - reduction of emissions by approximately 13%. Still exceeds standards for NO_X, CO, and ROG. Still cumulatively significant impacts to Air Basin.
Cultural Resources	High – Less than significant with mitigation. Medium – Less than significant with mitigation. Low - Less than significant with mitigation. Cumulative - Less than significant with mitigation.	Worse – No change. Historic structures needing renovation and/or seismic retrofit would not be improved.	Same - Less than Significant effect with mitigation incorporated.	Same - Less than Significant effect with mitigation incorporated.
Hazards/Hazardous Materials	High – Less than significant with mitigation. Medium – Less than significant with mitigation. Low - Less than significant with mitigation. Cumulative - None.	Better – No demolitions or construction would occur.	Same - Less than Significant effect with mitigation incorporated.	Same - Less than Significant effect with mitigation incorporated.
Hydrology/Water Quality	High – Less than significant with mitigation. Medium – Less than significant with mitigation. Low - Less than significant with mitigation. Cumulative - Significant with mitigation.	Worse – Since BMP's under MS4 permit would not be implemented, impacts to water quality would not be regulated or improved from the current conditions.	Same - Less than Significant effect with mitigation incorporated.	Same - Less than Significant effect with mitigation incorporated.

Table IV-1-D - Comparison of Alternatives Matrix (con't.)

Environmental Issue	Proposed Project Scenarios	Alternative 1 No Project Alternative	Alternative 2 Single Family Alternative	Alternative 3 Increased Commercial Alternative
Land Use Compatibility	High – Less than significant with mitigation. Medium – Less than significant with mitigation. Low - Less than significant with mitigation. Cumulative – None.	Same – No change from present conditions.	Different – Compatibility may be better with respect to single family neighborhoods around site, but would be worse with respect to single family residential fronting on Holt Boulevard. Single Family residential would be inconsistent with all land use designations and zoning. Same - Other compatibility issues the same with mitigation.	Better – regarding commercial uses fronting along Holt Blvd. Same – regarding other compatibility issues with mitigation.
Noise	High – Significant with mitigation. Medium – Less than significant with mitigation. Low - Less than significant with mitigation. Cumulative - Less than significant with mitigation.	Better - Maintenance of existing noise levels. No construction noise.	Better - Less traffic reduces project noise resulting from traffic. Less than significant with mitigation. Same – regarding construction noise. Less than significant with mitigation.	Same - Less than Significant effect with mitigation incorporated. Same – regarding construction noise. Less than significant with mitigation.
Traffic	High – Less than significant with mitigation. Medium – Less than significant with mitigation. Low - Less than significant with mitigation. Cumulative - Less than significant with mitigation.	Better - Existing traffic levels from the project site are maintained. And Worse – No additional funding or construction of improvements will occur for already poorly operating intersections.	Better - Reduction of traffic generated by the project.	Same and Different - commercial uses would generate more traffic on a daily basis, but the reduction in units and pedestrian access could offset.

Table IV-1-D - Comparison of Alternatives Matrix (con't.)

Environmental Issue	Proposed Project Scenarios	Alternative 1 No Project Alternative	Alternative 2 Single Family Alternative	Alternative 3 Increased Commercial Alternative
Public Services	High – Less than significant with mitigation. Medium – Less than significant with mitigation. Low - Less than significant with mitigation. Cumulative - Less than significant with mitigation.	Different – No new or additional services needed, but may produce higher need for police or fire services as vacant and poorly maintained buildings can experience increased crime and fires.	Same - Less than Significant effect with mitigation incorporated.	Same - Less than Significant effect with mitigation incorporated.
Utilities	High – Less than significant with mitigation. Medium – Less than significant with mitigation. Low - Less than significant with mitigation. Cumulative - Less than significant with mitigation.	Different – No change from present situation. Undercapacity lines will remain.	Same - Less than Significant effect with mitigation incorporated.	Same - Less than Significant effect with mitigation incorporated.
Environmentally Superior to Proposed Project?	N/A	No	Yes – Similar or slightly lesser impacts than the proposed project.	No – Similar or worse impacts than the proposed project.
Meets Project Objectives?	Yes	No	No	Yes
Meets GP/RDA Objective?	Yes	No	No	Yes

Environmentally Superior Alternative

The CEQA Guidelines, Section 15126.6(e)(2), requires the identification of the environmentally superior alternative. Of the three alternatives, the Single Family Residential (Alternative 2) is environmentally superior to the proposed project. This alternative would reduce the number of proposed dwelling units by approximately 86 percent, reducing the number of new residents introduced into the area. Implementation of this alternative would result in a commensurate reduction to project-generated traffic, noise and air quality emissions resulting from development of the site. Under Alternative 2, the threshold would not be exceeded for PM-10, but would still be exceeded for CO, NO_X and ROG. Little or no reduction in short-term (construction) impacts would be afforded by this alternative because the same acreage is being developed as the proposed project. Noise impacts would be reduced relative to traffic reductions, but construction of utility upgrades would still be required. Land use compatibility would be less appropriate immediately adjacent to Holt Boulevard where front yards could result in child safety issues along this busy street although the single family uses might propose fewer compatibility issues with the surrounding neighborhoods. Aesthetics could be mitigated by this alternative along D Street where single family homes face the project site. This alternative would not meet project objectives with respect to providing multi-family housing or meeting the General Plan and Redevelopment Area plan policies. Single family residential land use would not be consistent with any of the zoning or land use classifications currently planned for the project area, or the Center City Redevelopment Plan.

2. Unavoidable Adverse Impacts and Irreversible Environmental Changes

a. Unavoidable Adverse Impacts

This topic is intended to address any impacts that cannot be mitigated to below a level of significance (CEQA Guidelines Section 15126.2). Significant impacts which cannot be avoided or eliminated if the project is implemented have been discussed in detail throughout Section III of this document. A summary of the areas in which impacts could not be reduced to a level below significance is briefly presented below.

Air Quality – Project and Cumulative

Analysis of the short- and long-term emissions from this project estimate that emissions of ROG, NO_X, and CO during project construction, and ROG, NO_X, CO, and PM-10 during project operation will exceed SCAQMD daily thresholds. When considering the cumulative effects on air quality in the region, it is the long-term operational emissions that are of the most concern. Vehicular emissions from project-generated traffic are the main contributor to criteria pollutant emissions. Since the portion of the South Coast Air Basin within which the project is located is designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, and PM-10 under federal standards, and the operational emissions from this project will exceed the SCAQMD daily thresholds, the project's cumulative effects on air quality are considered significant. Therefore, with project mitigation measures incorporated, project related impacts associated with short-term and long-term operations are considered to be significant following implementation of the proposed mitigation measures.

Water Quality - Cumulative

Individually, the amount of pollutants that will reach any surface water bodies will be less than significant after mitigation. However, this project in conjunction with all other development projects (New Model Colony) that drain into the same surface waters create significant cumulative impacts to the water quality of Reach 1 of Cucamonga Creek Channel, Mill Creek (Prado Area) and Reach 3 of the Santa Ana River because they are currently in violation of their water quality standards. Cumulative impacts to these water bodies would occur even if during construction a SWPPP was developed and a WQMP enforced after construction since the permits that govern these documents allow some discharge of non-storm water pollutants into receiving waters, and these waters are currently in violation. Cumulative adverse environmental effects to water quality and downstream hydrology are still considered significant following implementation of the proposed mitigation measures.

Noise – Project only if High Scenario Developed

If the high intensity project scenario is developed, a greater than 3 dBA increase in ambient noise will result which is considered a significant increase in ambient noise levels.

If the medium (or preferred) project scenario is developed, a less than significant increase in ambient noise levels will occur.

Cultural – Project Specific and/or Cumulative only if historic structures demolished
If historic structures are demolished or if façade retention only is proposed for such structures, potentially significant adverse impacts to historic resources would result.

Based on information known about the project to date, historic resources are proposed to be retained.

b. Irreversible Environmental Changes

The intent of this section of the EIR is to discuss primary and secondary impacts of the proposed project that result in significant irreversible changes in the environment. The CEQA Guidelines section related to this topic (15126.2 (c)) identifies as examples such things as use of nonrenewable natural resources, irreversible changes in land use, and irreversible damage to the environment resulting from environmental accidents associated with the project.

Consumption of non-renewable resources will result from construction and operation of the proposed project. Non-renewable resources such as sand, gravel, and steel, and renewable resources such as lumber will be consumed during project construction. Energy, fossil fuels, oils and natural gas will be irreversibly committed during construction. These same resources are used for vehicles and heating/cooling equipment during operations. The continued use of these resources associated with project operations represents a long-term obligation.

Other irreversible changes that result from development of previously undeveloped or underutilized land include changes in noise, glare from lights, increased traffic, and air pollution. Implementation of mitigation measures included in this EIR and adherence to City of Ontario policies and standards will reduce such impacts to less than significant levels in most cases, but the degradation of air quality and increased traffic and ambient noise levels will result in the long term from development.

Although the site was previously urbanized, water consumption increases will result from project development. Such additional consumption in this area will require a long-term commitment to providing such service. Conservation programs and mitigation measures will limit harmful effects to water sources but cannot completely prevent irreversible changes to the environment.

Currently portions of this downtown site are undeveloped however, proposed project will include development on much of the area. Therefore the “open space,” even existing parking lots, currently visible in the community will be irreversibly changed to a developed state and is unlikely to revert to open space again even after the 50- to 75-year life span of structures on site is reached.

The proposed project should not result in future accidents or upset that will damage the environment. No new hazardous chemicals other than household cleaning products are or will be stored on site. Gasoline is currently stored on-site in underground tanks at the City fleet refueling facility. No known accidents have occurred at this site in the past.

3. Growth Inducing Impacts

According to CEQA Guidelines (Section 15126.2 [d]), a project may foster economic or population growth, or additional housing, either indirectly or directly, in a geographical area if it meets any one of the following criteria below:

- A project would remove obstacles to population growth.
- Increases in the population may tax existing community service facilities, causing significant environmental effects.
- A project would encourage and facilitate other activities that could significantly affect the environment.

The proposed project will be located within downtown Ontario, an area served by existing services and infrastructure. Specific potential impacts to existing services and infrastructure are discussed in the Public Services and Utilities sections of this EIR. With mitigation measures implemented, this project will remove some deficiencies in the sewer and water facilities in the area, but will not induce growth because the areas served by these facilities serve the project site or areas that are already developed.

The proposed project is located within the downtown urbanized area of the City of Ontario. As previously indicated, the Southern California Association of Governments (SCAG) anticipates significant growth within the SANBAG Subregional area over the next 20 years. As described in Population and Housing section of this EIR, the proposed project comprises between 0.01 and 0.19 percent of the forecasted population for the SANBAG Subregion and between 1.04 and 2.02 percent of the forecasted population for the City of Ontario in 2010. In 2025, the project population range will comprise 0.01 and 0.19 percent of the forecasted population for the SANBAG Subregion and between 0.87 and 1.70 percent of the forecasted population for the City of Ontario. Therefore, because the proposed project comprises less than one-percent of SANBAG's projections, and no more than two-percent of the City's projections through 2025, the residential population growth from the project is not considered substantial.

The proposed project is a mixed use residential, commercial, civic and academic development which will bring an additional 493 to 963 multi-family housing units to the area. SCAG's *The New Economy and Jobs/Housing Balance in Southern California* defines jobs/housing balance for the City of Ontario as a "job center", along with San Bernardino City, and Riverside-Corona. The proposed project falls within an area projected to be very jobs-rich. The project will provide housing opportunities for employment centers within the same local region, thereby contributing to an overall jobs/housing balance. Therefore, the proposed project is consistent with regional growth forecasts and regional jobs/housing balance projections.

4. Cumulative Environmental Effects

CEQA requires that an EIR examine the cumulative impacts associated with a project. The range of projects to be included in the cumulative analysis encompasses "past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those outside of the control of the agency." A cumulative effect is deemed significant if the project's incremental contribution to a cumulative impact is "considerable". A cumulative impact is not considered significant if the impact can be mitigated to below the level of significance through mitigation, including providing improvements and/or contributing funds through fee-payment programs. The EIR must examine "reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project" (CEQA Guidelines Section 15130).

CEQA Guidelines Section 15130 requires identification of related projects, both public and private, that together with the proposed project could have cumulative impacts on the environment. CEQA Guidelines Section 15130 (b) (1) requires that a discussion of cumulative impacts be based on either a list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact. For each issue area, the identification of related projects may vary. Thus, the related projects and general plan projections for each issue area are discussed within the following sections.

Air Quality

The project site is located within a non-attainment region of the South Coast Air Basin (Basin). Essentially, this means that any new contribution of emissions into the Basin would be considered significant and adverse. It has also been well documented by the SCAQMD that the air quality impacts seen in City of Ontario are most attributable to the large population centers located in Los Angeles and Orange Counties. The meteorological patterns of Southern California lend to the "blowing-in" effect of air pollution from the more populated and industrial counties to the west of the project site area.

Implementation of the proposed project, the future office building across Holt Boulevard, and the future development planned for the New Model Colony would increase air pollution emissions in the South Coast Air Basin (SCAB) as identified in the General Plan Amendment EIR for the New Model Colony. Analysis of the short- and long-term emissions from this project estimate that emissions of ROG, NO_X, and CO during project construction, and ROG, NO_X, CO, and PM-10 during project operation will exceed SCAQMD daily thresholds. When considering the cumulative effects on air quality in the region, it is the long-term operational emissions that are of the most concern. Vehicular emissions from project-generated traffic are the main contributor to criteria pollutant emissions. Since the portion of the South Coast Air Basin within which the project is located is designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, and PM-10 under federal standards, and the operational emissions from this project will exceed the SCAQMD daily thresholds, the project's cumulative effects on air quality are considered significant.

In addition to automobiles as the primary source of growth-related air emissions, a number of small secondary sources may contribute pollutants to the regional burden. Such sources include temporary construction activity emissions, off-site or non-basin emission from power plants supplying electricity, natural gas combustion, or the use of gas-powered landscape utility equipment. The imprecise or poorly defined nature of many of these miscellaneous sources makes it difficult to accurately inventory them, but their incremental addition to the basin pollution burden make it much more difficult for Southern California to achieve completely clean air in the near future. Air quality impacts of project implementation, when considered in concert with other existing, approved and planned and not yet built projects (future office building and New Model Colony), would therefore, result in an incremental contribution to the degradation of air quality in the SCAB.

Proposed Mitigation Measures

Mitigation measures addressing construction and operations have been incorporated into the project to reduce project-level impacts. However, with the mitigation measures incorporated into the project, NO_X, CO, PM-10 and ROG emissions will remain above the SCAQMD recommended threshold. Therefore, the project is not in conformance with the SCAQMD standards, and in light of the surrounding residential development, the project could be considered to have a cumulative impact on overall air quality in the SCAB

Summary of Environmental Effects After Mitigation Measures are Implemented
The project will contribute incrementally to an existing air quality problem. The cumulative air impacts cannot be avoided and adoption of a Statement of Overriding Considerations will be required prior to project approval.

Cultural Resources
With respect to historic structures such as those located along Euclid Avenue within the project area, adverse cumulative environmental impacts result from loss of multiple buildings within a potential or designated historic district to the extent that the integrity of the district and its historic significance is lost. The proposed project has the potential to cumulatively impact historic resources if multiple contributing structures along Euclid Avenue are demolished. No plans for other projects that would affect Euclid Avenue itself or the west side of Euclid Avenue are known by the City at this time. One future office building is planned for the southeast corner of Euclid Avenue and Holt Boulevard.

Proposed Mitigation Measures

Mitigation measures addressing the potential impacts to historic resources have been incorporated into the EIR to reduce project-level impacts to a less than significant level.

Summary of Environmental Effects After Mitigation Measures are Implemented
As stated in the Cultural Resources section of this EIR, if the proposed project implements the required mitigation measures, rehabilitates existing contributing historic structures and designs

appropriate infill structures on vacant lots or where non-contributing structures are demolished, all potential significant adverse environmental effects to historic resources will be reduced to below the level of significance both for the project and cumulatively. The project conceptually does not propose to demolish or significantly alter historic resources along Euclid Avenue and therefore will not contribute significantly to cumulative impacts to historic structures located along Euclid Avenue with mitigation incorporated.

Hazards

As defined in Section 15355 of the CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. The only known proposed development within the vicinity of the proposed project is an office building to be located at the southeast corner of Holt Boulevard and Euclid Avenue. The site for this office building is currently vacant.

Adverse cumulative effects could result from the removal of asbestos, lead-based paints, contaminated soil, and underground tanks if all such activities within the project area and on the adjacent office building site were conducted simultaneously without proper mitigation.

Impairment of emergency plans could become cumulatively significant if non-project construction along Euclid Avenue, Holt Blvd., Sultana Avenue and 'D' Street was underway outside the project area during the construction phase of the proposed project. Exact construction dates of this and other projects along these streets are not known at this time, however maintaining traffic flow on these streets can eliminate such concerns.

Proposed Mitigation Measures

Mitigation measures have been incorporated in this EIR, and other current regulations will apply, such that the potential project and cumulative impacts associated with seismic activity, removal of hazardous construction materials, and temporary construction-related traffic interruptions are reduced to less than significant levels.

Summary of Environmental Effects After Mitigation Measures are Implemented

All potential significant cumulatively adverse environmental effects will be reduced to below the level of significance following implementation of the proposed mitigation measures outlined in the Hazards section of this EIR.

Hydrology and Water Quality

Individually, the amount of pollutants that will reach any surface water bodies will be less than significant after mitigation. However, this project, in conjunction with all other development projects (future office building at Holt and Euclid and the New Model Colony) that drain into the same surface waters, create significant cumulative impacts to the water quality of Reach 1 of Cucamonga Creek Channel, Mill Creek (Prado Area) and Reach 3 of the Santa Ana River because these water bodies are currently in violation of their water quality standards. Cumulative impacts to these water bodies would occur even if during construction a SWPPP was developed and a WQMP enforced after construction since the permits that govern these

documents allow some discharge of non-storm water pollutants into receiving waters, and these waters are currently in violation.

Proposed Mitigation Measures

The proposed project is required to incorporate the Best Management Practices outlined in the project SWPPP, which regulates construction activities; and the proposed project is required to incorporate the Best Management Practices within the WQMP for the operational phase of the project.

Summary of Environmental Effects After Mitigation Measures are Implemented

Cumulative adverse environmental effects to water quality and downstream hydrology are still considered significant following implementation of the proposed mitigation measures outlined above because the receiving waters are currently impaired and the project will contribute incrementally to the degradation of water quality.

Noise

Construction of the proposed project, when considered in concert with related projects in the area, would result in short-term noise impacts that would accompany the construction phases of each project. Since only one other project is proposed within the vicinity of the proposed project, it is not proposed that the projects would not occur simultaneously. Construction noise impacts would be short term, incremental and can be mitigated to below a level of significance with controls on construction time periods and equipment use. Thus such impacts would not be regarded as cumulatively significant.

The ADT used for project build out includes traffic generated by the project as well as cumulative increases from other projects in the vicinity. The only other known project at this time is an office building to be built at the southeast corner of Holt Boulevard and Euclid Avenue. Since the project site is located in an area that is fairly well built out and this project involves the redevelopment of the downtown Ontario area, the majority of the traffic increase in the project vicinity will be due to the proposed project.

Proposed Mitigation Measures

Mitigation measures have been incorporated which will reduce project related noise impacts to less than significant levels.

Summary of Environmental Effects After Mitigation Measures are Implemented

As the projected noise levels with the project do not exceed the 65dBA threshold and no additional projects are expected that would lead to further substantial increases in traffic noise, cumulative impacts related to noise levels within the project area are considered less than significant. Noise associated with construction activities will not be cumulatively significant as no other areas within the vicinity are planned to be undergoing construction that could contribute to a cumulative effect. After incorporation of mitigation measures, the project, as well as other area projects, will reduce their noise impacts to levels below significance.

Population and Housing

As discussed in the Population and Housing section, the project represents between 1.04 and 2.02 percent of the forecasted population for the City of Ontario in 2010. In 2025, the project population range will comprise 0.01 and 0.19 percent of the forecasted population for the SANBAG Subregion and between 0.87 and 1.70 percent of the forecasted population for the City of Ontario. Therefore, because the proposed project comprises less than one-percent of SANBAG's projections, and no more than two-percent of the City's projections through 2025, the residential population growth from the project is not considered cumulatively substantial.

Proposed Mitigation Measures

No mitigation measures proposed. The purpose of the proposed project is to meet local and regional goals for affordable housing.

Summary of Environmental Effects After Mitigation Measures are Implemented

No mitigation measures proposed. The purpose of the proposed project is to meet local and regional goals for affordable housing.

Public Services

Cumulative impacts to Public Services could occur if other major residential and/or commercial projects were proposed in immediate proximity to the proposed project which together with the proposed project create impacts. One 55,435 square foot office building is proposed just south of Holt Boulevard, but no other developments are proposed within the vicinity of the project site. Cumulatively then, the proposed project itself creates the majority of impacts to services in the area.

Proposed Mitigation Measures

As discussed in the Public Services section, mitigation measures have been incorporated which will reduce project related impacts to public services to less than significant levels.

Summary of Environmental Effects After Mitigation Measures are Implemented

Thus cumulative adverse effects on public services such as police, fire, schools, parks, libraries or medical services are not anticipated beyond or in addition to those discussed for the project itself.

Transportation/Traffic

Traffic modeling is by nature cumulative since it includes existing, proposed growth, expected developments other than the project and the project itself.

Vehicle trips from the project and the proposed 55,435 square foot office building across the street would create or add to traffic congestion on adjacent streets, and selected roadway segments and intersections. Some vehicle trips would be confined to the area (short trips), while others would travel outside the project area to surrounding counties and urban centers and affect the regional transportation system. Adverse impacts to the circulation network would occur if roadway improvements and trip reduction measures and programs are not implemented. In accordance with City and SANBAG regulations, each development will be required to pay its

fair share for needed roadway improvements. Payment of the traffic impact fees will fund signalization, roadway widening, and other transportation programs and improvements necessary to maintain acceptable levels of service at local intersections.

Proposed Mitigation Measures

Mitigation measures have been incorporated which will reduce project related traffic impacts to less than significant levels. In addition, off-site increases in traffic brought about by the proposed project can be mitigated to less than significant levels with payment of fair share fees and City-wide and project-level roadway improvements.

Summary of Environmental Effects After Mitigation Measures are Implemented
After incorporation of mitigation measures, the project, as well as other area projects, will reduce their traffic impacts to levels below significance.

Utilities
Onsite and offsite pipelines for both water and sewer are under capacity in several locations, as described in the Utilities section. The project will contribute cumulatively to the already overburdened systems. The project will individually contribute a minimal portion of the El Sobrante Landfill's daily intake that is not considered cumulatively considerable. Cumulative impacts for water and sewage treatment are considered less than significant since the project is included in the City's Master Sewer and Water Plans and adequate facilities are, or will be provided.

Proposed Mitigation Measures
Mitigation measures have been incorporated which will reduce cumulative impacts to water, sewer lines to less than significant levels.

Summary of Environmental Effects After Mitigation Measures are Implemented
After the proposed project is built and the required mitigation measures are incorporated, cumulative impacts to utilities will be reduced to levels below significance.

V. REFERENCES

The following documents were referred to as general information sources during preparation of this document. They are available for public review at the locations abbreviated after each listing and spelled out at the end of this section. Some of these documents are also available at public libraries and at other public agency offices.

ACOE — U.S. Army Corps of Engineers Water Control Manual: Prado Dam Reservoir, Santa Ana River Region, 1994. *(Available at ACOE).*

AP Zone — Alquist-Priolo Fault Zone Geographic Information System (GIS) data from the California Division of Mines & Geology, 1987. (*Available at geoinfo.usc.edu).*

CALINE — California Department of Transportation. California Line Source Dispersion Model CALINE 4, Version 1.31. August, 1999. *(Available at www.dot.ca.gov/hq/env/air/calinesw.htm).*

CBOBMP — Chino Basin Optimum Basin Management Plan, Final Programmatic Environmental Impact Report. Prepared by Tom Dodson & Associates, December 2001. *(Available at IEUA).*

Census — U.S. Census Bureau, Census 2000, TM-H003 at www.factfinder.census.gov/thematicmaps. Accessed 8/2/04.

CIWMB — California Integrated Waste Management Board website for Solid Waste Facility Listing/Details page, www.ciwmb.ca.gov/swis. Accessed 7/2/04.

CJUHSD — Chaffey Joint Union High School District website at www.cjuhsd.k12.ca.us.

CRWQCB — California Regional Water Quality Control Board Santa Ana Region National Pollutant Discharge Elimination System and Waste Discharge Requirements for Order No. R8-2002-0012, NPDES No. CAS618036 for the San Bernardino County Flood Control District, the County of San Bernardino, and the incorporated cities of San Bernardino County within the Santa Ana Region, Area-wide urban storm water runoff. (*Available at the RWQCB).*

DTSC-1 — Department of Toxic Substances Control letter dated April 23, 2004 in regards to the Negative Declaration for the Civic Center South Land Acquisition Project (SCH #2004041009). *(Available at the City of Ontario).*

DTSC-2 Department of Toxic Substances Control Hazardous Waste and Substances Site List (CORTESE List) at website http://www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm. Accessed 6/7/04.

EPA U.S. EPA, *Lead in Paint, Dust, and Soil–Basic Information.* at www.epa.gov/cgi-bin.epaprintonly.cgi. Accessed 6/4/04.

FIRM Federal Insurance Rate Map, City of Ontario, California. Panel 4 of 11, Community Panel No. 060278 0004 B. *(Available at City of Ontario).*

IEUA Inland Empire Utilities Agency website, www.ieua.org/treatment/rp. Accessed 6/29/04.

IWMB news News release from Integrated Waste Management Board, January 21, 1999, "Rialto Area Landfill to Meet Community's Growing Needs with Revised State Permit." Accessed 6/30/04. *(Available at www.ciwmb.ca.gov).*

ND – 1 Mitigated Negative Declaration for demolition of 206 East "B" Street, Ontario, CA 91764, adopted January 13, 2004.

ND – 2 Mitigated Negative Declaration for demolition of 310 East "B" Street, Ontario, CA 91764, adopted January 13, 2004.

ND – 3 Mitigated Negative Declaration for demolition of 330 East "B" Street, Ontario, CA 91764, adopted January 13, 2004.

ND – 4 Mitigated Negative Declaration for demolition of 325 East Holt Blvd., Ontario, CA 91764, adopted January 13, 2004.

ND – 5 Mitigated Negative Declaration for demolition of 127 North Sultana Ave., Ontario, CA 91764, adopted January 13, 2004.

NRHP-1 National Register of Historic Places Registration Form for Euclid Avenue. *(Available at the City of Ontario).*

NRHP-2 National Register of Historic Places website at www.historicdistricts.com. Accessed 7/7/04.

OCF&S City of Ontario Community Facilities and Services website at www.ci.ontario.ca.us/index.cfm/2567/3870. Accessed 7/20/04.

ODC-Article 13 City of Ontario Development Code, Article 13, Section 9-1.1300. *(Available at the City of Ontario).*

ODC-Article 26 City of Ontario Development Code: Article 26, Historic Preservation, November 2003. *(Available at the City of Ontario).*

ODDG Downtown Ontario Design Guidelines, Adopted August 18, 1998. Prepared by The Arroyo Group. *(Available at the City of Ontario).*

OFD City of Ontario Fire Department website at www.ci.ontario.ca.us.

OGIS City of Ontario GIS department.

OGP City of Ontario General Plan, adopted Sept. 15, 1992, Resolution No. 92-120. Prepared by Cotton/Beland/Associates, Inc. *(Available at the City of Ontario).*

OGP FEIR City of Ontario General Plan Final EIR, SCH# 90020456, October 1991. Prepared by Cotton/Beland/Associates, Inc. *(Available at the City of Ontario).*

OHE City of Ontario 2000-2005 Housing Element. December 2001. *(Available at the City of Ontario).*

OHRS Ontario Historic Resources Survey Forms for specific properties, by address, 1983 and 2003. *(Available at City of Ontario)*

OMC-1 City of Ontario Municipal Code, Title 6, Chapter 6, *Storm water drainage system*. *(Available at the City of Ontario).*

OMC-2 City of Ontario Municipal Code, Title 6, Chapter 6, *Control of Blowing Sand and Prevention of Soil Erosion by Wind. (Available at the City of Ontario).*

OMNI Omnitrans letter to Webb Associates, July 23, 2004, regarding "Ontario Downtown Civic Center DEIR."

OMSD Ontario-Montclair School District website at www.omsd.k12.ca.us.

OMWP City of Ontario Master Water Plan. Prepared by Boyle Engineering Corporation. August, 2000. *(Available at the City of Ontario).*

OPD-1 City of Ontario Police Department Crime Analysis Unit. Calls for service between April 1 – June 30, 2004 for Reporting Districts 126 and 127. Received 7/20/04. *(Available at the OPD).*

OPD-2 City of Ontario Police Department Crime Analysis Unit. CAD Type codes grouped according to the type of response from the Communications Procedure Manual- Activity Code Definitions. Received 7/21/04. *(Available at the OPD).*

OPD-3 City of Ontario Police Department Website at www.ci.ontario.ca.us.

OQL-Healthcare City of Ontario Quality of Life Healthcare website at www.ci.ontario.ca.us/index.cfm/2563/3839.

ORDA-FEIR City of Ontario Redevelopment Agency Final Environmental Impact Report for the Center City Redevelopment Project. SCH # 83041502. September/ October 1983. *(Available at the City of Ontario).*

OSSMP City of Ontario Sewer System Master Plan, Final Report. Prepared by Kennedy/Jenks Consultants, October 1995. *(Available at the City of Ontario).*

ORDP Redevelopment Plan for the Center City Redevelopment Project. *(Available at the City of Ontario).*

RTPGF Regional Transportation Plan Growth Forecast, City Projections, by SCAG, 2001, available at http://www.scag.ca.gov/forecast/rtpgf.htm.

SARB Water Quality Control Plan – Santa Ana Region Basin 8. Regional Water Quality Control Board, 1995. *(Available at RWQCB).*

SBCSWM County of San Bernardino Department of Solid Waste Management website, www.co.san-bernardino.ca.us. Accessed 6/29/04.

SBCWQMP San Bernardino County Storm Water Program Model Water Quality Management Plan Guidance document. June 1, 2004. *(Available at the City of Ontario).*

SCAG Southern California Association of Governments, *The New Economy and Jobs/Housing Balance in Southern California.* April 2001. *(Available at www.scag.ca.gov/housing/jobhousing/balance)*

SCAQMD South Coast Air Quality Management District. CEQA Air Quality Handbook. November, 1993. *(Available at SCAQMD).*

SCGC Southern California Gas Company letter to City of Ontario dated 6/28/04. *(Available at the City of Ontario).*

SWRCB State Water Resources Control Board Order No. 99-08-DWQ NPDES General Permit No. CAS000002 WDR for Discharges of Storm water runoff associated with construction activity. *(Available at SWRCB).*

Thomas Guide Thomas Guide 2004 and 2005, Riverside and San Bernardino Counties.

USDA Soil Survey of San Bernardino County Southwestern Part, California. United States Department of Agriculture, Soil Conservation Service. Issued January 1980. *(Available at NRCS).*

WQR 2002 Water Quality Report, City of Ontario, pws id# ca3610034. (*Available at the City of Ontario)*

ENVIRONMENTAL SITE ASSESSMENT REFERENCES

Corresponding Number	APN	Site Address	Type of Document
17	1048-543-01	302 E. B	Phase I, December 3, 2002 Underground Tank Removal Closure Report, October 27, 2003
12	1048-543-04	324 E. B	Phase I, August 8, 2003
1	1048-543-05	330 E. B	Phase I, July 1, 2003
23			Phase II, October 31, 2003
13	1048-544-01	402 E. B	Phase I, February 4, 2003
15	1048-544-02	408 E. B	Phase I, June 11, 2002
2	1046-544-17	412 E. B	Phase I, June 11, 2002
10	1048-544-04	418-428 E. B	Phase 1 & Phase II, May 6, 2004 Soil Sampling Report, July 22, 2003 Confirmation Soil Sampling Report, August 25, 2003
16	1048-543-06	117 N. Cherry	Phase I, July 2, 2003
10	1048-544-16	118 N. Cherry	Phase I, June 11, 2002
9	1048-544-15	122 N. Cherry	Phase I, May 28, 2002
14	1048-553-01	138 N. Euclid	Phase I, June 24, 2003
8	1048-552-11, 12	200 N. Euclid	Phase I, June 18, 2003
22			Phase II, July 1, 2003
18	1048-553-083	326 N. Euclid	Phase I, March 5, 2001
7	1048-543-10	303 E. Holt	Phase I, January 15, 2002
25	1048-543-09	305-307 E. Holt	Phase I & II, September 26, 2003
6	1048-543-08	311-319 E. Holt	Phase I, October 10, 2002
11	1048-543-07	325 E. Holt	Phase I, July 3, 2002
24	1048-544-10 & 07	405 & 425 E. Holt	Phase II, April 30, 2003
5	1048-544-06	121 N. Sultana	Phase I, July 26, 2002

Corresponding Number	APN	Site Address	Type of Document
21			Phase II, November 4, 2003
3	1048-544-13	123 N. Sultana	Phase I, June 11, 2002
4	1048-544-05	127 N. Sultana	Phase I, July 26, 2002
19	1048-551-03	Salem Property, C Street and Lemon Avenue	Phase I
1048-544-07, -08, -09, -10, -11, -12		400 Block of East Holt Boulevard	Limited Phase I, April 9, 2003
1048-554-01, -11, 1048-543-01, -02, -04, -05, -10, -09, -08, -07, -06, 1048-544-01, -02, -17, -04, -16, -12, -15, -10, -05, -07, -06, -13, -05		Sultana and Holt Avenue Area	Limited Phase I, December 1, 2000
1048-553-04, -03, -02, -01, -17, -16, -15, -14, -13, -12, -11, -10, -05, -09, -08, -07, -06		Sultana and Holt Avenue Area	Limited Phase I, August 27, 2001

All of the Environmental Site Assessments listed above are available at the Ontario Housing Agency (OHA) and were prepared by:

P & D Consultants, Inc., 999 Town & Country Road, Suite 400, Orange, CA 92868

VI. ORGANIZATIONS AND INDIVIDUALS CONSULTED DURING DEIR PREPARATION

PC-1 Personal communication, County of San Bernardino Solid Waste Management Division, (909) 386-8701, 6/30/04.

PC-2 Personal communication, Gary Hackney, IEUA, (909) 993-1720, 6/25/04.

PC-3 Personal Communication via email with Ken Jeske, Director of Public Works/Community Services, kjeske@ci.ontario.ca.us, 7/6/04.

PC-4 Personal communication via email and phone Laura Stansbury, Senior Human Resources Analyst City of Ontario, lstansbu@ci.ontario.ca.us. 6/20/04, 6/25/04 and 7/20/04.

PC-5 Personal Communication, Mike Harrison, Director of Operations and Planning at Chaffey Joint Union High School District on 6/7/04. (909) 988-8511.

PC-6 Personal communication via email, Mohamed Elamamy, melemamy@ci.ontario.ca.us 7/2/04.

PC-7 Personal communication, Ontario Police Captain Tony Del Rio, tdelrio@ontariopolice.org. 6/29/04.

PC-8 Personal communication via email, Pete Peterson, Coordinator of Facilities Planning for the Ontario-Montclair School District, pete.peterson@omsd.k12.ca.us. 6/30/04.

PC-9 Personal communication, Richard Whitaker, City of Ontario GIS Specialist, 6/29/04.

PC-10 Personal communication, Shiv Vyas, City of Ontario Supervising Civil Engineer, (909) 395-2144, 6/21/04.

PC-11 Personal communication, Steve Wilson, Environmental Water/Wastewater Engineer, 6/9/04, (909) 395-2389.

PC-12 Personal communication, Virginia Riley, Administrative Assistant for the Deputy Superintendent of Ontario Montclair School District (909) 459-2505 on 6/7/04.

PC-13 Personal communication, Bob Holub, Division Chief, Regional Water Quality Control Board-Santa Ana Region, 7/30/04, (909) 782-3298.

PC-14 Personal communication, Mervin Acebo, Associate Planner, Omnitrans, 7/22/04, (909) 379-7100.

See also Appendix A for list of all agencies notified through the Notice of Preparation process.

VII. LOCATIONS WHERE REFERENCE DOCUMENTS ARE AVAILABLE

Location	Address:
ACOE	Army Corps of Engineers, L.A. District Office. 915 Wilshire Blvd., Suite 980, Los Angeles, CA 90017
City of Ontario	City of Ontario City Hall, 303 E. B Street, Ontario, CA 91764.
IEUA	Inland Empire Utilities Agency, 6075 Kimball Avenue, Chino, CA 91710, and at www.ieua.org.
NRCS	Natural Resources Conservation Service, 950 Ramona Boulevard, Suite 6, San Jacinto, CA 92582, and www.usda.gov.us.
OHA	City of Ontario Housing Agency, 316 East "E" Street, Ontario, CA 91764
OPD	City of Ontario Police Department, 2500 S. Archibald Avenue, Ontario, CA 91761.
RWQCB	Regional Water Quality Control Board, 3737 Main Street, Suite 500, Riverside, CA 92501, and www.swrcb.ca.gov/region8.
SCAQMD	South Coast Air Quality Management Board, 21865 East Copley Drive, Diamond Bar, CA 91765-4182, and www.aqmd.gov.
SWRCB	State Water Resources Control Board, 1001 I Street, Sacramento, CA 95814, and www.swrcb.ca.gov.

VIII. DOCUMENT PREPARATION STAFF

Albert A. Webb Associates, Planning & Environmental Services Division:
Cathy Perring, Principal Planner
Jillian Baker, Ph.D., Senior Environmental Analyst
Autumn Dewoody, Assistant Environmental Analyst

City of Ontario
Cathy Wahlstrom, Principal Planner, Planning Department
Sigfredo Rivera, Senior Project Manager, Ontario Housing Agency

COMPLETED ENVIRONMENTAL SITE ASSESSMENTS

Corresponding Number	APN	Site Address			Type of Document
17	1048-543-01	302	E.	B	Phase I, December 3, 2002 Underground Tank Removal Closure Report, October 27, 2003
12	1048-543-04	324	E.	B	Phase I, August 8, 2003
1	1048-543-05	330	E.	B	Phase I, July 1, 2003
23					Phase II, October 31, 2003
13	1048-544-01	402	E.	B	Phase I, February 4, 2003
15	1048-544-02	408	E.	B	Phase I, June 11, 2002
2	1046-544-17	412	E.	B	Phase I, June 11, 2002
10	1048-544-04	418-428 E. B			Phase 1 & Phase II, May 6, 2004 Soil Sampling Report, July 22, 2003 Confirmation Soil Sampling Report, August 25, 2003
16	1048-543-06	117	N.	Cherry	Phase I, July 2, 2003
10	1048-544-16	118	N.	Cherry	Phase I, June 11, 2002
9	1048-544-15	122	N.	Cherry	Phase I, May 28, 2002
14	1048-553-01	138	N.	Euclid	Phase I, June 24, 2003
8	1048-552-11, 12	200	N.	Euclid	Phase I, June 18, 2003
22					Phase II, July 1, 2003
18	1048-553-083	326	N.	Euclid	Phase I, March 5, 2001
7	1048-543-10	303	E.	Holt	Phase I, January 15, 2002
25	1048-543-09	305-307	E.	Holt	Phase I & II, September 26, 2003
6	1048-543-08	311-319	E.	Holt	Phase I, October 10, 2002
11	1048-543-07	325	E.	Holt	Phase I, July 3, 2002
24	1048-544-10 & 07	405 & 425	E.	Holt	Phase II, April 30, 2003
5	1048-544-06	121	N.	Sultana	Phase I, July 26, 2002
21					Phase II, November 4, 2003
3	1048-544-13	123	N.	Sultana	Phase I, June 11, 2002
4	1048-544-05	127	N.	Sultana	Phase I, July 26, 2002
19	1048-551-03	Salem Property, C Street and Lemon Avenue			Phase I
1048-544-07, -08, -09, -10, -11, -12		400 Block of East Holt Boulevard			Limited Phase I, April 9, 2003
1048-554-01, -11, 1048-543-01, -02, -04, -05, -10, -09, -08, -07, -06, 1048-544-01, -02, -17, -04, -16, -12, -15, -10, -05, -07, -06, -13, -05		Sultana and Holt Avenue Area			Limited Phase I, December 1, 2000
1048-553-04, -03, -02, -01, -17, -16, -15, -14, -13, -12, -11, -10, -05, -09, -08, -07, -06		Sultana and Holt Avenue Area			Limited Phase I, August 27, 2001

All of the Environmental Site Assessments listed above were prepared by:

P & D Consultants, Inc.
999 Town & Country Road, Suite 400
Orange, CA 92868
(714) 835-4447